BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF ADOPTING THE 2004 REGIONAL TRANSPORTATION PLAN AS THE REGIONAL TRANSPORTATION SYSTEM PLAN AND THE REGIONAL FUNCTIONAL PLAN FOR TRANPORTATION TO MEET STATE PLANNING REQUIREMENTS	))))))	ORDINANCE NO. 03-1024 Introduced by Rod Park

WHEREAS, federal law requires Metro to demonstrate every three years that its Regional Transportation Plan ("RTP") conforms to the Clean Air Act; and

WHEREAS, the U.S. Department of Transportation and the U.S. Environmental Protection Agency last found the RTP to conform to the requirements of the Clean Air Act on January 26, 2001; and

WHEREAS, cities and counties in the region have made amendments to their transportation system plans ("TSPs") in order to comply with Metro's 2000 RTP, and these TSP amendments have generated proposed amendments to the Regional Street Design and Freight System maps and minor revisions to other model system maps in the RTP; and

WHEREAS, cities and counties, in the course of amending their TSPs, identified new transportation projects and studies and changes in the location, description, cost or timing of previously approved projects; and

WHEREAS, Metro and cities and counties of the region have completed corridor studies, and concept plans pursuant to Title 11 of the Urban Growth Management Functional Plan, since adoption of the 2000 RTP, and these plans have generated proposed technical amendments to Chapter 6 (Implementation) of the RTP; and

WHEREAS, the Council directed that this update to the RTP be limited in scope to reflect changes in projects and programs since adoption of the 2000 RTP, in anticipation of a major review of RTP policies and projects in the next three-year cycle, due for completion by 2007; and

WHEREAS, the Metro Council has received and considered the advice of its Joint Policy Advisory Committee on Transportation and its Metro Policy Advisory Committee, and all proposed amendments identified in Exhibit "A" have been the subject of a 30-day public review period; and

WHEREAS, the Council held public hearings on the 2004 RTP on December 4 and December 11, 2003; now therefore,

THE METRO COUNCIL ORDAINS AS FOLLOWS:

1. Chapter 2 (Transportation) of the Regional Framework Plan ("RFP") and Chapter 1 (Regional Transportation Policy) of the RTP are hereby amended as set forth in Part 1 of Exhibit A, attached and incorporated into this ordinance.
2. Chapters 3 and 5 of the 2000 RTP are hereby amended as set forth in Part 2 (Project Update) of Exhibit A, attached and incorporated into this ordinance, to identify the scope and nature of the proposed transportation improvements that address the 20-year needs and a financial plan for implementing the recommended projects.
3. Chapter 6 (Implementation) of the RTP is hereby amended as set forth in Part 3 (Technical Update) of Exhibit A, attached and incorporated into this ordinance, to demonstrate regional compliance with state and federal planning requirements and establish regional TSP and functional plan requirements for city and county comprehensive plans and local TSPs.
4. Metro's 2000 RTP and these amendments to it, together with Titles 2 and 10 of the Urban Growth Management Functional Plan, comprise Metro's 2004 RTP, adopted as the regional functional plan for transportation under ORS 268.390, the regional "metropolitan transportation plan" required by federal transportation planning law, and the regional transportation system plan required by state planning law.
5. The Findings of Fact and Conclusions of Law in Exhibit B, attached and incorporated into this ordinance, explain how these amendments to the RTP conform to the requirements of the Clean Air Act and comply with state transportation and land use planning laws and the RFP.

ADOPTED by the Metro Council this __ day of December, 2003.

David Bragdon, Council President

Attest:

Approved as to Form:

Christina Billington, Recording Secretary

Daniel B. Cooper, Metro Attorney

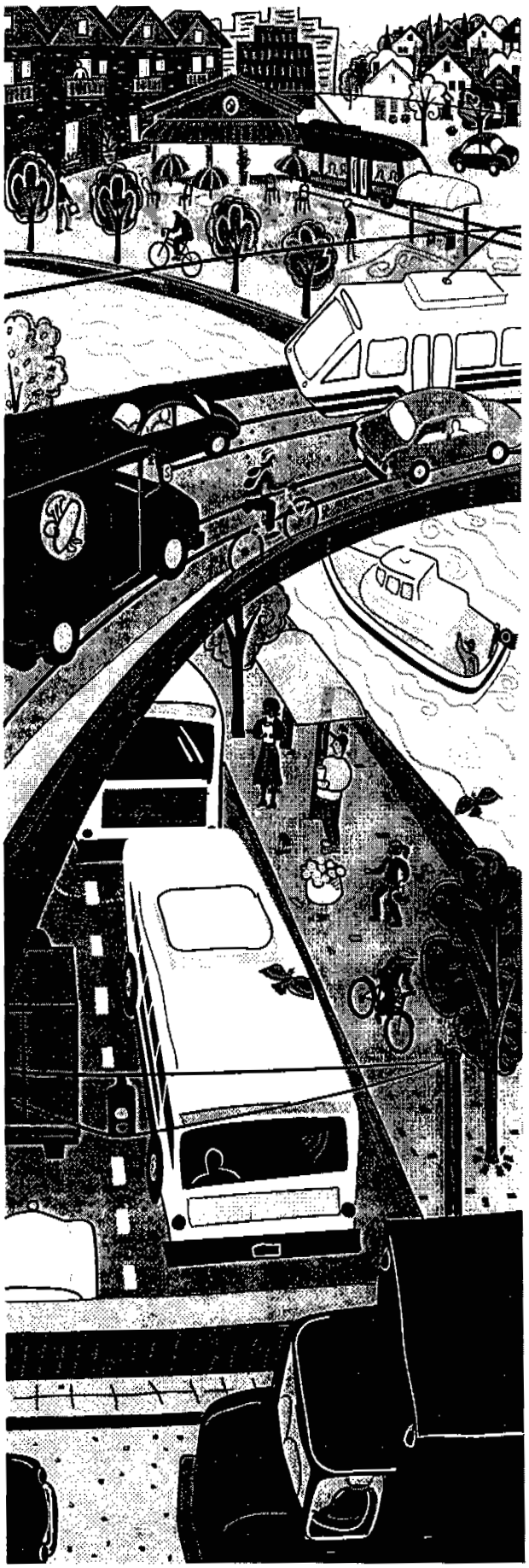

Exhibit "A" to Ordinance No. 03-1024

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Regional Transportation Plan
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2004 Regional Transportation Plan

Policy Update

October 31, 2003

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Metro Councilors – Rod Park, District 1; Brian Newman, District 2; Carl Hosticka, District 3; Susan McLain, District 4; Rex Burkholder, District 5; Rod Monroe, District 6.
Auditor – Alexis Dow, CPA

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2004 Regional Transportation Plan
Policy Highlights

Recent Policy Amendments

Since the last update to the Regional Transportation Plan (RTP) in August 2000, a number of policy amendments have been adopted. These include:

- Oregon Land Conservation and Development Commission (LCDC) acknowledgement amendments (2001)
- TriMet's Elderly and Disabled Transit Study (2001)
- Regional Corridor Priorities project (2001)
- I-5 Partnership corridor study (2002)
- Metro's Green Streets project (2002)
- South Corridor Transit Study (2003).

These amendments to policies and policy maps have already been adopted by ordinance prior to this RTP update, and incorporated into the plan document.

Proposed Policy Map Amendments

The proposed policy amendments for the 2004 Regional Transportation Plan are limited to several transportation system map changes. No changes to policy text are proposed as part of this update.

This policy packet details a number of proposed amendments to the Regional Street Design and Regional Freight System maps that reflect the Oregon Transportation Commission's interest in creating "special transportation areas" where compact urban centers and main streets are planned along state-owned arterial streets. *These proposed map changes are shown in the table in Attachment 1.*

The updated system maps also include a number of "housekeeping" amendments that reflect fine-tuning of the various model system maps, as recommended by local cities and counties through transportation plans adopted since the last RTP update in August 2000. *These changes are also summarized in Attachment 1.*

Finally, a new map is proposed to be added to Chapter 1 of the RTP that identifies the Metropolitan Planning Organization (MPO) Planning Boundary. This boundary defines the area that the Regional Transportation Plan applies to for federal planning purposes. The boundary includes the area inside Metro's jurisdictional boundary, the 2003 urban growth boundary and the 2000 census defined urbanized area boundary for the Portland metropolitan region. *This map is shown in Attachment 2 (note: a larger version of this map is available from Metro upon request).*

Attachment 1

Proposed Amendments to RTP System Maps

Figure 1.12
Motor Vehicle Functional Classification Map

Street Name	Location	Current RTP classification	Proposed RTP classification	Source of change
Allen Boulevard	Hall Boulevard to Murray Boulevard	Collector of regional significance	Minor arterial	Beaverton TSP
Hart Road	Murray Boulevard to 170th Avenue	Collector of regional significance	Minor arterial	Beaverton TSP
Murray Boulevard	Scholls Ferry Road to Barrows Road	Collector of regional significance	Minor arterial	Beaverton TSP
Sandy Boulevard	207th Avenue to I-84	Collector of regional significance	Minor arterial	Fairview TSP
David Hill Road	Thatcher Road to Sunset Dr (Hwy 47)	No road	Planned minor arterial	Forest Grove TSP
'B' Street (Old Highway 47)	Hwy 47 to Pacific Avenue	Not classified	Minor arterial	Forest Grove TSP
Sunset Drive	Main St. to Hwy 47/ NW Nehalem Highway	Not classified	Collector	Forest Grove TSP
Thatcher Road	David Hill Road to Gales Creek Road	Not classified	Minor arterial	Forest Grove TSP
Riverside Drive Extension			Amend the dashed line to reflect alignment in TSP	Gresham TSP
Railroad Avenue	SE 37th Avenue to Linwood Avenue	Not classified	Minor arterial	Milwaukie TSP
Stark Street	Kane Road to UGB	Collector	Minor arterial	Multnomah County Functional Classification Study

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

Street Name	Location	Current RTP classification	Proposed RTP classification	Source of change
SE Clatsop Extension	SE Mt. Scott Boulevard to Deardorf / 132nd Avenue	Future collector of regional significance	Remove from the RTP motor vehicle map or realign south of Willamette National Cemetery boundaries	Portland TSP
SE Flavel Street / Mt. Scott Boulevard	SE 82nd Avenue to the city limits	Minor arterial	Collector of regional significance	Portland TSP
N Interstate Avenue	Fremont Bridge to N Denver Street	Major arterial	Minor arterial	Portland TSP
N Ivanhoe Street	N Philadelphia Avenue to N Lombard Street	Not classified	Minor arterial (should be identified as the US 30 Bypass Route)	Portland TSP
N Richmond Avenue	N Lombard Street to N Ivanhoe Street	Not classified	Minor arterial (should be identified as the US 30 Bypass route)	Portland TSP
Water Avenue On-Ramp	Central Eastside Industrial District	Principal arterial	Delete from Motor Vehicle System Map	Portland TSP
Boones Ferry Rd	SW Norwood Road to Nyberg Street	Minor arterial	Major arterial	Tualatin TSP
Lower Boones Ferry Road	Boones ferry Road to Bridgeport Street	Major arterial	Minor arterial	Tualatin TSP
Martinazzi Avenue	Boones Ferry Road to Tualatin Sherwood	Not classified	Minor arterial	Tualatin TSP
Martinazzi Avenue	Tualatin Sherwood to Pinto Drive to Vermillon Drrive to Stone Drive to Iowa Driver to Boons Ferry Road	Not classified	Collector	Tualatin TSP
Nyberg Street	65th Avenue to Tualatin-Sherwood Road	Minor arterial	Major arterial	Tualatin TSP
Tualatin Sherwood Road	Nyberg Street to Cipole Road	Minor arterial	Major arterial	Tualatin TSP

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

Street Name	Location	Current RTP classification	Proposed RTP classification	Source of change
Grant Street	Brookwood Parkway to 28th Avenue	No Designation	Collector of regional significance	Hillsboro TSP
Beef Bend Road		Collector of regional significance	Minor arterial	Tigard TSP
Gaarde Street		Collector of regional significance	Minor arterial	Tigard TSP
Walnut Street	Gaarde Street to Scholls Ferry Road	Collector of regional significance	Minor arterial	Tigard TSP

Figure 1.4
Street Design Classification Map

Street Name	Location	Current RTP classification	Proposed RTP classification	Source of change
Allen Boulevard	At Murray Boulevard intersection	"Possible boulevard intersection"	Delete "Possible boulevard intersection" designation	Beaverton Comprehensive Plan and Development Code
Hall Boulevard	Allen Boulevard to Denney Road	Regional boulevard	Delete "Regional boulevard" designation	Beaverton Comprehensive Plan and Development Code
Murray Boulevard	At Farmington Road intersection	"Possible boulevard intersection"	Delete "Possible boulevard intersection" designation	Beaverton Comprehensive Plan and Development Code
McLoughlin Boulevard (Highway 99E)	Gloucester Avenuenue to Arlington Street	Regional Boulevard	Regional Street	Gladstone Town center moved to Main Street
SE Railroad Avenue	SE 37th Avenue to Linwood Avenue	Not classified	Community Street	Milwaukie TSP
Broadway Bridge		Community Boulevard	Regional Street	Portland TSP
E Burnside Street	108th Avenue to 117th Avenue	Regional Boulevard	Regional Street	Portland TSP
E Burnside Street	127th Avenue to 143rd Avenue	Regional Boulevard	Regional Street	Portland TSP

Figure 1.4
Street Design Classification Map *(continued)*

Street Name	Location	Current RTP classification	Proposed RTP classification	Source of change
E Burnside Street	151st Avenue to 162nd Avenue	Regional Boulevard	Regional Street	Portland TSP
Burnside Bridge		Community Boulevard	Regional Boulevard	Portland TSP
SW Capitol Highway	SW Galeburn to SW Luradel	Community Street	Community Boulevard	Portland TSP
SW Capitol Highway	SW Brugger to SW Baird	Community Boulevard	Community Street	Portland TSP
SW Capitol Highway	SW Hume to SW Multnomah	Community Street	Community Boulevard	Portland TSP
SW Capitol Highway	SW 31st to SW 33rd	Community Street	Community Boulevard	Portland TSP
SE Clatsop Extension	SE Mt. Scott Boulevard to Deardorf / 132nd	Future Community Corridor	Remove from the RTP street design map or realign south of Willamette National Cemetery boundaries	Portland TSP
NE Cully Boulevard	NE 57th to NE Prescott Street	Community Street	Community Boulevard	Portland TSP
SE Division Street	SE 129th to SE 130th	Regional Street	Regional Boulevard	Portland TSP
SE Division Street	SE 117th to SE 122nd	Regional Street	Regional Boulevard	Portland TSP
SE Division Street	SE 82nd to SE 89th	Regional Street	Community Boulevard	Portland TSP
SE Division Street	SE 75th to SE 82nd	Community Street	Community Boulevard	Portland TSP
SE Division Street	SE 33rd to SE 50th	Community Street	Community Boulevard	Portland TSP
NE 82nd Avenue	NE Sandy to NE Beech	Regional Street	Regional Boulevard	Portland TSP
NE 82nd Avenue	NE Thompson to NE Halsey	Regional Street	Regional Boulevard	Portland TSP
SE 82nd Avenue	SE Mill Street to SE Clinton Street	Regional Street	Regional Boulevard	Portland TSP
SE 82nd Avenue	SE Raymond to SE Martins	Regional Street	Regional Boulevard	Portland TSP
Foster Road	SE 80th to SE 82nd	Regional Street	Regional Boulevard	Portland TSP
Foster Road	SE Holgate to SE 75th	Regional Street	Regional Boulevard	Portland TSP
Hawthorne Bridge		Regional Boulevard	Community Street	Portland TSP
St. Helens Road	NW Harbor through Linnton to north end of Kingsley park	Highway	Urban Road	Portland TSP

Figure 1.4
Street Design Classification Map *(continued)*

Street Name	Location	Current RTP classification	Proposed RTP classification	Source of change
N Ivanhoe Street	N Richmond to N Philadelphia	Community Street	Community Street	Portland TSP and STA coordination meeting
NE Killingsworth Street	NE 35th PL to NE 30th	Community Street	Community Boulevard	Portland TSP
NE/N Killingsworth Street	NE MLK to N Interstate	Community Street	Community Boulevard	Portland TSP
N Killingsworth Street	N Interstate to N Greeley	Not Classified	Community Street	Portland TSP
N Lombard Street	N Woolsey to N Philadelphia	Community Street	Community Boulevard	Portland TSP
N Lombard Street	N Interstate to N Seward	Community Street	Community Boulevard	Portland TSP
N Lombard Street	At Philadelphia Street	Boulevard intersection	Delete	STA coordination meeting
N Lombard Street	At Ida Street	Boulevard intersection	Delete	STA coordination meeting
Macadam Avenue (Highway 43)	Bancroft to Taylor's Ferry Road	Regional Street	Regional Boulevard	STA coordination meeting
McLoughlin Boulevard	Grand/MLK Boulevard to SE Woodard (1 block north of Powell)	Highway	Regional Boulevard	Portland TSP
Mcloughlin Boulevard	SE 17th Avenue to City Limits	Highway	Urban Road	Portland TSP
Morrison Bridge		Community Boulevard	Regional Street	Portland TSP
SW Multnomah Boulevard	SW 30th Avenue to SW 35th Avenue	Community Street	Community Boulevard	Portland TSP
SE 92nd Avenue	SE Liebe to SE Harold Street	Regional Boulevard	Not classified	Portland TSP
SE 92nd Avenue	SE Harold to SE Tolman Street	Regional Boulevard	Community Boulevard	Portland TSP
SE 92nd Avenue	SE Tolman to SE Duke	Community Street	Community Boulevard	Portland TSP
NE 122nd Avenue	NE Multnomah to NE Oregon Street	Community Boulevard	Community Street	Portland TSP
SE 122nd Avenue	SE Stark to SE Morrison Street	Community Street	Community Boulevard	Portland TSP
SE 122nd Avenue	SE Clinton to SE Powell Boulevard	Community Street	Community Boulevard	Portland TSP
N Richmond	N Lombard to N Ivanhoe Street	Community Street	Community Boulevard	Portland TSP & STA coordination meeting
SE/NE Sandy	SE 12th Avenue to	Community	Regional	Portland TSP

Boulevard	NE 47th Avenue	Boulevard	Boulevard	

Figure 1.4
Street Design Classification Map *(continued)*

Street Name	Location	Current RTP classification	Proposed RTP classification	Source of change
NE Sandy Boulevard	NE 47th to NE 82nd	Regional Street	Regional Boulevard	Portland TSP
NE Sandy Boulevard	NE 98th to NE 122nd	Community Boulevard	Regional Boulevard	Portland TSP
NE Sandy Boulevard	NE 122nd to NE 163rd	Urban Road	Regional Street	Portland TSP
Sellwood Bridge		Regional Street	Community Street	Portland TSP
SE 17th Avenue	SE Nehalem to SE Tacoma	Unclassified	Community Boulevard	Portland TSP
SE 17th Avenue	SE Tacoma to SE Andover	Community Street	Community Boulevard	Portland TSP
Steel Bridge		Regional Boulevard	Community Street	Portland TSP
NE/SE 39th Avenue	NE Broadway to SE Powell	Community Street	Regional Street	Portland TSP
SE 39th Avenue	SE Powell to SE Woodstock	Unclassified	Community Street	Portland TSP
Macadam Avenuenue (Hwy 43)	In West Linn	Regional Boulevard	Regional Street	STA coordination meeting; West Linn to focus boulevard improvements on interior town center streets
Grant Street	Brookwood Parkway to 28th Avenue	No Designation	Community boulevard	Hillsboro TSP
Beef Bend Road		No Designation	Community street	Tigard TSP
Gaarde Street		No Designation	Community street	Tigard TSP
Walnut Street	Gaarde Street to Scholls Ferry Road	No Designation	Community street	Tigard TSP

Figure 1.16
Regional Public Transportation System Map

Street Name	Location	Current RTP classification	Proposed RTP classification	Source of change
181st Avenue	Gresham	Regional Bus	Frequent Bus	Gresham TSP
I-84 Corridor	Troutdale – Portland	Unclassified	Potential Commuter Rail	Gresham TSP

Figure 1.17
Regional Freight System Map

Street Name	Location	Current RTP classification	Proposed RTP classification	Source of change
N Lombard Street	N St Louis to N Philadelphia	Road Connector	No designation	STA coordination meeting
McLoughlin Boulevard (Hwy 99E)	Hwy 224 to I-205 south ramps	Main roadway route	No designation	STA coordination meeting; Freight route provided by Highway 224 to I-205
N Ivanhoe Street	N St Louis to N Philadelphia	No designation	Road Connector	STA coordination meeting
N St Louis Street	N Lombard to N Ivanhoe	No designation	Road Connector	STA coordination meeting
Tualatin Valley Highway	Hwy 47 bypass to western Forest Grove city limits	Main roadway route	No designation	STA coordination meeting; Freight route provided by Highway 47 bypass

Figure 1.18
Regional Bicycle System Map

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

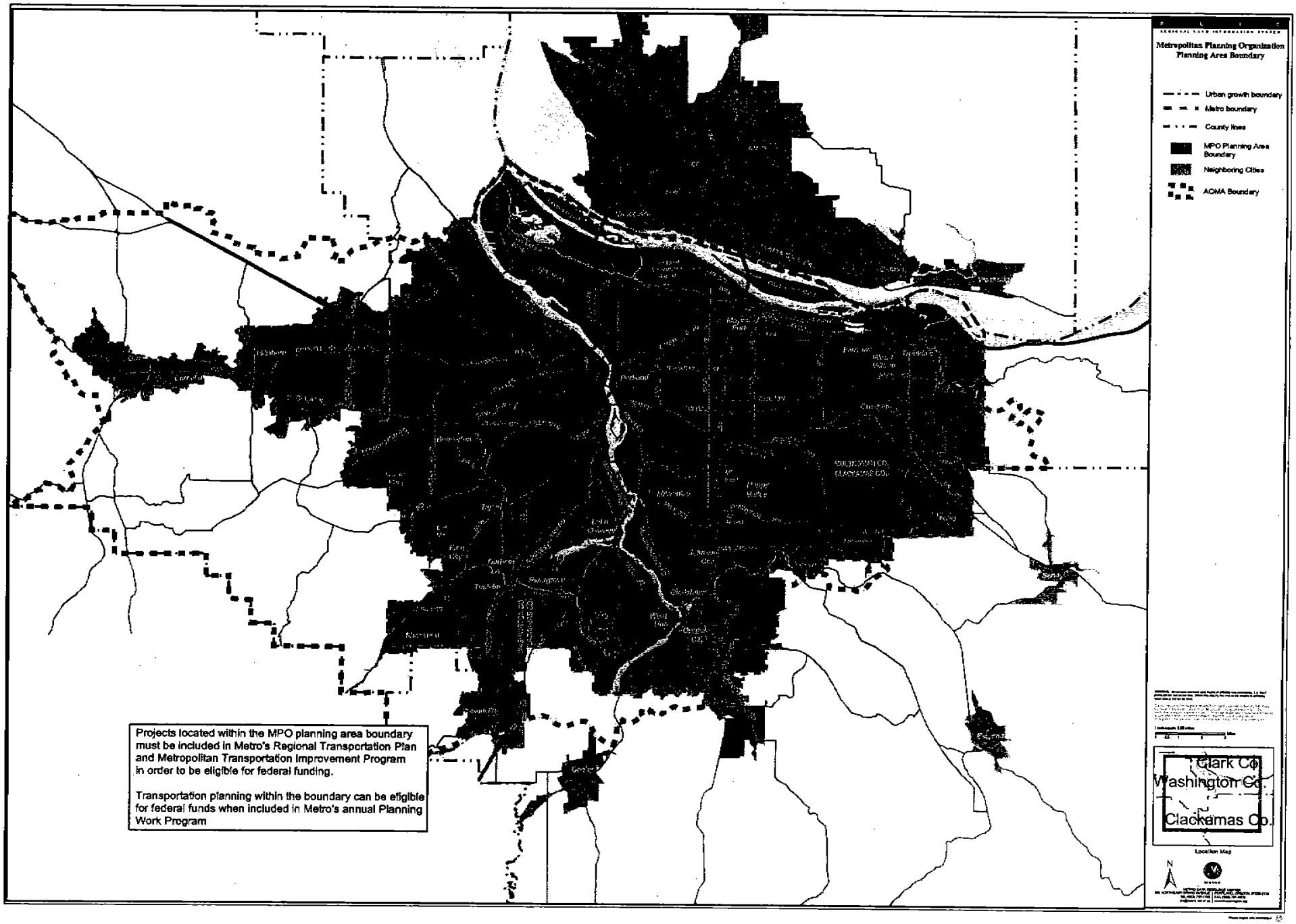
Figure 1.19
Regional Pedestrian System Map

Street Name	Location	Current RTP classification	Proposed RTP classification	Source of change
MAX Multi-Use Path	Gresham– Ruby Junction to Cleveland Avenue	None	Multi-use Facility	Gresham TSP
Tonquin Trail	Tualatin River to Willamette River	None	No change to classification; update off-street bikeway alignments to reflect regional greenspaces plan	Metro Parks and Greenspaces Master Plan
Lower Tualatin River Greenway Trail	Tualatin River to Willamette River	None	Same as above	Same as above
Washington Square Regional Center Trail	Washington Square	None	Same as above	Same as above

Figure 1.19
Regional Pedestrian System Map (continued)

Street Name	Location	Current RTP classification	Proposed RTP classification	Source of change
Oregon City Loop Trail	Willamette River to Clackamas River	None	Same as above	Same as above
Trolley Trail Connector	Springwater Trail to Trolley Trail in Milwaukie	None	Same as above	Same as above
East Buttes Power Line Corridor Trail	Springwater Trail to Clackamas River	None	Same as above	Same as above
East Buttes Loop Trail	Powell Butte to Gresham	None	Same as above	Same as above
Scouter Mountain Trail Extension	Scouter Mountain Trail to East Buttes Loop Trail	None	Same as above	Same as above
General	Region	None	Update pedestrian district boundaries to reflect updated 2040 center boundaries	Metro 2040 Growth Concept

Attachment 2



How to Comment on the update to the
2004 Regional Transportation Plan

The public comment period for the 2004 Regional Transportation Plan (RTP) begins on October 31, 2003 and concludes with a public hearing on December 4, 2003. You may submit comments online at Metro's website:

www.metro-region.org/rtp

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

Comments:

Submitted by:

Name

Street Address *City/Zip*

Phone *E-Mail*

Send me more info:

☐ *2000 RTP Document CD* *Other RTP Info:* _____

☐ *Please add me to the RTP interested citizens mailing/e-mail lists*

Regional Transportation Plan Update Calendar

October 31	Public comment period begins; staff recommendation on draft 2004 RTP released for 30-day public comment period; draft RTP and conformity determination submitted to FHWA and FTA to begin review
November 3	Air quality conformity analysis begins
November 5	MTAC comments on draft 2004 RTP
November 12	MPAC comments on draft 2004 RTP
November 13	JPACT tentative action on draft 2004 RTP
November 13	Metro Council first reading of Ordinance on draft 2004 RTP
November 26	TPAC review and discussion of draft 2004 RTP and air quality conformity analysis
December 4	Public hearing on draft 2004 RTP; public comment period ends at 5 p.m.
December 5	TPAC special meeting to comment on draft 2004 RTP
December 10	Tentative final MPAC action on 2004 RTP
December 11	Tentative final JPACT action on 2004 RTP
December 11	Metro Council second reading of Ordinance and consideration of adoption of 2004 Regional Transportation Plan

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2004 Regional Transportation Plan

Project Update

October 31, 2003

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2004 Regional Transportation Plan
Project Highlights

Recent Project Amendments

Since the last update to the Regional Transportation Plan (RTP) in August 2000, the Metro Council adopted a number of project amendments that stem from transportation corridor studies, including:

- the I-5 Partnership corridor study (2002)
- the South Corridor Transit Study (2003).

These amendments have already been adopted by ordinance prior to this RTP update, and are included in the published RTP project lists.

Proposed Project Amendments

The proposed project changes in the draft 2004 RTP combine the "Preferred" and "Priority" systems contained in the 2000 RTP as a single Preferred system of projects needed to serve the region over the 20-year planning period, through 2025. This proposed $9.9 billion preferred system establishes the universe of projects eligible for inclusion in the $4.2 billion subset of "Financially Constrained" projects that are eligible for federal funding.

The Financially Constrained system is also the source of transportation projects that may be funded through the Metropolitan Transportation Improvement Program (MTIP) and Metro's Transportation Priorities process. The MTIP allocates federal funds in the region, and is updated every two years, and includes a rolling, four-year program of transportation improvements. The 2003 Regional Transportation Plan will provide an updated set of financially constrained projects and programs for future MTIP funding allocations.

Metro worked with local cities and counties to develop a comprehensive inventory of regional transportation projects identified in local plans and special studies adopted since the 2000 RTP was completed. This inventory includes:

- new projects or studies that are not currently in the 2000 Regional Transportation Plan, but that have been adopted in local transportation system plans (TSPs) and regional corridor studies through a public process
- updates to existing 2000 RTP projects or studies to reflect changes in project location, description, cost and recommended timing

Nearly all city and county transportation plans in the Metro region have been updated during the past three years to be consistent with the 2000 RTP. In the process of completing these updates, many local plans identified new transportation projects of regional significance that are proposed as part of the draft 2004 RTP as amendments.

Some corridor studies that have been completed (or are nearing completion) since the last RTP update in August 2000 have been endorsed by resolution with the expectation that the new projects generated by these studies would be incorporated into the current RTP update. This includes the Powell/Foster Corridor Study, Phase 1.

Finally, the Pleasant Valley Concept Plan, Powell Boulevard Streetscape Study and the McLoughlin Boulevard Enhancement Plan were completed in 2003 with the expectation that new projects generated by these local planning efforts would be incorporated into the 2004 RTP. The recommendations endorsed in each of these efforts are also reflected in the enclosed draft amendments.

How Projects Were Prioritized

In October, Metro staff worked with members of the Transportation Policy Alternatives Committee and other interested parties to update the RTP project lists. In a series of four half-day workshops, this effort focused on incorporating all "housekeeping" amendments generated by local plans that have been adopted since the RTP was approved in August 2000. Since Metro commented separately on all of these local plans during their respective adoption activities, friendly amendments that were consistent with RTP policies, had already been identified for most projects.

The principal focus of the TPAC workshops was to define an updated Financially Constrained system of improvements. This exercise is a federal requirement, and defines a subset of roughly half of the Preferred system projects that are demonstrated to confirm to the federal Clean Air Act, and subsequently eligible for federal funds. The purpose of the exercise is to demonstrate that those projects most likely to be funded over the 20-year planning period will not result in a lapse in conforming to federal Clean Air Act standards for auto emissions.

Some notable differences in the 2004 RTP constraint exercise include a somewhat larger revenue projection for the constrained system through the new plan horizon year of 2025. Coupled with the fact that projects from the current plan have been built since it was adopt, this revenue increase results in a net gain in projects than can be included under the constraint ceiling. The expanded constrained revenue is largely the result of modest increases in local revenue sources devoted to regional transportation improvements, or revenues that reduce the backlog of maintenance obligations, which in turn expands the budget for capital projects.

There has also been an extensive discussion of factoring future Oregon Transportation Investment Act (OTIA) revenue into the forecast, but due to the limited timeframe for completing the RTP update, this assumption was not possible. Future OTIA revenues are expected to be incorporated into future state forecasts, and will be reflected in the next update to the RTP. However, the first three OTIAs are included in the forecast, and are part of the increased state revenue stream shown in the 2004 forecast amount.

The TPAC exercise followed the basic principles of (a) maintaining the Region 2040 Plan policy emphasis of the current RTP by focusing improvements in areas that serve as the economic engines for the region, including centers, ports and industrial areas, and (b)

maintaining a similar project balance among travel modes, including roads, transit, bikeways, pedestrian improvements and other project categories. Figure 1 is a summary of how the proposed 2004 RTP projects compare with the existing 2000 RTP according to these principles:

Figure 1
Distribution of Financially Constrained System Projects

2040 Policy Emphasis (by number of projects)	2000 RTP	Draft 2004 RTP
Projects in Central City & Regional Centers	40%	60%
Projects in Industrial Areas and Ports	35%	17%
Projects in Town Centers & Main Streets	15%	17%
Projects in Other Areas	10%	7%

Balancing Modes of Transportation (by dollars)	2000 RTP	Draft 2004 RTP
Road & Bridge Projects	35%	46%
Bicycle & Pedestrian Projects	7%	9%
Transit Projects	55%	41%
Boulevard Projects	3%	4%

The shift in projects from industrial areas and ports to the central city and regional centers is partly due to a number of changes to the proposed transit improvements in the constrained system. While number of major transit projects have been completed since the 2000 RTP was adopted, such as the Central City Streetcar, Interstate MAX and Airport MAX projects, the major rail improvements planned for the south corridor to Clackamas and extensions of the Central City Streetcar will increase the emphasis of major transit service on serving regional centers and the central city.

Though the share of dollars devoted to transit projects appears to decline, the actual amount is similar to the 2000 RTP, and the change is instead due to growth in the road revenues. As the lower part of Figure 1 shows, road revenues are expected to increase beyond the 2000 projections at both the local and state level, boosting the share of road and bridge projects, relative to transit projects. These most expensive road improvements are concentrated in major corridors and centers that are traditional hubs of the transportation system, thus adding to the increase in share of projects serving the central city and regional centers.

The slight increase in bicycle, pedestrian and boulevard projects shown in Figure 1 reflect a continued emphasis on many specific projects carried over from the 2000 RTP system, as well as new revenues for such projects proposed by ODOT and several local jurisdictions. While the percentage devoted to these projects is comparatively low, the cost of bicycle and pedestrian projects, in particular, tend to be modest since they can often be constructed without purchasing right-of-way.

Table 1 of this packet provides a more detailed summary of the proposed project changes to the RTP Financially Constrained System, as developed by Metro and TPAC members. Table 2 is a comprehensive list of RTP projects that includes all Financially Constrained and Preferred system improvements.

Timing of the RTP Update

This RTP update comes at a critical turning point on a number of technical fronts. First, the current plan is due to lapse in late January 2004 under federal planning regulations, and must be updated in order to ensure the continued flow of federal funds for RTP projects. Second, the air quality analysis tool used in the region will soon be replaced with a new "Mobile 6" model that still requires testing to determine whether the current mix of RTP projects could conform to the Clean Air Act.

Compounding the transition to a new air quality tool is the fact that the Oregon Department of Environmental Quality (DEQ) is embarking on an update to their Air Quality Maintenance Plan, a governing document for RTP air quality assessments. This effort is expect to take as much as two years, counting federal approval of the updated air quality plan. During this period, it could be difficult to add or change projects in the RTP, which underscores the importance of including critical projects in this RTP update, and completing the update well in advance of the January 2004 lapse date.

Table 1
Summary of 2004 RTP Financially Constrained System
Project List Changes
October 31, 2003

RTP #	Projects Added	Projects Dropped	Summary of Change	Est. Project Cost in 2003 dollars
1000		Interstate MAX LRT	Deleted (under construction)	
1002		Vancouver Light Rail Loop	Moved to Preferred System pending approval of LRT strategy in Clark County, Wa.	Washington State Project
1008	I-5 South Corridor Study			$ 1,732,500
1010	Morrison Bridge Deck Replacement			$ 10,000,000
1012	Sellwood Bridge Replacement			$ 90,000,000
1014		Central City Street Car	Deleted (Construction completed)	
1015	Central City Street Car - Phase 2a			$ 15,350,000
1016		Central City Street Car	Deleted (under construction)	
1021		Peninsula Crossing Trail	Deleted (constructed)	
1024	I-5/McLoughlin Ramps			$ 23,100,000
1025	I-5/North Macadam Access Improvements			$ 20,000,000
1027	South Portland Improvements			$ 28,293,000
1030	Ross Island Bridge Interchange			$ 5,082,000
1033		Lovejoy Ramp Removal	Deleted (Construction completed)	
1034		Lower Albina RR Crossing	Deleted (Construction completed)	
1039	SE Belmont Ramp			$ 1,732,500
1056		Lloyd District TMA Startup	Deleted (project completed)	
1057	Eastbank-Springwater Trail Connector (Three Bridges) Improvement			$ 4,700,000
1058		SW Moody Bikeway	Deleted (Construction completed)	
1063		SE Morrison / Belmont Bikeway	Deleted (local level improvement)	
1064		N Interstate Bikeway	Deleted (under construction)	
1065		SE 17th Avenue Bikeway	Deleted (included in project 1066)	
1066		SE Milwaukie Bikeway	Deleted (local level improvement)	
1069		East Burnside Bikeway	Deleted (local level improvement)	
1079		Steel Bridge Pedestrian Way (RATS Phase I)	Deleted (Construction completed)	
1081		Eastbank Esplanade	Deleted (Construction completed)	
1082	SE Grand Avenue Bridgehead Improvements			$ 1,600,000
1086	Central City Street Car - Phase 2b			$ 20,000,000
1087	Central City Street Car - Phase 2c			$ 12,000,000
1089	East Burnside/NE Couch Couplet and Street Improvements			$ 7,500,000
1090	W Burnside/NW Couch Couplet and Street Improvements			$ 7,500,000
1097	Nalto Parkway Street and Pedestrian Improvements			$ 3,250,000
1098	Aerial Tram			$ 15,000,000
1106	Eastside Streetcar - Phase 1			$ 36,900,000
1107	Eastside Streetcar - Phase 2			$ 44,000,000
1118	Sandy Boulevard Frequent Bus			$ 1,760,000

Table 1
Summary of 2004 RTP Financially Constrained System Project List Changes
October 31, 2003

RTP #	Projects Added	Projects Dropped	Summary of Change	Est. Project Cost in 2003 dollars
1119	Sandy Boulevard/Burnside/12th Avenue Intersection			$ 4,620,000
1135	MLK/Lombard Frequent Bus			$ 2,100,000
1138	Lombard/39th Frequent Bus			$ 2,700,000
1143	N / NE Lombard Bikeway			$ 1,155,000
1144		N Portland Road Bikeway	Deleted (Construction completed)	
1145		N St. Louis/Fessenden Bikeway	Deleted (Construction completed)	
1146		N Greeley/Interstate Bikeway	Deleted (Construction completed)	
1163	I-205 Ramps Construction			$ 12,000,000
1164	I-205 Ramp Study - PE/EA			$ 1,000,000
1165	I-205 Ramp Right-of-way Acquisition			$ 2,000,000
1177	SW Sunset Pedestrian and Bicycle Improvements			$ 1,386,000
1195		Barbur Boulevard Multi-modal Improvements, Phase 1	Moved to Preferred System	$ 15,000,000
1198		SW Taylors Ferry Bikeway	Moved to Preferred System	$ 2,079,000
1199	Barbur Boulevard Pedestrian Access to Transit Improvements			$ 4,620,000
1207		Barbur Boulevard ITS	Deleted (Construction completed)	
1209	NW 23rd Avenue Reconstruction			$ 1,810,000
1213		NE/SE 122nd Avenue Bikeway	Deleted (under construction)	
1217		Multnomah Pedestrian District	Deleted (Construction completed)	
1222		SE Milwaukie Pedestrian Improvements	Moved to Preferred System	$ 993,300
1225	Lower Albina Area Improvements			$ 5,000,000
1226	Killingsworth Bridge Improvements			$ 2,700,000
1229		Woodstock Mainstreet	Deleted (Construction completed)	
1232	NW 23rd/Belmont Frequent Bus			$ 2,490,000
1233	Hawthorne Boulevard Frequent Bus			$ 2,460,000
1234	Lombard Street Improvements			$ 2,800,000
1235	Prescott Station Area Street Improvements			$ 3,400,000
1236	NE 15/Jackson Park Frequent Bus Improvements			$ 930,000
1237	Fessenden Frequent Bus Improvements			$ 1,485,000
1252	Inner Powell Streetscape Plan			n/a
1257		NE Russell Bikeway	Deleted (Construction completed)	
1271	Linnton Community Bike and Pedestrian Improvements			$ 550,000
1277	NW Champlain Viaduct Reconstruction			$ 283,000
1278	SE 39th Avenue Reconstruction, Safety and Pedestrian Improvements			$ 2,200,000
1279	Holgate Street Improvements			$ 797,000
2000	Hogan Corridor Improvements			$ 13,860,000
2001		Hogan Corridor Improvements	Moved to Preferred System	$ 27,720,000
2010	Halsey/Weidler Boulevard and ITS			$ 12,127,500

Table 1
Summary of 2004 RTP Financially Constrained System
Project List Changes
October 31, 2003

RTP #	Projects Added	Projects Dropped	Summary of Change	Est. Project Cost in 2003 dollars
2013		NE Halsey Bikeway	Moved to Preferred System	$ 1,420,000
2028	Powell Boulevard Improvements - East County			$ 21,000,000
2029	242nd Avenue Reconstruction			$ 2,400,000
2032	Burnside/Hogan Intersection Improvement			$ 546,000
2035	Cleveland Street Reconstruction			$ 1,732,500
2036	Wallula Street Reconstruction			$ 1,732,500
2038	Walters Road Reconstruction			$ 1,155,000
2039	Regner Road Reconstruction			$ 14,200,000
2042	257th Avenue Intersection Improvements			$ 4,899,510
2044	Orient Drive Improvements			$ 4,158,000
2045	190th Avenue Improvements			$ 12,500,000
2051	US 26/Springwater Interchange Improvement			$ 25,000,000
2055	SW Walters Road/Springwater Trail Access			$ 346,500
2062		Gresham Regional Center TMA	Deleted (Project completed)	
2068		I-205 Ramps	Deleted (Construction completed)	
2069	I-205 Interchange Improvement			$ 23,100,000
2070	I-205 Interchange Improvement			$ 650,000
2074	Sandy Boulevard Widening			$ 11,800,000
2076	181st Avenue Frequent bus			$ 1,350,000
2077	181st Avenue Widening			$ 1,097,500
2079		185th Avenue Railroad Crossing	Deleted (Construction completed)	
2080	202nd Railroad Crossing Improvement			$ 4,042,500
2086		NE 138th Avenue Improvements	Deleted (Construction completed)	
2087		NE 158th Avenue Improvements	Deleted (Construction completed)	
2099	201st/202nd Avenue Corridor Improvements			$ 9,909,900
2103	181st Avenue Improvements			$ 3,326,400
2104	Burnside Road Boulevard Improvements			$ 4,200,000
2109	Glisan Street Improvements			$ 1,800,000
2110	MKC Collector			$ 1,100,000
2111		207th Avenue Connector	Deleted (Construction completed)	
2115	Fairview-Wood Village TC Pedestrian Improvements			$ 1,386,000
2120	Sandy Boulevard Bicycle and Pedestrian Improvements			$ 8,316,000
2124	Halsey Street Improvements - Troutdale			$ 3,742,200
2125	Troutdale TC Pedestrian Improvements			$ 115,500
3004	US 217 EIS Study			$ 6,000,000
3005	US 26 Refinement and EA Study			$ 577,500
3006	US 26 Improvements			$ 25,410,000

Table 1
Summary of 2004 RTP Financially Constrained System Project List Changes
October 31, 2003

RTP #	Projects Added	Projects Dropped	Summary of Change	Est. Project Cost in 2003 dollars
3007		Us 26 Improvements	Deleted (Construction completed)	
3008	US 26 Improvements			$ 37,600,000
3011	US 26 Improvements			$ 12,300,000
3017	Beaverton Hillsdale Highway- Frequent Bus			$ 3,300,000
3021	2040 Centers and Station Areas Pedestrian System Infill			$ 5,000,000
3022	2040 Centers and Station Areas Bicycle System Infill			$ 5,000,000
3026		Millikan Extension	Deleted (Construction completed)	
3027		Davis Improvements	Deleted (Construction completed)	
3028		Hart Improvements	Deleted (under construction)	
3035	Hocken Avenue Improvements			$ 1,300,000
3039	Hocken Avenue Improvements			$ 2,000,000
3055	Beaverton-Hillsdale Highway Pedestrian and Bicycle Improvements			$ 12,127,500
3057	Denney Road Bike/Pedestrian Improvements			$ 242,550
3076	Allen Boulevard Improvements			$ 1,155,000
3085		170th Improvement	Deleted (Construction completed)	
3096		Pedestrian Access to MAX	Deleted (included in Project #3021)	
3099	1st Avenue/Glencoe Road			$ 4,467,000
3108		Baseline Road Improvements	Deleted (Construction completed)	
3110		Jackson School Road Improvements	Deleted (Construction completed)	
3118	Tualatin Valley Highway/Brookwood Avenue Intersection Alignment			$ 10,000,000
3130		Evergreen Road Improvements	Deleted (Construction completed)	
3132		Cornelius Pass Road Improvements	Deleted (Construction completed)	
3136		Brookwood/Parkway Avenue Improvements	Deleted (Construction completed)	
3138		Murray LRT Overcrossing and Pedestrian Improvements	Deleted (Construction completed)	
3139	US 26 Overcrossing - Sunset IA			$ 6,633,743
3149	Shute Road Interchange Improvements			$ 6,382,000
3152		Westside TMA	Deleted (Project completed)	
3153	David Hill Road Connector			$ 7,165,000
3154		Forest Grove Northern Arterial	Deleted (Construction completed)	
3159	Highway 8 Improvements - Forest Grove			$ 9,240,000
3162		TV Highway (Pacific/19th) Bikeway	Deleted (included in Project #3159)	
3164	TV Highway Frequent Bus			$ 1,575,000
3171	North Davis Street Reconstruction			$ 1,600,000
3172	23rd/24th Avenue Extension			$ 2,782,000
3175		Barnes Road Improvements	Moved to Preferred System	$ 7,161,000
3182	Cornell Road Improvements - West Cedar Mill			$ 6,930,000
3188	Saltzman Road Improvements			$ 19,000,000

Table 1
Summary of 2004 RTP Financially Constrained System Project List Changes
October 31, 2003

RTP #	Projects Added	Projects Dropped	Summary of Change	Est. Project Cost in 2003 dollars
3193		Cornell Road Boulevard Improvement	Deleted (Included in Project #3183)	
3194		Cedar Mill Multi-Use Path	Deleted due to lack of community support	
4000		Airport LRT	Deleted (Construction completed)	
4001	Killingsworth Frequent Bus			$ 4,540,000
4006	I-5/Columbia Boulevard Improvement			$ 56,000,000
4007	Sauvie Island Bridge Replacement			$ 31,000,000
4009	I-5 Trade Corridor Study and Tier 1 DEIS			$ 15,000,000
4019		Lightrail station/track realignment	Moved to Preferred System	$ 14,000,000
4020		Airport Way Widening, East	Deleted (Construction completed)	
4023		Marx Drive Extension	Moved to Preferred System	$ 363,825
4024		Alderwood Road Extension	Deleted (Construction completed)	
4025		Cascades Parkway	Deleted (Construction completed)	
4026	Cascades Parkway Connection			$ 1,732,500
4027		Airport Way/Cascades grade separation	Deleted (Construction completed)	
4029	PDX ITS			$ 11,895,000
4037		Columbia and Lombard Intersection Improvements	Moved to Preferred System	$ 808,500
4044	Columbia/82nd Avenue Improvements			$ 1,130,000
4045	Airport Way/122nd Avenue Improvements			$ 490,000
4047		NE 33rd Avenue Bikeway	Deleted (Construction completed)	
4055	Airtrans/Comfoot Rd Intersection Improvement			$ 250,000
4060	Lightrail station/track realignment			$ 14,000,000
4061		West Hayden Island Bridge and Acces Road	Moved to Preferred System	$ 57,519,000
4062		Marine Drive Improvements, Phase 1	Deleted (Construction completed)	
4068		Rivergate Rail expansion	Moved to Preferred System	$ 17,000,000
4069		Hayden Island rail access	Moved to Preferred System	$ 3,000,000
4070		Additional tracks - Kenton Line	Moved to Preferred System	$ 17,600,000
4071		Barnes Yard Expansion	Moved to Preferred System	$ 5,197,500
4072	N. Force/Broadacre/Victory Bikeway			$ 23,100
4074		Rivergate Bicycle and Pedestrian Trail	Deleted (Included in Project #4073)	
4077		Penn Junction Realignment	Moved to Preferred System	$ 5,000,000
4078		WHI Rail Yard	Moved to Preferred System	$ 9,500,000
4079		Additional tracks - North Rivergate	Moved to Preferred System	$ 300,000
4080		Swan Island TMA	Deleted (Project completed)	
4081		Columbia Corridor TMA	Deleted (Project completed)	
4082	Ramsey Rail Complex			$ 12,000,000
4084	East Airport Pedestrian and Bicycle Access Improvements			$ 550,000

Table 1
Summary of 2004 RTP Financially Constrained System Project List Changes
October 31, 2003

RTP #	Projects Added	Projects Dropped	Summary of Change	Est. Project Cost in 2003 dollars
4085	Terminal area Bicycle and Pedestrian Improvements			$ 750,000
4086	PIC Bike and Pedestrian Improvements			$ 240,000
4087	Leadbetter Street Extension and Grade Separation			$ 8,000,000
4088	Terminal 4 Driveway Consolidation			$ 1,000,000
5013	I-205 Climbing Lanes			$ 46,200,000
5018		Highway 213 Intersection Improvements	Deleted (Construction completed)	
5020	Highway 213 Improvements			$ 17,325,000
5022		Highway 213 Widening	Deleted (Construction completed)	
5038		Johnson Creek Boulevard, Phase 2	Deleted (Construction to be completed in 2003)	
5041	37th Avenue Bike/Ped Improvement			$ 410,000
5046		Railroad Crossing Improvements	Deleted (Construction completed)	
5050		Harrison Street Bikeway	Moved to Preferred System	$ 560,000
5051		Lake Road Bikeway	Deleted (Included in Project #5037)	
5065		Clackamas Regional Center TMA Startup	Deleted (TMA has been formed)	
5070	Otty Road Improvements			$ 1,848,000
5076	Fuller Road Improvements			$ 2,600,000
5087	West Sunnybrook Road Extension			$ 2,310,000
5098	King Road Frequent Bus			$ 1,236,000
5099	Webster Road Frequent Bus			$ 1,510,000
5108		Jennifer Street/135th Avenue Extension	Deleted (Construction completed)	$ -
5126	South Amtrak Station Phase 2			$ 1,500,000
5130		99E/2nd Avenue Realignment	Deleted (Construction completed)	
5142	Mollala Avenue Frequent Bus			$ 1,085,000
5152	Willamette River Shared-Use Path			$ 500,000
5157	Mollala Avenue Streetscape Improvements			$ 15,000,000
5163		"A" Avenue Reconstruction	Deleted (Construction completed)	
5171	Transit Station Relocation			$ 4,190,000
5195		Highway 43 Improvements	Deleted (Project to be completed through Project #5196)	
5199	I-205 Auxiliary Lanes			$ 8,000,000
6011	Highway 217 Overcrossing - Cascade Plaza			$ 26,000,000
6014		Greenburg Road Improvements	Deleted (Construction completed)	
6020		Powerline Trail Corridor	Deleted (Project included in #3014 and #3072)	
6027		I-5/217 Interchange Phase 2	Moved to Preferred System	$ 45,045,000
6029	Hall/Kruse Frequent Bus			$ 275,000
6033		Walnut Street Improvements, Phase 1	Deleted (Construction completed)	
6035	Gaarde Street Improvements			$ 4,620,000

Table 1
Summary of 2004 RTP Financially Constrained System
Project List Changes
October 31, 2003

RTP #	Projects Added	Projects Dropped	Summary of Change	Est. Project Cost In 2003 dollars
6046		Walnut Street Improvements, Phase 2	Deleted (Construction completed)	
6057	Washington Squre Regional Center Greenbelt Shared Use Path			$ 2,000,000
6059		Beef Bend Road Improvements	Deleted (Construction completed)	
6064	Hall Boulevard Frequent Bus			$ 7,700,000
6065	Herman Road Improvements			$ 12,000,000
6072		Tualatin Road Improvements	Deleted (Construction completed)	
6076	Myslony/112th Connection			$ 1,500,000
6086	Kinsman Road Extension			$ 7,620,000
6088	Elligsen Road Improvements			$ 1,750,000
6111		Beef Bend/Elsner Road Improvements	Deleted (Construction completed)	
6113		Oregon Street Improvements	Deleted (Construction completed)	
6119	Teal Boulevard Extension			$ 4,000,000
6125		Bangy Road Improvements	Deleted (Construction completed)	
6128		Carmen Drive Intersection Improvements	Deleted (Construction completed)	
6138	Wilsonville Road/I-5 Interchange Improvements (Phase 1 and 2)			$ 20,900,000
6141	I-5/99W Connector: Phase 1 Arterial			$ 53,000,000
6142	Upper Boones Ferry Road Improvement			$ 1,000,000
7008		147th Avenue Improvements	Deleted (under construction)	
7022	Sunnyside Road Frequent bus			$ 913,000
7034	Foster Road Extension			$ 1,700,000
7035	Giese Road Extension			$ 2,900,000
7036	190th Avenue Improvements			$ 4,100,000
7037	172nd Avenue Improvements			$ 1,900,000
7038	172nd Avenue Improvements			$ 5,600,000
7039	Giese Road Improvements			$ 4,300,000
7040	Giese Road Improvements			$ 3,000,000
7041	Foster Road bridge			$ 1,100,000
7042	Giese Road Extension bridge			$ 1,100,000
7043	Butler Road Bridge			$ 1,700,000
8007	Pedestrian/Bicycle Improvements to ODOT Preservation/Maintenance Projects			$ 10,000,000
8049	Priority Pedestrian Access to Transit Improvements			$ 20,000,000
8050	SMART TDM Program			$ 1,500,000
8057	LIFT Vehicle Purchases			$ 16,890,000
8058	Ride Connection Vehicle Purchases			$ 4,767,600

Public Comment Draft
2004 RTP Project List
October 31, 2003

RTP #	2040 Link	Jurisdiction	Project Name (Facility)	Project Location	Project Description	2025 RTP Preferred System	2025 RTP Financially Constrained System	2003 dollars ("*" indicates phasing in financially constrained		RTP Program Years
1000	Deleted (under construction)									
1001	Region	TriMet	I-205 LRT Extension	Gateway to Clackamas Town Ctr	Construct LRT and improvements to downtown transit mall	X	X	$ 475,000,000		2004-09
1002	Region	CTRAN	Vancouver Light Rail Loop	Expo Center to Vancouver, Washington	Construct LRT	X		Washington State Project		2016-25
1003	Region	TriMet	Milwaukie Light Rail Extension	Rose Quarter to Milwaukie	Construct LRT	X	X	$ 515,000,000		2010-15
1004	Region	ODOT	I-5 South Improvements	I-5 south of central city/I-405 to Charbonneau	Implement safety and modernization improvements recommended by studies in Projects 1008 and 1096	X		$ 57,750,000		2016-25
1005	Region	Multnomah Co.	Rehabilitation of Willamette River Bridges	Broadway, Burnside, Morrison, Sauvie Island Bridges	Provide for long-term rehabilitation and structural needs of bridges	X		$ 93,334,395		2004-25
1006	Region	Multnomah Co.	Willamette River Bridge Preservation (Painting)	Burnside, Morrison, Sauvie Island Bridges	Provide for long-term painting preservation needs of bridges	X		$ 37,338,840		2004-25
1007	Region	Multnomah Co.	Broadway and Burnside Bridge Improvements	Broadway and Burnside Bridges	Provide for long-term rehabilitation and structural needs of bridges	X	X	$ 86,310,000		2004-25
1008	Region	ODOT/Metro	I-5 South Corridor Study	Highway 217 to Wilsonville/Canby area	Study travel demand improvements for multi-modal truck and transit travel in corridor	X	X	$ 1,732,500		2004-09
1009	Region	Portland	Springwater Trail Access Improvements	Sellwood Bridge to SE 17th	Construct shared-use path to improve bicycle/pedestrian access	X	X	$ 12,310,000		2004-09
1010	Region	Multnomah Co.	Morrison Bridge Deck Replacement	Morrison Bridge	Replace deck on Morrison Bridge approach	X	X	$ 10,000,000		2004-09
1011	Region	TriMet	Transit center and park-and-ride upgrades	Transit center and park-and-ride upgrades throughout subarea	Transit center and park-and-ride upgrades	X		see Tri-Met total		2004-25
1012	Region	Multnomah Co.	Sellwood Bridge Replacement	Multnomah County	Implement recommendations from South Willamette Study	X	X	$ 90,000,000		2004-09
1013	Region	Multnomah Co.	WRBAP Future Phase Project Implementation	Sellwood Bridge	Eastside Undercrossing; Light Pole Relocation	X		$ 635,250		2016-25
1014	Deleted (Construction completed)									
1015	Central City	TriMet/Portland	Central City Street Car - Phase 2	CBD to Riverplace	Construct street car	X	X	$ 55,550,000		2004-09
1016	Deleted (under construction)									
1017	Region	ODOT/Metro	Macadam/Highway 43 Transit/TDM Study	Portland central city to Lake Oswego	Study to define additional transit and demand management improvements in corridor	X		$ 1,155,000		2004-09
1018	Region	Portland	Willamette Greenway Trail extension	St. Johns Bridge to Pier Park and connect to Smith and Bybee Lakes and to Kelly Point Park	Study feasibility of shared-use path			n/a		2016-25
1019	Central City	TriMet	Barbur Boulevard Rapid Bus	PCBO to King City	Construct improvements that enhance Rapid Bus service	X		see Tri-Met total		2004-09
1020	Region	Various	Red Electric Line Trail	Willamette Park to Beaverton	Study feasibility of shared-use path	X	X	$ 155,925		2004-09
1021	Deleted (constructed)									
1022	Region	Portland	I-84/Banfield Trail	Willamette River/Eastbank Esplanade to I-205 bike lanes	Study feasibility of shared-use path	X		n/a		2016-25
1023	Region	ODOT/Metro	Banfield (I-84) Transit/TSM Study	I-205 to Portland central city	Study to define additional transit and system management improvements in corridor	X		$ 1,155,000		2010-15
1024	Central City	ODOT	I-5/McLoughlin Ramps	McLoughlin Boulevard Corridor	Construct new I-5SB off-ramp and I-5 NB on-ramp at McLoughlin Boulevard	X	X	$ 23,100,000		2016-25
1025	Central City	ODOT	I-5/North Macadam Access Improvements	Interstate Ave to North Macadam Avenue	Construct new on-ramp	X	X	$ 20,000,000		2016-25
1026	Deleted (alternative improvements provided)									
1027	Central City	Portland/ODOT	South Portland Improvements	South Portland study area	Redesign Naito Pkwy as a neighborhood collector and reconnect east/west local streets. Rebuild Ross Island Bridge Ramps to separate regional traffic from neighborhood streets and improve access to I-405 and I-5	X	X	$ 28,293,000		2010-15

Shaded projects are included in Financially Constrained System

Table 2

Public Comment Draft
2004 RTP Project List
October 31, 2003

RTP #	2040 Link	Jurisdiction	Project Name (Facility)	Project Location	Project Description	2025 RTP Preferred System	2025 RTP Financially Constrained System	2003 dollars ("" indicates phasing in financially constrained		RTP Program Years
1028	Central City	Portland/ODOT	Kerby Street Improvements	Kerby Street	Improve local access to/from Kerby Street interchange to eliminate conflicts between local access and freeway traffic	X	X	$ 515,000		2004-09
1029	Central City	Portland	SE Water Avenue Extension	SE Water Avenue	Extend SE Water Avenue from Caruthers to Division	X	X	$ 288,750		2004-09
1030	Central City	State - ODOT	Ross Island Bridge Interchange	Ross Island Bridge	Interchange improvements	X	X	$ 5,082,000		2016-25
1031	Central City	ODOT	I-405/US 26 Connector	Ross Island Bridge to I-405 to US 26	Construct new freeway access	X		$ 57,750,000		2016-25
1032	Central City	Portland	Southbound Traffic Circulation Improvements	Between Naito Parkway and Front/Ehrlich (1) Between Front/Ehrlich and SW Grand Ave	Improve local street pairing to provide additional access routes to/from I-405/OR 99W and improve freeway access to/from I-405/OR 99W via the Ross Island Bridge	X	X	$ 2,887,500		2016-25
1033	Deleted (Construction completed)									
1034	Deleted (Construction completed)									
1035	Central City	Portland	SW 20th/Broadway Corridor	Broadway/Harbor Drive	Signal timing	X	X	$ 924,000		2004-09
1036	Central City	Portland	Broadway/Front Ramp Access	Broadway/Front at I-5 Southbound	Intersection realignment	X	X	$ 358,050		2004-09
1037	Central City	Portland	Lovejoy Bridge and Overpass	Lovejoy Bridge over Interstate 405	Replace substandard 2-lane bridge with 4-lane bridge with pedestrian amenities	X	X	$ 1,732,500		2004-09
1038	Central City	Portland	SE 11th/12th Rail Crossing	Western edge of SE Division Street		X		$ 98,175		2016-25
1039	Central City	Portland	SE Bybee Ramp Access	Improvement of Morrison Bridge ramp	Reconstruction of the ramp to provide better access to the Central Eastside	X	X	$ 1,732,500		2016-25
1040	Central City	Portland	SE Clay/MLK Intersection Improvements	SE Clay and MLK	Geometric, signalization and channelization improvements to allow transit and general traffic access to westbound Clay street from southbound MLK	X		$ 323,400		2016-25
1041	Central City	Portland	Interstate Avenue Seismic Retrofit	Interstate Avenue bridge at Larrabee Avenue	Seismic retrofit project	X		$ 1,455,300		2016-25
1042	Central City	Portland	NE 12th Avenue Seismic Retrofit	NE 12th Avenue/Lloyd Boulevard	Seismic retrofit project	X		$ 415,800		2016-25
1043	Central City	Portland	Steel Bridge Rehabilitation	Steel Bridge	Major bridge maintenance, including painting, mechanical maintenance and structural improvements	X		$ 30,000,000		2004-09
1044	Central City	Portland	NW Kittridge Avenue Bridge Seismic Retrofit	Kittridge Street bridge at Yeon Avenue	Seismic retrofit project	X		$ 623,700		2016-25
1045	Central City	Portland	Steel Bridge East Ramps	Seismic retrofit project		X		$ 831,600		2016-25
1046	Central City	Portland	Naito Parkway Reconstruction	Naito Pkwy	Reconstruct and improve access to/from Naito Pkwy	X	X	$ 2,852,850		2004-09
1047	Central City	Portland	SE Caruthers Connection	Caruthers between Naito and 1st	Construct new access to/from Caruthers from SE Naito Pkwy and 1st Avenue	X	X	$ 577,500		2004-09
1048	Central City	Portland	South Waterfront Transportation Access Improvements	South Waterfront District and Central City	Implement transportation improvements identified in the South Waterfront Framework Plan, including new connections to the Central City, improvements to Naito Parkway, Moody, Bancroft, Gibbs and Curry streets, and the Ross Island Bridge ramps	X	X	$ 29,968,500		2004-09
1049	Central City	Portland	South Waterfront Transportation Improvements	South Waterfront District and Central City	Implement transportation improvements identified in the South Waterfront Framework Plan, including transportation management associations, local circulator service improvements, and bicycle and pedestrian improvements	X	X	$ 2,000,000		2010-15
1050	Central City	TriMet/Portland	North Macadam MAX	South Waterfront District and Central City	Implement transportation improvements identified in the South Waterfront Framework Plan, including the Central City streetcar and MAX	X	X	$ 100,000,000		2004-09
1051	Central City	Portland	Willamette Street Improvements	W Willamette between W 22nd and W 26th	Boulevard design improvements, including improvements, reconstruction of wider sidewalks, some existing and new crosswalks, transit stops, and traffic management during construction	X	X	$ 10,000,000		2004-09
1052	Central City	Portland	North Macadam Street Improvements	South Waterfront District and the Central City	Implement street improvements identified in the South Waterfront Framework Plan, including Bancroft, Bond, Curry, River Parkway, Hamilton Connector & key access intersections and other street improvements	X	X	$ 20,301,250		2004-09
1053	Central City	Portland	Naito Parkway Improvements	NW Davis to SW Market	Complete boulevard design improvements, including bike lanes, pedestrian crossings and pavement reconstruction	X	X	$ 17,400,000		2004-09

Shaded projects are included in Financially Constrained System

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RTP #	2040 Link	Jurisdiction	Project Name (Facility)	Project Location	Project Description	2025 RTP Preferred System	2025 RTP Financially Constrained System	2003 dollars ("*" indicates phasing in financially constrained		RTP Program Years
1054	Central City	Portland	Broadway/Weidler Improvements, Phase I and II	15th Avenue and [illegible] Avenue to 24th Avenue	Complete boulevard design improvements and TS[illegible]	X	X	$ 6,456,450		2004-09
1055	Central City	Portland/ODOT	MLK/Grand Improvements	Central Eastside and Lloyd districts	Complete boulevard design improvements	X	X	$ 3,465,000		2016-25
1056	Deleted (project completed)									
1057	Region	Portland	Eastbank Springwater Trail Connector (Three Bridges) Improvements	Sellwood Bridge to SPRR	Construct shared use path and three bridges to connect the Eastbank Esplanade and Springwater corridor [illegible] path, including new bridges over McLoughlin boulevard and Johnson Creek [illegible]	X	X	$ 4,700,000		2004-09
1058	Deleted (Construction completed)									
1059	Deleted (alternative route provided)									
1060	Deleted (local level improvement)									
1061	Deleted (local level improvement)									
1062	Central City	Multnomah County	WRBAP Phase 1B [illegible]	Morrison Bridge [illegible]	Morrison Bridge Pathway improve pedestrian access	X	X	$ 1,460,850		2004-09
1063	Deleted (local level improvement)									
1064	Deleted (under construction)									
1065	Deleted (included in project 1066)									
1066	Deleted (local level improvement)									
1067	Central City	ODOT	SE McLoughlin Boulevard Bikeway	SE 17th Avenue to SE Clatsop Street	Retrofit bike lanes to existing street	X		$ 577,500		2016-25
1068	Central City	Portland	SE Division Place/SE 9th Bikeway	SE 7th Avenue to SE Center Street	Retrofit bike lanes to existing street	X	X	$ 19,635		2016-25
1069	Deleted (local level improvement)									
1074	Deleted (Construction completed)									
1075	Deleted (Construction completed)									
1076	Deleted (included in project 1027)									
1078	Central City	Portland	West Burnside Pedestrian and Bicycle Improvements	Tichner to Skyline	Retrofit bikeway to existing street, improve sidewalks, lighting and crossings			$ 317,625		2016-25
1079	Deleted (Construction completed)									
1080	Central City	Portland	Hawthorne Boulevard Pedestrian Improvements	20th Avenue to 60th Avenue	Improve lighting, crossings, bus shelters, bike parking, benches and special facility bike improvements	X	X	$ 866,250		2004-09
1081	Deleted (Construction completed)									
1082	Central City	Portland	SE Grand Avenue Bridgehead Improvements	Central Eastside Industrial District	Reconstruct [illegible] to provide sidewalk and urban standard improvements for vehicle and truck safety and access	X	X	$ 1,600,000		2004-09
1083	Central City	Portland	SE Powell/Milwaukie Intersection Improvements	SE Powell Boulevard at Milwaukie Avenue	Reconfigure signal phasing to add pedestrian crosswalk on the east leg of the intersection.	X		$ 288,750		2004-09
1084	Central City	Portland	Clay/2nd Pedestrian/Vehicle Signal	SW Clay Street and SW 2nd Avenue	New signal installation	X	X	$ 115,500		2004-09
1085	Deleted (included in project 1119)									
1086	Central City	TriMet/Portland	Central City Street Car Phase [illegible]	Riverplace to Gibbs Street	Construct street car	X	X	$ 20,000,000		2004-09
1087	Central City	TriMet/Portland	Central City Street Car Phase 2[illegible]	Gibbs Street to Bancroft Street	Construct street car	X	X	$ 12,000,000		2004-09
1088	Deleted (Study completed)									
1089	Central City	Portland	East Burnside/NE Couch Couplet and Street Improvements	East 12th Avenue to Burnside Bridge	Implement a one-way couplet design including new traffic signals, widened sidewalks, curb extensions, bike lanes, on-street parking and street trees	X	X	$ 7,500,000		2010-15

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1090	Central City	Portland	[illegible]	[illegible]	[illegible]	X	X	$ 7,500,000		2010-15
1091	Central City	Portland	Central Eastside Truck Access Study	Central Eastside Industrial District	Complete truck access study	X		n/a		2016-25
1092	Central City	Portland	NW 14th/16th Study	Burnside to Vaughn	Signalization and improved access to I-405	X		n/a		2016-25
1093	Central City	Portland	Central City Pedestrian Enhancements Study	Central City	Study pedestrian enhancements	X		n/a		2004-09
1094	Central City	Portland	SE Sandy Boulevard Study	Stark Street to Burnside	Realign blocks to improve circulation in the area			n/a		2016-25
1095	Central City	Portland	Union Station Multi-modal Center Study	North transit mall in Central City	Identify improvements to meet additional transportation services to Union Station.	X		$ 115,500		2016-25
1096	Central City	Portland	Barbur/I-5 Corridor Study	I-405 to Highway 217	Assess corridor improvement options	X		$ 1,732,500		2010-15
1097	Central City	Portland	[illegible]	[illegible]	[illegible]	[illegible]	X	$ [illegible]		[illegible]
1098	Central City	Portland	[illegible]	[illegible]	[illegible]	X	X	$ 15,000,000		[illegible]
1100	Central City	ODOT/Portland	[illegible]	[illegible]	[illegible]	X	X	$ [illegible]		[illegible]
1101	Central City	Portland	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	$ [illegible]		[illegible]
1102	Central City	Portland	[illegible]	[illegible]	[illegible]	[illegible]	X	$ [illegible]		[illegible]
1103	Central City	Portland	[illegible]	[illegible]	[illegible]	X	[illegible]	$ [illegible]		[illegible]
1104	Central City	Portland	[illegible]	[illegible]	[illegible]	X	[illegible]	[illegible]		[illegible]
1105	Central City	Portland	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]		[illegible]
1106	Central City	Portland	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]		[illegible]
1107	Central City	Portland	[illegible]	[illegible]	[illegible]	[illegible]	X	$ 44,000,000		2004-09
1108	Deleted (included in project 1109)									
1109	Swan Island [illegible]	Portland	[illegible]	[illegible]	[illegible]	X	X	$ [illegible]		[illegible]
1113	Swan Island [illegible]	Portland	[illegible]	[illegible]	[illegible]	X	[illegible]	$ [illegible]		[illegible]
1118	Hollywood TC	[illegible]	[illegible]	[illegible]	[illegible]	X	X	$ 1,780,000		2010-15
1119	Hollywood TC	Portland	Sandy Boulevard/Burnside/12th Avenue Intersection [illegible]	Sandy Boulevard/Burnside/12th Avenue intersection	Redesign intersection	X	X	$ [illegible]		2004-09
1120	Hollywood TC	Portland	Sandy Boulevard Multi-Modal Improvements, Phase [illegible]	12th Avenue to 47th Avenue	Retrofit existing [illegible] multi-modal boulevard improvements, including [illegible] intersections, add turn lanes and improve pedestrian crossings, bike lanes, off-street parking, and safety improvements.	X	X	$ 17,325,000		2004-09

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RTP #	2040 Link	Jurisdiction	Project Name (Facility)	Project Location	Project Description	2025 RTP Preferred System	2025 RTP Financially Constrained System	2003 dollars ("*" indicates phasing in financially constrained		RTP Program Years
1122	Hollywood TC	Portland	Sandy Boulevard Multi-Modal Improvements, Phase II	[illegible] Avenue to 99th Avenue	Rebuild existing street with multi-modal boulevard improvements including redesign of selected intersections to add turn lanes and improve pedestrian crossings, bike lanes, on-street parking and safety improvements	X	X	$ 4,620,000		2010-15
1126	Hollywood TC	Portland	NE/SE 60s Bikeway	[illegible] to SE Woodstock	Retrofit street to add bike lanes	X	X	$ 577,500		2004-09
1130	Hollywood TC	Portland	Hollywood TC Pedestrian District Improvements	NE Halsey Street, NE 37th to 47th, Tillamook Street [illegible]	Multi-modal street improvements, traffic signal retrofitting, improved pedestrian crossings and consolidate transit stops	X	X	$ 7,680,750		2004-09
1135	St Johns TC	TriMet	MLK/Lombard Frequent Bus	[illegible] to St. Johns Town Center	Construct improvements that enhance Frequent Bus service	X	X	$ 2,100,000		2010-15
1138	St Johns TC	TriMet	Lombard/39th Frequent Bus	Milwaukie Town Center to St. Johns Town Center	Construct improvements that enhance Frequent Bus service	X	X	$ 2,700,000		2004-09
1139	St. Johns TC	Portland/ODOT	St. Johns Bridge Restoration	St. Johns Bridge	Complete restoration improvements	X		$ 71,263,500		2010-15
1140	St. Johns TC	ODOT	WRBAP Future Phase Project Implement.	St. Johns Bridge	Bridge Avenue trail	X		$ 346,500		2016-25
1143	St Johns TC	ODOT	N/NE Lombard Bikeway	N Kerby to NE Columbia, St. Johns Bridge to MLK Boulevard	Retrofit bike lanes to existing street	X	X	$ 1,155,000		2010-15
1144	Deleted (Construction completed)									
1145	Deleted (Construction completed)									
1146	Deleted (Construction completed)									
1147	St Johns TC	Portland	Willamette Cove Segment Trail	Willamette Cove to St. Johns Bridge	Study feasibility of shared-use path	X	X	n/a		2004-09
1148	St. Johns TC	Portland	North Willamette Greenway	Steel Bridge to Willamette Cove	Study feasibility of shared-use path	X		n/a		2016-25
1150	St Johns TC and Lombard MS	Portland/ODOT	St. Johns TC Pedestrian District	Lombard Street, MLK Jr. Boulevard to St. Johns TC	Plan and construct improvements to the pedestrian environment within the Pedestrian District such as improved lighting and crossings	X	X	$ 2,000,000		2004-09
1151	Deleted (Study completed; pending adoption)									
1152	Deleted (Study completed)									
1156	Lents TC	Portland	[illegible] Bikeway	SE [illegible] Road to SE 82nd Avenue	Retrofit bike lanes to existing street	X	X	$ 462,000		2016-25
1157	Lents TC	Portland	SE 92nd Avenue Bikeway and Pedestrian Improvements	[illegible] Boulevard to Foster Road	Construct sidewalk, crossing improvements and bike lanes	X	X	$ [illegible]30,500		2004-09
1158	Lents TC	Portland	Lents TC Pedestrian District	Lents Town Center Pedestrian District	Pedestrian facility improvements to key links according to [illegible]	X	X	$ [illegible]31,600		2010-15
1159	Lents TC	Portland	Foster Pedestrian Access to Transit Improvements	Powell Boulevard to Lents TC	Improve sidewalks, lighting, crossings, bus shelters & benches	X	X	$ 2,310,000		2004-09
1160	Lents TC	Portland	Foster-Woodstock, Phase I	82nd to 94th Avenues and 92nd Avenue within the Foster-Woodstock couplet	Implement Lents Town Center Business District Plan with new traffic signals, pedestrian amenities, wider sidewalks, pedestrian crossings, street lighting, increased on-street parking	X	X	$ 6,930,000		2004-09
1161	Lents TC	Portland	Foster-Woodstock, Phase II	87th to 94th Avenues and 92nd Avenue within the Foster-Woodstock couplet	Implement Lents Town Center Business District Plan with new traffic signals, pedestrian amenities, wider sidewalks, pedestrian crossings, street lighting	X	X	$ 5,775,000		2010-15
1162	Lents TC	Portland	Foster Road Improvements	50th to 87th Avenues	Implement Lents Town Center Business District Plan with new traffic signals, pedestrian amenities, wider sidewalks, pedestrian crossings, street lighting, increased on-street parking, as appropriate	X	X	$ 2,310,000		2016-25
1163	Region	ODOT	I-205/Powell Boulevard/Division Interchanges	I-205 and Powell Boulevard and Division Street	Construct improvements to allow full turning movements	X	X	$ 12,000,000		2010-15

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1164	[illegible]	ODOT	[illegible]	[illegible]	[illegible]	X	X	$ 1,000,000		2004-09
1165	[illegible]	ODOT	[illegible]	[illegible]	[illegible]	X	X	$ 2,000,000		2004-09
1168	Hillsdale TC	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	X	$ [illegible]		[illegible]
1169	Hillsdale TC	Portland	[illegible]	[illegible]	[illegible]	X	[illegible]	$ [illegible]		[illegible]
[illegible]	Hillsdale TC	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	X	$ [illegible]		[illegible]
1172	Hillsdale TC	Portland	[illegible]	[illegible]	[illegible]	X	X	$ [illegible]		[illegible]
1173	Hillsdale TC	Portland/ODOT	Hillsdale TC Pedestrian Improvements	Capitol, BH Highway, Bertha, and neighborhood streets		X		$ 3,465,000		2016-25
1176	Hillsdale TC	Portland	[illegible]	[illegible]	[illegible]	X	[illegible]	$ [illegible]		[illegible]
1177	Hillsdale TC	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	X	$ [illegible]		[illegible]
1181	Hillsdale TC	Portland	[illegible]	[illegible]	[illegible]	X	[illegible]	$ [illegible]		[illegible]
[illegible]	Raleigh Hills TC	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	X	$ [illegible]		[illegible]
1185	Raleigh Hills TC	Washington Co.	[illegible]	[illegible]	[illegible]	X	X	$ [illegible]		[illegible]
1186	Raleigh Hills TC	Washington Co.	Scholls Ferry Bikeway	Multnomah County line to BH Highway	Retrofit street to add bike lanes	X		$ 548,625		2016-25
1189	Raleigh Hills TC	Portland	[illegible]	[illegible]	[illegible]	X	X	$ [illegible]		[illegible]
1193	West Portland TC	Portland/ODOT	[illegible]	[illegible]	[illegible]	[illegible]	X	$ [illegible]		[illegible]
1194	West Portland TC	Portland	Capitol Highway Seismic Retrofit	Capitol Highway bridge at Barbur Boulevard	Seismic retrofit project	X		$ 1,039,500		2016-25
1195	West Portland TC	Portland/ODOT	Barbur Boulevard Multi-modal Improvements, Phase 1	Terwilliger Boulevard to south Portland city limits	Complete boulevard design improvements including sidewalks and street trees, safe pedestrian crossings, enhance transit access and stop locations, traffic signal at Barbur/30th, and bike lanes (Bertha - City Limits)	X		$ 15,000,000		2004-09
1196	West Portland TC	Portland/ODOT	Barbur Boulevard Multi-modal Improvements, Phase 2	Terwilliger Boulevard to 3rd Avenue	Construct improvements for transit, bikes and pedestrians. Transit improvements include preferential signals, pullouts, shelters, left turn lanes and sidewalks	X		$ 4,000,000		2010-15
1198	West Portland TC	Portland	SW Taylors Ferry Bikeway	SW Capitol Highway to Portland City Limits	Retrofit bike lanes to existing street; shoulder widening, drainage	X		$ 2,079,000		2004-09
1199	West Portland TC	Portland/ODOT	[illegible]	[illegible]	[illegible]	X	X	$ 4,620,000		2016-25
1200	West Portland TC	Portland/ODOT	Pedestrian Overpass near Markham School	SW Barbur and I-5; connects SW Alfred Street and SW 52nd Avenue	Construct pedestrian crossing over I-5	X		$ 3,465,000		2004-09
1201	West Portland TC	Portland/ODOT	West Portland TC Pedestrian District	Barbur, Capitol and neighborhood streets	Improve sidewalks, lighting, crossings, bus shelters & benches	X		$ 5,775,000		2016-25
1202	West Portland TC	Portland	SW Capitol Highway Pedestrian and Bicycle Improvements	Multnomah Boulevard to Taylors Ferry Road	Construct sidewalks, improve crossings and bike facilities	X	X	$ [illegible]		2004-09
1205	West Portland TC	ODOT	West Portland I-5 Access Study	Taylors Ferry and Barbur ramps to I-5	Identify possible new connections over I-5 to serve motor vehicles, pedestrians, and bicycle travel	X		n/a		2004-09
1206	Deleted (included in project 1205)									

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1207	Deleted (Construction completed)									
1210										
1209	Portland Mainstreet	Portland	[illegible]	[illegible]	[illegible]	X	X	$ [illegible]		[illegible]
1210	Portland Mainstreet	Portland/ODOT	Sandy/Parkrose Connectivity Improvements	Killingsworth/102nd to 109th, I-205 to 101st	Complete bike and pedestrian connections between I-205 and Parkrose neighborhoods.	X		$ 578,524		2016-25
1211	Portland Mainstreet	Portland	[illegible]	[illegible]	[illegible]	X	X	$ [illegible]		[illegible]
1212	Portland Mainstreet	Portland	[illegible]	[illegible]	[illegible]	X	X	$ [illegible]		[illegible]
1213	Deleted (under construction)									
1214	Portland Mainstreet	Portland	[illegible]	[illegible]	[illegible]	X	X	$ [illegible]		[illegible]
1215	Portland Mainstreet	Portland	Division Street Transit Improvements, Phase II	SE 136th Avenue to 174th Avenue	Improve sidewalks, lighting, crossings, bus shelters & benches	X		$ 1,270,500		2016-25
1216	Portland Mainstreet	Portland/ODOT	82nd Ped Access to Transit Improvements	NE Killingsworth to SE Clatsop	Improve sidewalks, lighting, crossings, bus shelters & benches	X		$1,732,500		2016-25
1217	Deleted (Construction completed)									
1218	Portland Mainstreet	Portland	SE Foster Road/82nd Avenue Intersection Improvements	SE Foster Road/82nd Avenue	Pedestrian improvements	X		$ 346,500		2016-25
1219	Portland Mainstreet	Portland	[illegible]	[illegible]	[illegible]	[illegible]	X	$ [illegible]		[illegible]
1220	Portland Mainstreet	Portland	[illegible]	[illegible]	[illegible]	[illegible]	X	$ [illegible]		[illegible]
1221	Portland Mainstreet	Portland	[illegible]	[illegible]	[illegible]	[illegible]	X	$ [illegible]		[illegible]
1222	Portland Mainstreet	Portland	SE Milwaukie Pedestrian Improvements	SE Milwaukie and Yukon to Tacoma	Plan and develop streetscape and transportation improvements	X		$ 993,300		2016-25
1223	Portland Mainstreet	Portland	[illegible]	[illegible]	[illegible]	X	[illegible]	$ [illegible]		[illegible]
1224	Portland Mainstreet	Portland	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	$ [illegible]		[illegible]
1225	[illegible]	Portland	[illegible]	[illegible]	[illegible]	[illegible]	X	$ [illegible]		[illegible]
1226	[illegible]	Portland	[illegible]	[illegible]	[illegible]	X	X	$ [illegible]		[illegible]
1227	Portland Mainstreet	Portland	[illegible]	[illegible]	[illegible]	X	X	$ [illegible]		[illegible]
1228	Region	Portland/Metro/ ODOT	Powell Boulevard/Foster Road Corridor Study - Phase 2	I-205 to Damascus	Conduct the next phase of a corridor study that develops multi-modal transportation strategies and specific roadway, bicycle and pedestrian projects that provide access to Pleasant Valley, Damascus, and the urban growth boundary expansion areas	X		$ 1,200,000		2004-09
1229	Deleted (Construction completed)									
1230	Portland Mainstreet	Portland	[illegible]	[illegible]	[illegible]	X	X	$ [illegible]		[illegible]
1231	Portland Mainstreet	Portland	[illegible]	[illegible]	[illegible]	X	X	$ [illegible]		[illegible]

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1232	Portland Mainstreet	[illegible]	[illegible]	[illegible]	Construct improvements that enhance Frequent Bus service	X	X	$ 2,490,000		2004-09
1233	Portland Mainstreet	[illegible]	[illegible]	[illegible]	Construct improvements that enhance Frequent Bus service	X	X	$ 2,460,000		2004-09
1234	Portland Mainstreet	Portland	[illegible]	[illegible]	[illegible]	X	X	$ 2,600,000		[illegible]
1235	[illegible]	Portland	[illegible]	[illegible]	[illegible]	X	X	$ 3,400,000		2010-15
1236	Portland Mainstreet	[illegible]	[illegible]	[illegible]	Construct improvements that enhance Frequent Bus service	X	X	$ 930,000		2004-09
1237	Portland Mainstreet	[illegible]	[illegible]	[illegible]	Construct improvements that enhance Frequent Bus service	X	X	$ 1,495,000		2004-09
1239	Portland Mainstreet	Portland	[illegible]	[illegible]	[illegible]	X	X	$ 592,700		2004-09
1240	Portland Mainstreet	Portland	[illegible]	[illegible]	[illegible]	X	X	$ 404,250		2004-09
1242	Portland Mainstreet	Portland	[illegible]	[illegible]	[illegible]	X	X	$ 835,250		2004-09
1245	Portland Corridor	Portland	[illegible]	[illegible]	[illegible]	X	X	$ 750,000		2010-15
1246	Portland Corridor	Portland	[illegible]	[illegible]	[illegible]	X	X	$ 75,075		2010-15
1247	Portland Corridor	Portland	[illegible]	[illegible]	[illegible]	X	X	$ [illegible]		2004-09
1248	Portland Corridor	Portland	[illegible]	[illegible]	[illegible]	X	X	$ [illegible]		[illegible]
1249	Portland Corridor	Portland	SW Boones Ferry Bikeway	SW Terwilliger to Portland city limits	Retrofit bike lanes to existing street	X		$ 5,775,000		2016-25
1250	Portland Corridor	ODOT	SW Macadam Corridor	SW Front Avenue to Multnomah County line	Bikeway design to be determined	X		$ 577,500		2016-25
1251	Portland Corridor	ODOT	SE Powell Bikeway	SE 71st Street to I-205 Multi-use Path	Retrofit bike lanes to existing street	X		$ 5,197,500		2016-25
1252	Portland Corridor	Portland	[illegible]	[illegible]	[illegible]	X	X	[illegible]		[illegible]
1253	Portland Corridor	Portland	[illegible]	[illegible]	[illegible]	X	X	$ 1,346,500		2004-09
1254	Portland Corridor	Portland	136th Avenue Bike and Pedestrian Improvements	Foster Road to Division Street	Retrofit sidewalks and bike lanes to existing street	X				2016-25
1255	Portland Corridor	Portland	Division Street Bikeway Improvements	SE 52nd Avenue to 76thh Avenue	Retrofit bike lanes to existing street	X				2016-25
1257	Deleted (Construction completed)									
1258	Deleted (local level improvement)									
1259	South/North SC	Portland	[illegible]	[illegible]	[illegible]	X	X	$ 75,075		2004-09
1260	South/North SC	Portland	Killingsworth Pedestrian District	East of I-5; proposed S/N LRT station area	Plan and develop improvements to the pedestrian environment; improve sidewalks, lighting, crossings, bus shelters & benches	X		$ 773,850		2016-25
1263	Banfield SC	Portland/ODOT	[illegible]	[illegible]	[illegible]	X	X	$ [illegible]		[illegible]

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RTP #	2040 Link	Jurisdiction	Project Name (Facility)	Project Location	Project Description	2025 RTP Preferred System	2025 RTP Financially Constrained System	2003 dollars ("*" indicates phasing in financially constrained		RTP Program Years
1264	[illegible] SC	Portland	[illegible] Park Pedestrian District	Eastside MAX station [illegible] to 122nd Avenue	Improve sidewalks, lighting, crossings, bus shelters & benches [illegible] improve safe crossing and install curb extensions [illegible]	X	X	$ 600,000		2004-09
1266	Gateway RC	Portland	NE/SE 99th Avenue [illegible]	NE Glisan Street to SE Washington Street and SE Washington Street to SE Market Street	Reconstruct primary local main street in Gateway regional center [illegible]	X	X	$ 4,042,500		2010-15
1267	Portland Corridor	Portland	Powell Boulevard Project Development Study	I-205 to 174th Avenue	Conduct a project development study to determine right-of-way needs and schematic designs to support identified transportation needs and planned land uses	X		n/a		2004-09
1268	Portland Corridor	ODOT/Portland	Powell Boulevard - Portland	I-205 to 174th Avenue	Widen street to four lanes with sidewalks and bike lanes	X		$ 48,000,000		2016-25
1269	Portland Corridor	ODOT	US 30/NW 112th Intersection Improvements	US 30 at NW 112th Avenue	Add signal at intersection	X		$ 135,000		2010-15
1270	Portland Corridor	TriMet	US 30 Pedestrian Access to Transit Improvements	US 30 in Linnton	Develop transit amenities within Linnton area and construct ADA pads at bus stops between NW 29th/Yeon and Sauvie Island Bridge	X		$ 900,000		2016-25
1271	Portland Corridor	ODOT	Linnton Community [illegible] Pedestrian Improvements	[illegible] Avenue to [illegible] Avenue	Replace 2 traffic signals @ 105th & 107th Ave; curb bulb, sidewalks, and [illegible] pedestrian crossings	X	X	$ 550,000		2016-25
1272	Portland Corridor	ODOT	US 30 Pedestrian Overcrossing	NW 108th Avenue	Construct a pedestrian overcrossing	X		$ 350,000		2016-25
1273	Portland Corridor	ODOT	US 30 Intersection Improvements	US 30 at NW Saltzman and Balboa streets	Realign intersections to correct offset intersections	X		$ 600,000		2016-25
1274	Portland Corridor	ODOT	US 30 Bike and Pedestrian Improvements	NW 105th to Kittridge Avenues	Construct sidewalks and bike facilities	X		$ 1,746,000		2010-15
1275	Portland Corridor	ODOT	US 30 Streetscape Improvements	US 30 in Linnton	Construct streetscape improvements to visually narrow roadway, including landscaping, pedestrian bulb outs and median	X		$ 400,000		2004-09
1276	Portland Corridor	ODOT	US 30 - Willbridge Improvements	US 30 in Willbridge	Install center turn lane to Front Avenue	X		$ 135,000		2016-25
1277	Portland Corridor	Portland	NW Champlain Viaduct Reconstruction	NW Champlain Drive	Replace existing viaduct with retaining wall and geofoam [illegible]	X	X	$ [illegible]		2004-09
1278	Portland Corridor	Portland	[illegible] Avenue Reconstruction [illegible] Bike/Pedestrian Improvements	Sandy Boulevard to Woodstock Boulevard	Reconstruct [illegible] Construct sidewalks and crossing improvements [illegible] Upgrade [illegible] signals [illegible] improvements [illegible]	X	X	$ 2,200,000		2004-09
1279	Portland Corridor	Portland	[illegible] Street Improvements	SE [illegible] Avenue to [illegible] Avenue	Reconstruct [illegible] ADA [illegible] pedestrian crossings [illegible] bike lanes	X	X	$ [illegible]		2004-09
2000	Region	Multnomah Co.	Hogan Corridor Improvements	Stark Street to Palmquist (Stark to Powell in FC)	Transit capacity improvements and access controls	X	X	$ 13,860,000		2004-09
2001	Region	Multnomah Co.	Hogan Corridor Improvements	I-84 to Glisan Street	Construct new I-84 interchange	X		$ 27,720,000		2010-15
2002	Region	ODOT	I-84/US 26 Connector R-O-W Preservation	Palmquist to Highway 26	Preserve future right-of-way	X		$ 17,556,000		2004-09
2003	Region	Multnomah Co.	Hogan Corridor Improvements	Palmquist to Highway 26 in UGB	Construct new principal arterial connection	X		$ 9,471,000		2016-25
2004	Region	ODOT	I-84 Widening	238th Avenue to Sandy River Bridge	Widen I-84	X		$ 9,471,000		2016-25
2005	Region	ODOT	I-84 Troutdale Interchange Improvement	Troutdale Interchange (exit 17)	Improve Troutdale interchange			$ 17,325,000		2016-25
2006	Region	Multnomah Co.	Hogan Corridor Improvements	Glisan Street to Stark Street	Upgrade to include bicycle and pedestrian facilities and center turn lane/median	X	X	$ 1,155,000		2004-09
2007	Region	TriMet	Transit center and park-and-ride upgrades	Various locations in subarea	Construct, expand and/or upgrade transit stations and park-and-rides throughout subarea	X				2004-25
2008	Gateway RC	Portland	102nd Avenue Boulevard and ITS/Safety Improvements, Phase 1	NE Weidler to NE Glisan Street	Implement Gateway regional center plan with boulevard design, retrofit new traffic signals, improved pedestrian facilities and crossings, street lighting, bicycle lanes and multi-modal safety improvements	X	X	$ 3,234,000		2004-09

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2009	Gateway RC	Portland	Halsey Street Bridge Seismic Retrofit	Halsey Street at I-84	Seismic retrofit project	X		$ 62,400		2016-25
2010	Gateway RC	Portland	Halsey/Weidler Boulevard and ITS	Halsey/Weidler between I-205 and NE 15th Avenue	Halsey/Weidler Boulevard improvements, including new traffic signals, improved pedestrian facilities and crossings, street striping and new bicycle lanes	X	X	$ 22,727,500		2016-25
2011	Gateway RC	Portland	Sandy Boulevard and ITS	Sandy Blvd./Weidler between I-205 and NE 15th Avenue	Improve Sandy Blvd./Weidler between I-205 and NE 15th Avenue by adding new traffic signals, improved pedestrian facilities and crossings, street striping and new bicycle facilities	X	X	$ 7,330,500		2016-25
2012	Gateway RC	Portland	NE 82nd Avenue Boulevard ITS/Safety Improvements	82nd Avenue at I-84 (Airport Way)	Implement Gateway regional center plan with bicycle, transit, pedestrian, traffic signals, improved pedestrian access and crossings, street striping, bicycle lanes and other street improvements	X	X	$ 4,394,000		2016-25
2013	Gateway RC	Multnomah Co.	NE Halsey Bikeway	162nd Avenue to 201st Avenue	Widen to retrofit bike lanes to existing street	X		$ 1,420,000		2004-09
2014	Gateway RC	Multnomah Co.	Glisan Street Bikeway	Glisan Avenue to 207th Avenue	Widen to retrofit bike lanes to existing street	X	X	$ 1,004,000		2004-09
2015	Gateway RC	Portland	102nd Avenue Boulevard and Streetscape Improvements, Phase II	NE Sandy Blvd. to SE Market Street	Add pedestrian, new traffic signals, improved pedestrian facilities and crossings, street striping, bicycle lanes and streetscape improvements	X	X	$ 7,061,700		2016-25
2016	Gateway RC	Portland	NE 162nd Bikeway	NE 82nd Avenue to NE 102nd Avenue	Retrofit bike lanes to existing street	X	X	$ 318,500		2004-09
2017	Gateway RC	Portland	NE Multnomah Local Bikeway	NE 33rd Avenue at Portland City Limits heading east to NE 47th Avenue	Retrofit bike lanes to existing street	X	X	$ 340,500		2004-09
2018	Gateway RC	Portland	NE Prescott/Killingsworth Bikeway	NE Mt. Scott Rd. West to SE Weidler Drive	Retrofit bike lanes to existing street	X	X	$ 1,257,500		2016-25
2019	Gateway RC	Portland	NE Shaver Bikeway	NE 47th Avenue at NE 72nd Avenue (and NE Cleveland) to NE 102nd Avenue	Retrofit bike lanes to existing street	X	X	$ 116,500		2004-09
2020	Gateway RC	Portland	Gateway Regional Center Pedestrian District Improvements, Phase I	Gateway Regional Center	High priority local street and pedestrian improvements in regional center	X	X	$ 3,485,000		2004-09
2021	Gateway RC	Portland	Gateway Regional Center Pedestrian District Improvements, Phase II	Gateway Regional Center	High priority local street and pedestrian improvements in regional center	X	X	$ 4,530,000		2010-15
2022	Gateway RC	Portland	Gateway Traffic Management	Gateway Regional Center	Re-use NE 1-84 ramps, new local street grid and signals in Gateway & necessary street and utility work, improve connections	X	X	$ 1,998,000		2010-15
2023	Gateway RC	Tribal/Portland	Gateway Hub Station	Gateway Regional Center	Implement a transit station improvement program with enhanced passenger facilities	X	X	$ 227,500		2010-15
2024	Gateway RC	Portland	Gateway Regional Center Pedestrian District Improvements, Phase III	Gateway Regional Center	High priority local street and pedestrian improvements in regional center	X	X	$ 1,530,000	*	2016-25
2025	Gresham RC	Tribal	Multnomah Street Freight Rail Facility Improvements	Gresham (Earth)	Improve freight rail facility to accommodate increased train activity	X	X	$ 3,577,500		2004-09
2026	Gateway RC	Portland	NE/SE 82nd Avenue (Phase IV) Pedestrian Avenue	NE and from NE Airport, Glisan Street and NE Pacific Way to East Burnside Street/SE Ankeny	Reconstruct primary local main street in Gateway regional center	X	X	$ 4,545,000		2004-09
2027	Gresham RC	Tribal/Gresham	Civic Improvement, ITS and Bicycle Facilities	MAX Line in Gresham City Hall	LRT crossing and civic plaza	X	X	$ 4,998,500		2004-09
2028	Gresham RC	ODOT	Powell Boulevard Improvements, Phase 1	I-205 Ramps to Eastman Parkway	Improve pedestrian access, bicycle facilities, signal coordination, safety and operations	X	X	$ 11,000,000		2004-09
2029	Gresham RC	Multnomah Co.	242nd Avenue Reconstruction	Stark Street/242nd to Burnside Road	Reconstruct 242nd Avenue to five lanes	X	X	$ 2,400,000		2016-25
2030	Gresham RC	Gresham	Palmquist Road Improvements	242nd Avenue to US 26	Widen to five lanes	X		$ 2,656,500		2016-25
3031	Gresham RC	ODOT	Hogan Corridor Improvements	Hogan/Burnside from I-84 to US 26	Move freight from existing 181st/Burnside route	X		$ 97,750		2016-25
2032	Gresham RC	Multnomah Co.	Burnside/Stark/Wilkes Intersection Improvement	Intersection of 202nd/Burnside/Stark	Improve intersection by adding a northbound through lane	X	X	$ 546,500		2016-25
2034	Gresham RC	Multnomah Co.	Division Street Improvements	257th Avenue to 268th Avenue	Improve Division Street	X		$ 3,349,500		2016-25
2035	Gresham RC	Gresham	Cleveland Street Reconstruction	Stark Street to NW Roberts	Reconstruct street from Kane Drive to Powell Boulevard	X	X	$ 1,792,500		2016-25

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2036	Gresham RC	Gresham	Wallula Street Reconstruction	Division Street to Stark Street	Reconstruct street from Division Street to Stark Street	X	X	$ 1,732,500		2016-25
2037	Gresham RC	Gresham	Bull Run Road Reconstruction	242nd Avenue to 257th Avenue	Reconstruct street from 242nd Avenue to 257th Avenue	X		$ 1,155,000		2016-25
2038	Gresham RC	Gresham	Walters Road Reconstruction	Powell Boulevard to 7th Street	Reconstruct to improve access to Springwater Trail	X	X	$ 1,155,000		2016-25
2039	Gresham RC	Gresham	Regner Road Reconstruction	Cleveland Street to city limits	Reconstruct Regner Road from Cleveland to city limits	X	X	$ 14,200,000		2016-25
2040	Gresham RC	Gresham	Gresham RC Collector Improvements	Barnes Road, Williams Street, Chase Road, Welch Road, Palmblad Road, Salquist Road, Hillyard Road	Improve collector system near Gresham RC	X		$ 5,775,000		2016-25
2041	Gresham RC	Multnomah Co.	257th Avenue Corridor Improvements	Division Street to Powell Valley Road	Reconstruct street to arterials standards, including bike lanes, sidewalks, drainage, lighting and traffic signals	X	X	$ 4,800,000		2004-09
2042	Gresham RC	Multnomah Co.	257th Avenue Intersection Improvements	Intersection of 257th/Palmquist Road/US 26	Realign intersection to provide for safety, capacity, bike and pedestrian movements	X	X	$ 4,899,510		2004-09
2043	Gresham RC	Multnomah Co.	Powell Valley Road Improvements	242nd Avenue to 282nd Avenue	Improve Powell Valley Road with pedestrian and bicycle facilities	X		$ 4,712,400		2016-25
2044	Gresham RC	Multnomah Co.	Orient Drive Improvements	282nd Avenue to 257th Avenue	Improve Orient Drive	X	X	$ 4,158,000		2016-25
2045	Gresham RC	Multnomah Co.	190th Avenue Improvements	Butler Road to Highland Drive and Powell Boulevard to 190th Avenue	Reconstruct and widen street to five lanes with sidewalks and bike lanes. Widen and determine the appropriate cross-section for Highland Drive and Pleasant View Drive from Powell Boulevard to 190th Avenue based on the recommendations from Phase 2 of the Powell Boulevard/Foster Road Corridor Study	X	X	$ 12,500,000	*	2010-15
2046	Gresham RC	Multnomah Co.	Division Street Improvements	Birdsdale Avenue to Wallula Avenue	Complete boulevard design improvements	X		$ 4,620,000		2016-25
2047	Gresham RC	Gresham	Division Street Improvements	NE Wallula Street to Birdsdale Road	Complete boulevard design improvements	X	X	$ 4,620,000	*	2004-09
2048	Gresham RC	Multnomah Co.	Burnside Street Improvements	NE Wallula Street to Hogan Road	Complete boulevard design improvements	X		$ 7,484,400		2004-09
2049	Gresham RC	ODOT/Gresham	Powell Boulevard Improvements - Gresham RC	Eastman Parkway to Hogan	Complete boulevard design improvements	X	X	$ 4,620,000		2004-09
2050	Region	ODOT/Gresham/Multnomah Co.	I-84 to US 26 Corridor Study (ROW and arterials)	I-84 to US 26	Study to identify additional access management strategies, define long-term freight route in corridor and evaluate potential new alignment south Powell Boulevard to US 26	X		$ 1,155,000		2010-15
2051	Springwater IA	ODOT	US 26/Springwater Interchange Improvement	US 26 at Springwater	New interchange on US 26 to serve industrial area	X	X	$ 25,000,000		2004-09
2053	Gresham RC	Gresham	Gresham/Fairview Trail	Springwater Trail to Marine Drive	Springwater Trail connection	X	X	$ 1,963,500		2004-09
2054	Gresham RC	Gresham	Springwater Trail Connections	Springwater Trail at 182nd Avenue and Pleasant View/190th Ave.	Provide bike access to regional trail	X	X	$ 1,039,500		2016-25
2055	Gresham RC	Gresham	SW Walters Road/Springwater Trail Access	SW 7th to Powell Boulevard	Upgrade pedestrian signal to full traffic signal and provide bike access to regional trail	X	X	$ 346,500		2016-25
2056	Gresham RC	Multnomah Co.	Division Street Bikeway	174th Avenue to Wallula Avenue	Retrofit street to add bike lanes	X	X	$ 460,000		2010-15
2057	Gresham RC	Gresham/ODOT	Gresham RC Pedestrian and Ped-to-MAX Improvements	Burnside, Division, Powell, Civic Way, Eastman Pkwy, Main Street, Cleveland and intersecting streets and LRT stations areas	Improve sidewalks, lighting, crossings, bus shelters and benches	X	X	$ 7,045,500	*	2004-09
2058	Gresham RC	Gresham	Springwater Trail Pedestrian Access	Eastman, Towle, Roberts, Regner, Hogan	Improve sidewalks and lighting	X	X	$ 2,000,000		2016-25
2059	Gresham RC	Gresham	Division Street Pedestrian to Transit Access Improvements	174th to Wallula Avenue	Improve sidewalks, lighting, crossings, bus shelters and benches	X	X	$ 1,155,000		2016-25
2062	Deleted (Project completed)									
2063	Gresham RC	TriMet/Metro	Study LRT extension to Mt. Hood Community Col.	TBD	Study LRT to Mt. Hood Community College; a preliminary study was done between 1993-95 as part of the East Multnomah County Long-Range Transit Plan.	X		n/a		2016-25
2065	Gresham RC	Gresham	Phase 3 Signal Optimization	System-wide	Optimize signals	X	X	$ 2,310,000	*	2004-09
2068	Deleted (Construction completed)									2016-25

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2069	PDX IA	ODOT	I-205 Interchange Improvement	I-205 NB/Airport Way Interchange	New I-205 NB on-ramp at I-205/Airport Way Interchange (Phase 1 in FC: modify signing, striping channelization and signal timing for NB on-ramp).	X	X	$ 23,100,000	*	2004-09
2070	PDX IA	ODOT	I-205 Interchange Improvement	I-205 SB/Airport Way Interchange	Widen I-205 SB on-ramp at Airport Way; modify signing, striping channelization and/or signal timing for the I-205 NB on-ramp at Airport Way	X	X	$ 650,000		2004-09
2071	PDX IA	ODOT	I-205 Auxiliary Lane	Airport Way to Columbia Boulevard	New I-205 auxiliary lane from Airport Way to Columbia Boulevard	X		$ 23,100,000		2016-25
2072	PDX IA	ODOT	I-205 Auxiliary Lane	I-84 to Columbia Boulevard	New auxiliary lane from I-84 to Columbia Boulevard	X		$ 5,775,000		2016-25
2073	South Shore IA	Multnomah Co.	I-84/I-205/Tillamook Shared-Use Connector Study	I-84/122nd Avenue to I-205	Study feasibility of corridor	X		n/a		2016-25
2074	South Shore IA	Multnomah Co.	Sandy Boulevard Widening	122nd Avenue to 238th Avenue	Widens street to five lanes with sidewalks and bike lanes	X	X	$ 11,800,000		2016-25
2075	South Shore IA	Multnomah Co.	207th North Extension	Sandy Boulevard to Airport Way	New street connection between 207th Avenue and Airport Way	X		$ 6,699,000		2016-25
2076	South Shore IA	TriMet	181st Avenue Frequent bus	Gresham to Columbia South Shore	Construct improvements that enhance Frequent Bus service	X	X	$ 1,350,000		2010-15
2077	South Shore IA	Multnomah Co.	181st Avenue Widening	Halsey Street to EB on-ramp to I-84	Widens street to three lanes southbound	X	X	$ 1,097,500		2004-09
2078	South Shore IA	Multnomah Co.	162nd Railroad Crossing Improvements	162nd Avenue/railroad bridge	Replacing railroad bridge to allow for road widening	X		$ 6,006,000		2016-25
2079	Deleted (Construction completed)									2016-25
2080	South Shore IA	Multnomah Co.	202nd Railroad Crossing Improvement	202nd Avenue/railroad bridge	Replacing railroad bridge to allow for road widening	X	X	$ 4,042,500		2004-09
2081	South Shore IA	Multnomah Co.	223rd Railroad Crossing Improvement	223rd Avenue/railroad bridge	Replacing railroad bridge to allow for road widening and two crossings: one north of Sandy and one south of I-84	X	X	$ 9,240,000		2004-09
2082	South Shore IA	Multnomah Co.	Columbia River Highway Railroad Crossing Improvement	Columbia River Highway east of I-84	Replacing railroad bridge to allow for road widening	X		$ 1,386,000		2016-25
2083	South Shore IA	Multnomah Co.	Sandy Boulevard Overpass	Sandy Boulevard at I-84	Construct overpass to reconnect Sandy Boulevard over I-84	X		$ 27,720,000		2016-25
2084	South Shore IA	Multnomah Co.	181st Avenue Intersection Improvement	181st Avenue/Glisan Street Intersection	Improve intersection	X	X	$ 623,700		2016-25
2085	South Shore IA	Multnomah Co.	181st Avenue Intersection Improvement	181st Avenue/Burnside Road Intersection	Improve intersection	X	X	$ 346,500		2016-25
2086	Deleted (Construction completed)									
2087	Deleted (Construction completed)									2016-25
2088	South Shore IA	Portland	NE Marine Drive/122nd Avenue Improvements	NE Marine Drive/122nd Avenue Intersection	Signalization, widen dike to install left turn lane on Marine Drive	X	X	$ 1,943,865		2004-09
2091	South Shore IA	Portland	NE/SE 148th Avenue Bikeway	Division	Retrofit bike lanes to existing street	X	X	$ 35,805		2010-15
2093	South Shore IA	Multnomah Co.	Marine Drive Safety Corridor Plan	Marine Drive from Troutdale to Rivergate	Long-term traffic management plan	X		n/a		2016-25
2098	Rockwood TC	Multnomah Co.	162nd Avenue Improvements	Glisan Street to Halsey Street	Reconstruct and widen to five lanes	X		$ 2,356,200		2016-25
2099	Rockwood TC	Multnomah Co.	201st/202nd Avenue Corridor Improvements	Sandy Boulevard-Powell Boulevard	Reconstruct and widen to three lanes (Sandy to Halsey in FC System)	X	X	$ 9,909,900	*	2004-09
2101	Rockwood TC	Gresham	Stark Street Improvements	190th to 197th	Complete boulevard design improvements	X	X	$ 3,465,000		2010-15
2102	Rockwood TC	Gresham	Stark Street Improvements	181st to 190th	Complete boulevard design improvements	X	X	$ 3,465,000		2004-09
2103	Rockwood TC	Multnomah Co.	181st Avenue Improvements	Glisan to Yamhill	Complete boulevard design improvements	X	X	$ 3,326,400		2010-15
2104	Rockwood TC	Multnomah Co.	Burnside Road Boulevard Improvements	181st Avenue to 197th Avenue	Complete boulevard design improvements	X	X	$ 4,200,000		2004-09
2105	Rockwood TC	Gresham	Rockwood TC Pedestrian and Ped-to-MAX Improvements	181st, 188th, Stark and intersecting streets and LRT station areas	Improve sidewalks, lighting, crossings, bus shelters and benches	X	X	$ 3,465,000		2016-25
2108	Deleted (Construction completed)									
2109	Fairview/WV TC	Multnomah Co.	Glisan Street Improvements	202nd Avenue to 207th Avenue	Complete reconstruction of Glisan Street to five lanes	X	X	$ 1,600,000		2004-09
2110	Fairview/WV TC	Multnomah Co.	MKC Collector	Halsey Street to Arata Road	Construct new collector of regional significance	X	X	$ 1,100,000		2016-25

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2111	**Deleted (Construction completed)**								
2112	Fairview/WV TC	Multnomah Co.	223rd Avenue Improvements	Glisan to Stark	Improve sidewalks, lighting, crossings, bus shelters and benches	X		$ 1,155,000	2016-25
2113	Fairview/WV TC	Multnomah Co.	Halsey Street Improvements	190th Avenue to 207th Avenue	Widen to three lanes with sidewalks and bike lanes	X		$ 2,772,000	2004-09
2115	Fairview/WV TC	MultCo/FV/ WV	Fairview/Wood Village TC Pedestrian Improvements	Fairview, Halsey, Glisan and neighborhood streets	Improve sidewalks, lighting, crossings, bus shelters and benches	X	X	$ 1,386,000	2016-25
2116	Fairview/WV TC	Multnomah Co.	NE 223rd Avenue Bikeway and Pedestrian Improvements	NE Halsey Street to Marine Drive	Retrofit bike lanes and sidewalks on existing street	X	X	$ 577,731	2010-15
2117	Fairview/WV TC	Multnomah Co.	207th/223rd Access Management Plan	207th/Glisan/223rd from I-84 to Burnside	Traffic Management Plan to protect mobility on 207th/223rd to Gresham	X		n/a	2016-25
2118	Fairview/WV TC	MultCo/FV/ WV	Arata Road Improvement	Wood Village Boulevard to 238th Drive	Upgrade street with center turn lane/median, sidewalks and bicycle lanes	X		$ 1,000,000	2010-15
2120	Troutdale TC	Multnomah Co.	Sandy Boulevard Bicycle and Pedestrian Improvements	162nd to Troutdale	Retrofit bike lanes and sidewalks on existing street	X	X	$ 8,316,000	2016-25
2121	Troutdale TC	ODOT/MultCo	Columbia River Highway Improvements	Kibling Avenue to Sandy River	Upgrade to include bicycle and pedestrian facilities	X		$ 1,386,000	2016-25
2122	Troutdale TC	Multnomah Co.	Troutdale Road Improvements	Cherry Park Road to Strebin Road	Upgrade to include bicycle and pedestrian facilities	X		$ 2,217,600	2016-25
2123	Troutdale TC	Multnomah Co.	Stark Street Improvements	257th Avenue to Troutdale Road	Widens street to five lanes	X	X	$ 3,465,000	2004-09
2124	Troutdale TC	Multnomah Co.	Halsey Street Improvements - Troutdale	238th to 257th	Improve Halsey Street to 3 lanes and complete boulevard design improvements	X	X	$ 3,742,200	2010-15
2125	Troutdale TC	Mult. Co./Troutdale	Troutdale TC Pedestrian Improvements	Old Col. River Highway, 257th/Graham, Buxton Road	Improve sidewalks, lighting, crossings, bus shelters and benches	X	X	$ 115,500	2016-25
2126	Troutdale TC	Troutdale	257th Avenue Pedestrian Improvements	Cherry Park Road to Stark Street	Improve sidewalks, lighting, crossings, bus shelters and benches	X	X	$ 1,155,000	2004-09
2127	Troutdale TC	MultCo/Troutdale	Edgefield Station Recreational Intermodal Facility	249th and Halsey	Develop Edgefield Station as a recreational intermodal facility	X		$ 5,775,000	2016-25
2128	Troutdale TC	Multnomah Co.	40-mile Loop Trail	223rd Avenue/Marine Drive to Troutdale town center	Study feasibility of corridor	X		n/a	2016-25
2131	Burnside SC	Gresham	SE 174th Avenue Bikeway	Springwater Trail to SE Stark Street	Retrofit bike lanes to existing street	X		$ 23,100	2016-25
2132	Burnside SC	Gresham	Burnside SC Pedestrian Improvements	172nd, 197th, Glisan, Stark and intersecting streets	Improve sidewalks, lighting, crossings, bus shelters and benches	X		$ 7,103,250	2016-25
2133	Portland Corridor	ODOT	I-205 Shared-Use Path Crossing Improvements	Several locations	Improve access to I-205 shared-use path	X		$ 317,625	2004-09
3000	Region	ODOT	Highway 217 Improvements	I-5 to US 26	Add capacity to existing highway	X		$115,500,000	2016-25
3001	Region	ODOT	Highway 217 Improvements	NB - TV Highway/Canyon Road to US 26	Widen NB to three lanes; ramp improvements	X	X	$ 31,000,000	2010-15
3002	Region	ODOT	US 26/217 Interchange Improvement	EB US 26/SB Highway 217 Interchange	Braided ramps	X		$ 57,750,000	2010-15
3003	Region	ODOT	US 26/Jackson School Road Interchange	Jackson School Road at US 26	Construct new interchange	X	X	$ 16,480,000	2004-09
3004	Region	ODOT	US 217 EIS Study	I-5 to US 26	Complete planning and environmental works for improvements in corridor	X	X	$ 6,000,000	2010-15
3005	Region	ODOT	US 26 Refinement and EA Study	Sylvan Interchange to 185th Avenue	Complete planning and environmental work for improvements in corridor	X	X	$ 577,500	2004-09
3006	Region	ODOT	US 26 Improvements	US 26 between Sylvan and Highway 217	Complete interchange improvements by adding third through-lane and collector distributor system from Camelot Court to Sylvan Road (Phase 3)	X	X	$ 25,410,000	2004-09
3007	**Deleted (Construction completed)**								
3008	Region	ODOT	US 26 Improvements	Highway 217 to Murray Boulevard	Widen US 26 to six lanes	X	X	$ 37,600,000	2004-09
3009	Region	ODOT	US 26 Improvements	Murray Boulevard to Cornell Road	Widen US 26 to six lanes	X	X	$ 8,760,000	2004-09
3010	Region	MultCo/WashCo	Cornelius Pass Road	US 26 to US 30	Improve to better accommodate freight movement	X		$ 28,875,000	2016-25
3011	Region	ODOT	US 26 Improvements	Murray Boulevard to 185th Avenue	Widen US 26 to six lanes	X	X	$ 12,300,000	2004-09
3012	Region	Hillsboro	Rock Creek Greenway Shared-Use Path	TV Highway to Evergreen Parkway	Completes shared-use path along Rock Creek from Tualatin Valley Highway to Evergreen Parkway	X	X	$ 4,212,000	2004-09
3013	Region	Various	Bronson Creek Greenway Shared-Use Path	Beaverton Creek to Powerline Trail	Study feasibility of corridor	X	X	$ 871,000	2004-09

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Table 2

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RTP #	2040 Link	Jurisdiction	Project Name (Facility)	Project Location	Project Description	2025 RTP Preferred System	2025 RTP Financially Constrained System	2003 dollars ("*" indicates phasing in financially constrained	RTP Program Years
3014	Region	Various	Powerline Beaverton Trail Corridor Trail	Bronson Creek Greenway to Farmington Road	Plan, design and construct shared-use path	X	X	$ 3,118,500	2004-09
3015	Region	Various	Beaverton Creek Greenway Corridor Study	Rock Creek to Fanno Creek Greenway	Study feasibility of corridor	X	X	$ 1,500,000	2004-09
3016	Region	Washington Co.	Washington County ATMS	Washington County	Acquire hardware for new traffic operations center and conduct needs analysis	X	X	$ 1,155,000	2004-09
3017	Region	TriMet	Beaverton Hillsdale Highway- Frequent Bus	Beaverton-Hillsdale Highway	Improvements to enhance Frequent bus service	X	X	$ 3,300,000	2004-09
3018	Region	TriMet	Transit center and park-and-ride upgrades	Various locations in subarea	Construct, expand and/or upgrade transit stations and park-and-rides throughout subarea	X		See Tri-Met Total	2004-25
3019	Beaverton RC	Beaverton	Beaverton Connectivity Improvements I: East-West	(1) Center: Cedar Hills to Hocken via Westgate/Dawson; (2) Crescent: Cedar Hills to Hall; (3) Millikan Way: Watson/Hall to 114th; (4) Broadway to 115th connection; (5) Electric to Whitney to Carousel to 144th	Complete central Beaverton street connections	X	X	$ 19,100,000	2004-09
3020	Beaverton RC	Beaverton	Beaverton Connectivity Improvements II: North/South	(6) Rose Biggi: Westgate to Broadway; (7) 120th Ave.: Center to Canyon; (8) 114th/115th: LRT to Beaverton-Hillsdale Hwy./Griffith Drive; (9) Tualaway Ave.: Electric to Millikan	Complete central Beaverton street connections	X	X	$ 15,000,000	2004-09
3021	Region	Washington Co.	2040 Centers and Station Areas Pedestrian System Infill	Regional pedestrian system in Washington County	Fill in missing gaps in regional pedestrian system	X	X	$ 5,000,000	2004-09
3022	Region	Washington Co.	2040 Centers and Station Areas Bicycle System Infill	Regional bicycle system in Washington County	Fill in missing gaps in regional bicycle system	X	X	$ 5,000,000	2004-09
3023	Beaverton RC	WashCo/Beaverton/ ODOT	Highway 217 Interchange Improvements	NB/SB at Walker Road, SB at TV Highway, NB/SB at BH Highway and at Allen Boulevard	Capacity increase and/or braided ramp between the highest priority interchanges identified through the Highway 217 Corridor study (#8009)	X		$ 4,158,000	2004-09
3024	Region	ODOT	US 26 Improvements	Cornell Road to 185th Avenue	Widen US 26 to six lanes	X		$ 19,920,000	2010-15
3025	Beaverton RC	ODOT/WashCo	TV Highway Improvements	Cedar Hills Boulevard to 10th Avenue	Widen to seven lanes Cedar Hills to Murray; six lanes limited access from Murray to Brookwood and five lanes from Brookwood to 10th	X		$ 38,346,000	2016-25
3026	**Deleted (Construction completed)**								
3027	**Deleted (Construction completed)**								
3028	**Deleted (under construction)**								
3029	Beaverton RC	Beaverton	Lombard Improvements	Broadway to Farmington	Three lane improvement to realign road with segment to the north with pedestrian facilities	X	X	$ 1,848,000	2004-09
3030	Beaverton RC	Beaverton	Farmington Road Improvements	Hocken Avenue to Murray Boulevard	Widen to five lanes; intersections improvements, add turn lanes, bike lanes and sidewalks	X	X	$ 14,000,000	2004-09
3031	Beaverton RC	Beaverton	Allen Boulevard Improvements	Highway 217 to Murray Boulevard	Widen to five lanes	X		$ 10,800,000	2016-25
3032	Beaverton RC	Beaverton	Cedar Hills Boulevard Improvements	Farmington Road to Walker Road	Widen to five lanes with sidewalks and bike lanes	X	X	$ 4,600,000	2010-15
3033	Beaverton RC	Beaverton	125th Avenue Extension	Brockman Street/Greenway to Hall Boulevard	Construct two/three-lane extension with intersection improvements, bike lanes and sidewalks	X	X	$ 10,200,000	2004-09
3034	Beaverton RC	Beaverton	Hall Boulevard Extension	Cedar Hills Boulevard to Hocken	Construct three-lane extension with bikeways and sidewalks	X	X	$ 5,700,000	2010-15
3035	Beaverton RC	Beaverton	Hocken Avenue Improvements	LRT to Beaverton Creek	Widen to 3 lanes with bike lanes and sidewalks and reconstruct bridge	X	X	$ 1,300,000	2004-09
3036	Beaverton RC	Washington Co.	158th/Merlo Road Improvements	170th Avenue to Walker Road	Widen to five lanes with sidewalks and bike lanes	X		$ 4,620,000	2016-25
3037	Beaverton RC	Beaverton	Nimbus Road Extension	Hall Boulevard to Denney Road	Extend two-lane roadway	X		$ 10,300,000	2016-25
3038	Beaverton RC	Beaverton	Center Street Improvements	Hall Boulevard to 113th Avenue	Widen to three lanes with bikeways and sidewalks	X	X	$ 3,696,000	2016-25

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3039	Beaverton RC	Beaverton	Hocken Avenue Improvements	Farmington Road to Millikan Way	Widen street to accommodate 2 additional lanes between Tualatin Valley Highway and Farmington Road to allow turn lanes	X	X	$ 2,000,000		2010-15
3041	Beaverton RC	Beaverton	Hall/Watson Improvements	Allen Boulevard to Cedar Hills Boulevard	Complete boulevard design improvements including crosswalks and pedestrian improvements, lighting and furniture replacement, create pedestrian plazas and park entries, add turn lanes, bike lanes, and sidewalks	X	X	$ 5,000,000		2004-09
3042	Beaverton RC	ODOT/Beaverton/ TriMet	TV Highway Pedestrian Access to Transit Improvements	Murray to Highway 217	Improve sidewalks, lighting, crossings, bus shelters and benches	X	X	$ 5,240,000		2010-15
3043	Beaverton RC	Beaverton/WashCo	Walker Road Improvements	Cedar Hills Boulevard to Murray Boulevard	Widen to seven lanes with sidewalks and bike lanes	X		$ 28,875,000		2016-25
3045	Beaverton RC	Beaverton	Farmington Road Bikeway	Hocken to Highway 217	Retrofit to include bike lanes	X	X	$ 3,234,000		2010-15
3046	Beaverton RC	Beaverton	Hall Boulevard Bikeway	BH Highway to Cedar Hills Boulevard	Retrofit to include bike lanes	X	X	$ 1,500,000		2004-09
3047	Beaverton RC	Beaverton	Watson Avenue Bikeway	BH Highway to Hall Boulevard	Retrofit to include bike lanes	X	X	$ 100,000		2004-09
3049	Beaverton RC	Beaverton	Downtown Beaverton Pedestrian/Bike Improvements	Hocken Avenue/TV Highway/117th Avenue/110th Avenue/Cabot Street	Improve sidewalks, bike lanes, lighting, crossings, bus shelters and benches	X	X	$ 1,293,600		2004-09
3050	Beaverton RC	Beaverton/WashCo/ TriMet	Walker Road Pedestrian Improvements	Polsky/108th to Highway 217	Improve sidewalks, lighting, crossings, bus shelters and benches	X		$ 115,500		2016-25
3051	Beaverton RC	WashCo/Beaverton/ TriMet	Hall Boulevard/Watson Pedestrian-to-Transit Improvements	Cedar Hills Boulevard to Tigard TC	Improve sidewalks, lighting, crossings, bus shelters and benches	X	X	$ [illegible]		2010-15
3052	Beaverton RC	Beaverton	110th Avenue Pedestrian Improvements	BH Highway to Canyon Road	Fill in missing sidewalks	X	X	$ 34,650		2004-09
3053	Beaverton RC	Beaverton	117th Avenue Pedestrian Improvements	Tualatin Street to Center Street	Improve sidewalks, lighting, crossings	X	X	$ 34,650		2004-09
3054	Beaverton RC	Washington Co.	Murray Boulevard Bike/Pedestrian Improvements	Scholls Ferry Road to TV Highway	Safety islands and pedestrian crossing improvements at intersections, fill in bicycle network gaps	X		$ 577,500		2016-25
3055	Beaverton RC	ODOT/Beaverton	Beaverton-Hillsdale Highway Pedestrian and Bicycle Improvements	65th Avenue to Highway 217 (only portion from 91st to Hwy. 217 Financially Constrained)	Improve sidewalks, lighting, crossings, bus shelters and benches, stripe bike lanes	X	X	$ 12,127,500		2016-25
3056	Beaverton RC	ODOT	Canyon Road/TV Highway Bike and Pedestrian Improvements	SW 91st Avenue to Highway 217	Bike lanes, sidewalks and pedestrian crossings	X		$ 1,692,075		2016-25
3057	Beaverton RC	Beaverton	Denney Road Bike/Pedestrian Improvements	Western Avenue to Scholls Ferry Road	Improve sidewalks, crossings and fill in bicycle network gaps	X	X	$ 242,550		2016-25
3058	Beaverton RC	TriMet/Beaverton	Beaverton Regional Center TMA	Beaverton Regional Center	Implement a transportation management association program with employers	X	X	$ 250,000		2004-09
3060	Beaverton RC	ODOT/WashCo	TV Highway Access Management	117th Avenue to Hillsboro	Access management	X		$ 17,325,000		2010-15
3061	Beaverton RC	ODOT/WashCo	TV Highway System Management	TV Highway from Highway 217 to 209th	Interconnect signals on TV Highway from 209th Avenue to Highway 217	X	X	$ 1,732,500	*	2010-15
3062	Beaverton RC	Washington Co.	Murray Boulevard Improvements	TV Highway to Allen Boulevard	Signal coordination	X	X	$ 57,750		2004-09
3066	Beaverton Corridor	Washington Co.	Springville Road Improvements	Kaiser to 185th Avenue	Widen to include bike lanes	X		$ 866,250		2016-25
3067	Beaverton Corridor	Washington Co.	185th Avenue Improvements	West View High School to Springville Road	Widen to five lanes with bike lanes and sidewalks	X	X	$ 5,775,000		2010-15
3068	Beaverton Corridor	Washington Co.	Garden Home/92nd Avenue Improvements	Allen Boulevard to Oleson Road	Widen to three lanes with bikeways and sidewalks	X		$ 6,197,500		2016-25
3069	Beaverton Corridor	Washington Co.	Scholls Ferry Road Improvements	Garden Home Road to Hamilton Street	Widen to three lanes with sidewalks and bike lanes	X		$ 9,240,000		2016-25
3071	Region	WashCo/THPRD	Fanno Creek Greenway Shared-Use Path	Greenwood Inn to Scholls Ferry Road	Complete Fanno Creek Greenway shared-use path	X	X	$ 1,732,500		2004-09
3072	Beaverton Corridor	Tualatin Hills PRD	Beaverton Powerline Shared-Use Trail	Farmington Road to Scholls Ferry Road	Construct multi-use trail within powerline easement	X	X	$ 2,000,000		2004-09
3073	Beaverton Corridor	Washington Co.	Barnes Road Bikeway	Burnside to Leahy Road	Retrofit to include bike lanes	X		$ 577,500		2016-25
3074	Beaverton Corridor	Beaverton	Hall Boulevard Bikeway	12th Street to south of Allen Boulevard	Retrofit to include bike lanes, intersection turn lanes at Allen Boulevard	X	X	$ [illegible]		2004-09
3075	Beaverton Corridor	Beaverton/WashCo	Cedar Hills Boulevard Improvements	Barnes Road to Walker Road	Improve sidewalks, lighting, crossings, bike lanes, bus shelters and benches	X	X	$ 1,270,500		2004-09
3076	Beaverton Corridor	Beaverton	Allen Boulevard Improvements	Highway 217 to Western Avenue	Widen to five lanes with bike lanes and sidewalks	X	X	$ [illegible]		2016-25

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3077	Beaverton Corridor	Beaverton	Western Avenue Pedestrian Improvements	5th Street to 800 feet south of 5th Street	Improve sidewalks, lighting, crossings, bus shelters and benches	X		$ 55,440	2016-25
3078	Beaverton Corridor	ODOT	Canyon Road Bicycle and Pedestrian Improvements	US 26 to 110th Avenue	Retrofit to include bike lanes/sidewalks	X		$ 15,592,500	2010-15
3079	Beaverton Corridor	Beaverton	Allen Boulevard Bike/Ped Improvements	Western Avenue to Scholls Ferry Road	Retrofit to include bike lanes and fill in missing sidewalks	X	X	$ 320,000	2010-15
3082	Beaverton IA	Beaverton	Western Avenue Bike Lanes	B-H Highway to Allen Boulevard	Retrofit to include bike lanes	X		$ 360,000	2016-25
3083	Westside SC	Washington Co.	170th Improvement	Blanton Street to Farmington Road	Widen to five lanes with sidewalks and bike lanes	X		$ 9,240,000	2016-25
3084	Westside SC	Washington Co.	170th Improvement	Alexander Road to Merlo Road	Widen to five lanes with sidewalks and bike lanes	X		$ 9,240,000	2016-25
3085	Deleted (Construction completed)								
3086	Westside SC	Washington Co.	158th Avenue Improvements	Walker to Jenkins Road	Widen to include bike lanes	X		$ 519,750	2016-25
3087	Westside SC	Beaverton	Millikan Way Improvements	TV Highway to 141st Avenue	Widen to five lanes with sidewalks and bike lanes	X		$ 5,000,000	2016-25
3088	Westside SC	Beaverton	Millikan Way Improvements	141st Avenue to Hocken Road	Widen to three lanes with sidewalks and bike lanes	X		$ 3,700,000	2016-25
3089	Westside SC	Washington Co.	160th Avenue Improvements	Tualatin Valley Highway to Farmington Road	Widen to five lanes with sidewalks and bike lanes	X		$ 2,310,000	2016-25
3090	Westside SC	Washington Co.	Walker Road Improvements	173rd to Stucki Boulevard	Widen to include bike lanes	X		$ 866,250	2016-25
3091	Westside SC	Hillsboro	Quatama Street Improvements	205th Avenue to 227th Avenue, 227th at Baseline	Widen to three lanes and extend to Baseline with sidewalks and bike lanes	X	X	$ 9,436,350	2010-15
3092	Westside SC	Washington Co.	Powerline/Rock Creek Trail	Bethany/Kaiser Road to Evergreen Road/Rock Creek Greenway	Construct shared-use path for bicyclists and pedestrians just north of US 26	X	X	$ 1,155,000	2004-09
3093	Westside SC	Washington Co.	Murray Boulevard Bikeway	Farmington Road to S of TV Highway	Retrofit to include bike lanes	X		$ 231,000	2016-25
3094	Westside SC	Hillsboro	Cornell Road Bikeway	Elam Young Parkway (W) to Ray Circle	Retrofit to include bike lanes	X	X	$ 884,730	2004-09
3095	Westside SC	Washington Co.	170th Avenue Pedestrian Improvements	Merlo Drive to Elmonica light rail station	Fill in sidewalk gaps and extend to light rail eastside only	X	X	$ 311,850	2004-09
3096	Deleted (included in Project #3021)								
3097	Westside SC	Washington Co.	Baseline Road Pedestrian Improvements	158th Avenue to 166th Avenue	Improve sidewalks and pedestrian crossings	X		$ 110,880	2016-25
3098	Westside SC	Washington Co.	Walker Road Bike/Ped Improvements	Canyon Road to Cedar Hills Boulevard	Retrofit to include bike lanes and sidewalks	X	X	$ 866,250	2016-25
3099	Hillsboro RC	Hillsboro	1st Avenue/Glencoe Road	Lincoln Street to Evergreen Road	Widen to three lanes with sidewalks and bike lanes	X	X	$ 4,467,000	2016-25
3101	Hillsboro RC	Hillsboro	Jackson School Road Improvements	Evergreen Road to Grant Street	Widen to three lanes with sidewalks and bike lanes	X		$ 5,162,850	2016-25
3102	Hillsboro RC	Washington Co.	Baseline Road Improvements	201st to 231st Avenue	Widen to three lanes with bike lanes and sidewalks	X	X	$ 24,255,000	2004-09
3103	Hillsboro RC	Washington Co.	Baseline Road Improvements	Murray Boulevard to Brookwood Parkway	Widen to five lanes with bike lanes and sidewalks	X		$ 6,930,000	2016-25
3104	Hillsboro RC	Hillsboro	NW Aloclek Drive Extension	NW Amberwood Drive to Cornelius Pass Road	New three-lane facility with sidewalks and bike lanes	X	X	$ 2,948,715	2004-09
3105	Hillsboro RC	Hillsboro	E/W Collector	185th Avenue to west of Cornelius Pass Road	New 3-lane facility	X	X	$ 6,781,005	2004-09
3106	Hillsboro RC	Washington Co.	229th/231st/234th Connector	Lois Street to Dogwood Street	New 3-lane facility and bridge	X	X	$ 24,300,000	2004-09
3107	Westside SC	Hillsboro/WashCo.	SW 205th Avenue Improvements	LRT to Baseline Road	Widen to five lanes, including bridge, sidewalks and bike lanes (sidewalk on eastside and bike lanes only in financially constrained system)	X	X	$ 7,076,685	2010-15
3108	Deleted (Construction completed)								
3109	Hillsboro RC	ODOT/WashCo/ Hillsboro	Hillsboro to US 26 Improvements	Shute Road/Cornell Corridor	Improve primary access route from regional center to US 26	X		n/a	2016-25
3110	Deleted (Construction completed)								

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3111	Hillsboro RC	Washington Co.	First Avenue Improvements	Grant Street to Glencoe High School	Improve sidewalks and pedestrian crossings and make transit improvements	X	X	$ 808,500	2004-09
3112	Hillsboro RC	ODOT	First Avenue Improvements	Oak Street to Baseline Street	Rechannelize NB and SB to provide protected left turn lanes and signal phasing at 1st/Oak and 1st/Baseline	X	X	$ 190,575	2004-09
3113	Hillsboro RC	Hillsboro	10th Avenue Improvements	Main Street to Baseline Road	Add right turn lane and widen sidewalk	X	X	$ 1,915,000	2004-09
3114	Hillsboro RC	Hillsboro	NE 28th Avenue Improvements	Grant Street to East Main Street	Widen to three lanes with sidewalks, bike lanes, street lighting and landscaping	X	X	$ 9,191,000	2004-09
3115	Hillsboro RC	Hillsboro	10th Avenue Improvements	Washington Street to Main Street	Widen to provide third NB through lane	X		$ 734,000	2010-15
3116	Hillsboro RC	Hillsboro	10th Avenue Improvements	Walnut Street to Baseline Street	Construct one additional NB turn lane and rechannelize WB Baseline Street approach to 10th Avenue to provide two approach lanes	X		$ 2,255,715	2010-15
3117	Hillsboro RC	Hillsboro	East-West Connector	Brookwood Parkway to 28th Avenue	Extend Grant Street beyond 28th Avenue with a new 3-lane facility	X		$ 9,061,600	2016-25
3118	Hillsboro RC	Hillsboro	Tualatin Valley Highway/Brookwood Avenue Intersection Alignment	Tualatin Valley Highway at Brookwood Avenue	Reconfigure TV Highway/Brookwood Avenue/Witch Hazel intersection and roadway improvements to Alexander Street	X	X	$ 10,000,000	2016-25
3119	Hillsboro RC	ODOT	TV Highway Improvements - Hillsboro	Shute Park to Baseline/Oak Street to Tenth	Complete boulevard design improvements	X		$ 2,310,000	2004-09
3120	Hillsboro RC	ODOT/Wash. Co.	TV Highway Pedestrian Improvements	10th to Cornelius Pass Road	Improve sidewalks, lighting, crossings, bus shelters and benches	X		$ 9,586,500	2016-25
3121	Region	ODOT	TV Highway Corridor Study	Highway 217 to downtown Hillsboro	Study to define access management strategy and define needed improvments for motor vehicle, truck, transit, bike and pedestrian travel in the corridor	X		$ 1,732,500	2004-09
3123	Hillsboro RC	TriMet/Hillsboro	Hillsboro Regional Center TMA Startup	Hillsboro Regional Center	Implements a transportation management association program with employers	X	X	$ 200,000	2004-09
3124	Hillsboro RC	ODOT	TV Highway System Management	209th Avenue to 10th Avenue	Interconnect signals	X		$ 1,732,500	2004-09
3126	Sunset IA	Washington Co.	Cornelius Pass Road Improvements	TV Highway to Baseline Road	Widen to five lanes including sidewalks and bike lanes	X	X	$ 5,775,000	2010-15
3127	Hillsboro Corridor	ODOT/Hillsboro/ WashCo	Hillsboro RC Pedestrian Improvements	18th, 21st, Oak, Maple and Walnut streets	Improve sidewalks, lighting, crossings, bus shelters and benches	X	X	$ 1,914,500	2004-09
3128	Hillsboro RC	Washington Co.	Cornell Road Improvements	Arrington Road to Main Street	Widen to five lanes	X	X	$ 6,930,000	2016-25
3129	**Deleted (Outside Metro Planning Area Boundary)**								
3130	**Deleted (Construction completed)**								
3131	Sunset IA	Washington Co.	Evergreen Road Improvements	25th Avenue to 253rd Avenue	Widen to five lanes including sidewalks and bike lanes	X	X	$ 4,679,500	2004-09
3132	**Deleted (Construction completed)**								
3133	Sunset IA	Washington Co./ ODOT	Cornelius Pass Road Interchange Improvement	US 26/Cornelius Pass Road	Construct full diamond interchange and southbound auxiliary lane to facilitate traffic flows on and off US 26	X	X	$ 5,775,000	2004-09
3134	Sunset IA	Washington Co.	Cornelius Pass Road Improvements	TV Highway to Baseline Road	Widen to three lanes including sidewalks, bike lanes and signals at Johnson and Francis	X	X	$ 10,395,000	2004-09
3135	Sunset IA	Washington Co.	Cornelius Pass Road Improvements	Baseline Road to Aloclek Drive	Widen to five lanes including sidewalks and bike lanes	X	X	$ 17,325,000	2004-09
3136	**Deleted (Construction completed)**								
3137	Sunset IA	Washington Co.	Brookwood Avenue Improvements	TV Highway to Baseline Road	Widen to three lanes including sidewalks and bike lanes	X	X	$ 8,662,500	2004-09
3138	**Deleted (Construction completed)**								
3139	Sunset IA	Hillsboro	US 26 Overcrossing - Sunset IA	NW Bennett Avenue to NW Wagon Way	Construct two-lane new overcrossing with sidewalks and bike lanes to better connect areas north and south of US 26	X	X	$ 6,633,743	2016-25
3140	Sunset IA	Hillsboro	229th Avenue Extension	NW Wagon Way to West Union Road	New three-lane facility with sidewalks and bike lanes	X	X	$ 2,667,800	2010-15
3141	Sunset IA	Washington Co.	170th/173rd Improvements	Baseline to Walker	Improve to 3 lanes	X	X	$ 6,352,500	2010-15

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3142	Sunset IA	Washington Co.	Johnson Street Extension	170th Avenue to 209th Avenue	Three lane extension (two lanes west bound and one lane eastbound with turn lanes), including bike lanes and sidewalks	X		$ 1,155,000		2004-09
3143	Sunset IA	Washington Co.	Walker Road Improvements	Cedar Hills to 158th Avenue	Widen to five lanes including sidewalks and bike lanes	X	X	$ 23,100,000		2010-15
3144	Sunset IA	Washington Co.	Walker Road Improvements	158th Avenue to Ambergten Parkway	Widen to five lanes including sidewalks and bike lanes	X	X	$ 11,550,000		2010-15
3145	Sunset IA	Washington Co.	Walker Road Improvements	Highway 217 to Cedar Hills Boulevard	Widen to five lanes including sidewalks and bike lanes	X		$ 30,607,500		2016-25
3146	Sunset IA	WashCo/Hillsboro	Cornelius Pass Intersection Improvements	Intersection at Quatama	Improve Quatama/Cornelius Pass Road intersection	X		$ 577,500		2016-25
3147	Sunset IA	Hillsboro	25th Avenue Improvements	Cornell Road to Evergreen	Widen street to three lanes with bike lanes	X	X	$ 2,553,000		2010-15
3148	Beaverton RC	Washington Co.	Walker Road Improvements	Highway 217 to Cedar Hills Boulevard	Widen to three lanes including sidewalks and bike lanes	X	X	$ 9,240,000		2010-15
3149	Sunset IA	ODOT/Washington Co.	Shute Road Interchange Improvements	Shute Road and US 26	Construct westbound to southbound loop and diagonal ramps each direction	X	X	$ 6,382,000		2004-09
3150	Sunset IA	Washington Co.	Cornell Road System Management	10th Avenue to Multnomah County line	Upgrade traffic controllers and install CCTV cameras and monitoring stations	X	X	$ 800,000		2004-09
3151	Sunset IA	TriMet	US 26 Corridor TDM Program	Sunset Industrial Area	Implements a transportation management association program with employers	X		$ 1,501,500		2016-25
3152	**Deleted (Project completed)**									
3153	Forest Grove TC	Forest Grove	David Hill Road Connector	Thatcher Road to Highway 47 (Sunset Drive)	Extend easterly from Thatcher Road to Sunset Drive (Highway 47) as a two-lane arterial facility with left-turn lanes at major intersections, traffic signal at 47 and bike lanes	X	X	$ 7,165,000		2004-09
3154	**Deleted (Construction completed)**									
3155	Forest Grove TC	ODOT	Highwy 47 Traffic Signals	Highway 47/Elm Street and Highway 47/Maple Street	Add traffic signals at Elm and Maple streets	X		$ 500,000		2004-09
3156	Forest Grove TC	Forest Grove/ WashCo.	Forest Grove-Cornelius Industrial Connector	Yew to Holladay	Two-lane improvements parallel to TV Highway	X		$ 1,440,000		2010-15
3157	Forest Grove TC	Washington Co.	Sunset Drive Improvements	University Avenue to Beal Road	Widen to three lanes including bike lanes, signals and sidewalks	X	X	$ 6,954,000		2004-09
3158	Forest Grove TC	Washington Co.	Martin Road/Cornelius-Schefflin Road Improvements	Forest Grove northern UGB to Roy Road	Realign with widened paved shoulders Martin Road and Cornelius Schefflin Road	X	X	$ 14,206,500		2004-09
3159	Forest Grove TC	ODOT/Forest Grove	Highway 8 Improvements - Forest Grove	B' Street to Cornelius city limits	Complete boulevard design improvements (OTIA project in FC)	X	X	$ 9,240,000	*	2010-15
3160	Forest Grove TC	Washington Co.	Verboort Road Intersection Improvement	at Highway 47	Intersection safety improvement	X	X	$ 231,000		2010-15
3161	Forest Grove TC	Forest Grove	Gales Creek Road Intersection Realignment	at Thatcher Road	Realign intersection to increase capacity	X		$ 1,420,650		2016-25
3162	**Deleted (Included in Project #3159)**									
3163	Forest Grove TC	ODOT/Forest Grove	Forest Grove TC Pedestrian Improvements	TV Highway, Pacific, 19th, College, Sunset, "B" and intersecting streets	Improve sidewalks, lighting, crossings, bus shelters and benches	X	X	$ 2,463,234		2004-09
3164	Forest Grove TC	TriMet	TV Highway Frequent Bus	Forest Grove to Hillsdale via TV Highway and B-H Highway	Provide improvements that enhance frequent bus service	X	X	$ 1,675,000		2004-25
3165	Forest Grove TC	ODOT	Highwy 47/Quince Street	Tualatin Valley Highway/Quince St. intersection	Modify traffic signal and add turn lanes at Quince Street	X		$ 1,000,000		2016-25
3166	Cornelius	Cornelius/ODOT	Highway 8 Intersection Reconstruction - 10th Avenue	Intersection of 10th Avenue and Highway 8 couplet at Baseline and Adair	Increase turning radii, add protected turn lanes, and improve pedestrian crossings to support freight access and improve pedestrian and vehicle safety	X	X	$ 879,000		2004-09
3167	Cornelius	Cornelius/ODOT	Highway 8 Intersection Realignment - 19th/20th Avenue	Intersection of 19th/20th Avenue and Highway 8 at initiation of couplet	Create new intersection by the aligning of 19th Avenue/20th Avenue at Highway 8, improve S. 20th (including RR crossing) to S. Alpine and improve N. 19th to RR crossing north of N. Davis)	X	X	$ 3,100,000		2004-09
3168	Cornelius	Cornelius/ODOT	Highway 8/14th Avenue Intersection Improvements	Intersection of 14th Avenue at Highway 8 couplet (Adair and Baseline)	Intersection geometry improvements and conversion of pedestrian signal to full mode signalization for improved Main Street District circulation and improved pedestrian safety on Adair and Baseline streets	X	X	$ 450,000		2004-09

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3169	Cornelius	Cornelius/ODOT	Main Street Couplet Improvements	Highway 8 couplet from 10th to 19th Avenue	Complete boulevard design improvements to Baseline, 11th, 12th, 13th, 14th, and 17th Avenues, and pedestrian alley within the Adair/Baseline couplet in Main Street District	X	X	$ 6,930,000	2004-09
3170	Cornelius	Cornelius/ODOT	West Couplet Enhancement	1st Avenue to 10th Avenue	Complete boulevard design improvements	X	X	$ 3,465,000	2010-15
3171	Cornelius	Cornelius/Wash Co.	North Davis Street Reconstruction	19th Avenue to 10th Avenue	Reconstruct street to urban standards	X	X	$ 1,600,000	2010-15
3172	Forest Grove TC	Forest Grove	23rd/24th Avenue Extension	Hawthorne Ave. to Quince St. (Hwy. 47)	Construct collector roadway with left-turn lane at Hawthorne	X	X	$ 2,782,000	2004-09
3173	Sunset TC	Washington Co.	US 26 Undercrossing - Sunset TC	Barnes to Butner west of Highway 217	Construct new underpass to better connect areas north and south of US 26	X		$ 11,550,000	2016-25
3174	Sunset TC	Washington Co.	Barnes Road Improvements	Miller Road to 84th Avenue	Widen to three lanes with bike lanes and sidewalks	X		$ 4,966,500	2016-25
3175	Sunset TC	Washington Co.	Barnes Road Improvements	Highway 217 to 119th Avenue	Widen to five lanes with bike lanes and sidewalks	X		$ 7,161,000	2010-15
3176	Sunset TC	Washington Co.	90th/98th Avenue Extension	Leahy Road to Barnes Road	Construct new two-lane road connection with bike and pedestrian facilities	X		$ 1,732,500	2016-25
3177	Sunset TC	Washington Co.	Cedar Hills Boulevard/Barnes Road Intersection Improvement	Cedar Hills at Barnes Road	Add through and turn lanes, new traffic signal and signal at US 26 EB off-ramp	X		$ 2,079,000	2004-09
3178	Sunset TC	Washington Co.	Westhaven Road Pathways	Morrison to Springcrest	Constructs off-road pathway to improve bicycle and pedestrian access to Sunset transit center	X	X	$ 577,500	2010-15
3180	Sunset TC	Washington Co.	119th Avenue Improvements	Barnes Road to Cornell Road	Widen to three/five lanes with sidewalks and bike lanes	X		$ 3,003,000	2010-15
3181	Cedar Mill TC	Washington Co.	Cornell Road Improvements - West Cedar Mill	US 26 to 143rd Avenue	Widen to five lanes with bike lanes and sidewalks	X		$ 3,465,000	2016-25
3182	Cedar Mill TC	Washington Co.	Cornell Road Improvements - West Cedar Mill	143rd Avenue to Murray Boulevard	Widen to five lanes with boulevard design treatment	X	X	$ 6,930,000	2016-25
3183	Cedar Mill TC	Washington Co.	Cornell Road Improvements	Murray Boulevard to Saltzman Road	Widen to three lanes with bikeways and sidewalks	X	X	$ 9,200,000	2004-09
3184	Cedar Mill TC	Washington Co.	Cornell Road Improvements - East Cedar Mill	Saltzman to Miller Road	Widen to three lanes and improve crossings, bus shelters	X		$ 12,705,000	2016-25
3185	Cedar Mill TC	Washington Co.	Barnes Road Improvement	Saltzman Road to 119th Avenue	Widen to five lanes with intersection improvement at Saltzman	X	X	$ 6,121,500	2004-09
3186	Cedar Mill TC	Washington Co.	Murray Boulevard Improvements - Cedar Mill	Science Park Drive to Cornell	Widen Murray Boulevard to five lanes and improve Cornell/Murray intersection	X	X	$ 12,000,000	2004-09
3188	Cedar Mill TC	Washington Co.	Saltzman Road Improvements	Cornell Road to Thompson Road	Widen to three lanes with sidewalks and bike lanes	X	X	$ 19,000,000	2004-09
3189	Deleted (included in Project #3188)								
3190	Cedar Mill TC	Washington Co.	143rd Avenue Improvements	Cornell Road to West Union Road	Widen to three lanes with sidewalks and bike lanes	X		$ 5,775,000	2010-15
3191	**Deleted (Project included in other projects on list)**								
3192	Cedar Mill TC	Washington Co.	Cedar Mill Town Center Local Connectivity, Phase 1	Various locations in the town center	Construct additional local road connections to improve traffic circulations	X	X	$ 1,155,000	2004-09
3193	**Deleted (Included in Project #3183)**								
3194	**Deleted**								
3195	Cedar Mill TC	Washington Co.	Saltzman Pedestrian Improvements	Marshall Road to Dogwood Road	Construct sidewalks on west side of road	X	X	$ 560,175	2004-09
3197	Bethany TC	Washington Co.	Bethany Boulevard Improvements, Phase 1	Bronson Road to West Union Road	Widen to three lanes with bike lanes and sidewalks	X	X	$ 5,775,000	2004-09
3198	Bethany TC	Washington Co.	Bethany Boulevard Improvements, Phase 2	Bronson Road to West Union Road	Widen to five lanes with bike lanes and sidewalks	X		$ 2,310,000	2016-25
3199	Bethany TC	Washington Co.	West Union Road Improvements	143rd Avenue to Cornelius Pass Road	Widen to three lanes, including sidewalks and bike lanes	X		$ 17,325,000	2016-25
3200	Bethany TC	Washington Co.	Kaiser Bikeway	West Union to Springville Road	Widen to include bike lanes	X		$ 739,200	2016-25

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3201	Bethany TC	Washington Co.	Kaiser Road Pedestrian Improvements	Bronson Creek to Springville Road	Improve sidewalks, lighting, crossings, bus shelters and benches	X		$ 577,500		2016-25
3202	Bethany TC	Washington Co.	West Union Road Improvements	185th Avenue to Cornelius Pass Road	Widen to five lanes including sidewalks and bike lanes	X				2016-25
3204	Tanasbourne TC	Washington Co.	Cornell Road Improvements - East Tanasbourne	179th Avenue to Bethany Boulevard	Widen to five lanes with sidewalks and bike lanes	X	X	$ 6,600,000		2010-15
3205	Tanasbourne TC	Washington Co.	173rd/174th Undercrossing	Cornell Road to Bronson Road	Construct new two lane undercrossing with sidewalks and bike lanes	X		$ 17,094,000		2016-25
3206	Tanasbourne TC	Washington Co.	Thompson Road Improvements	Bronson Creek Drive to Saltzman Road	Widen to three lanes with sidewalks and bike lanes	X		$ 2,310,000		2016-25
3207	Tanasbourne TC	Washington Co.	185th Avenue Improvements	Improve 185th Avenue and Cornell Road with "boulevard" design treatment, including improved sidewalks and bus stops, curb extensions, street trees, lighting, etc., within the town center.	Complete boulevard design improvements	X		$ 4,620,000		2016-25
3208	Tanasbourne TC	Washington Co.	Tanasbourne TC Pedestrian Improvements	Cornell, Evergreen Pkwy and intersecting streets	Improve sidewalks, lighting, crossings, bus shelters and benches	X	X	$ 231,000		2016-25
3209	Tanasbourne TC	Washington Co.	Springville Road Pedestrian Improvements	Kaiser to 185th	Improve sidewalks, lighting, crossings, bus shelters and benches	X		$ 577,500		2016-25
3210	Tanasbourne TC	Washington Co.	185th Avenue Pedestrian Improvements	Westview HS to West Union Road	Improve sidewalks, lighting, crossings, bus shelters and benches	X		$ 51,975		2016-25
3214	Farmington TC	Washington Co.	Farmington Road Improvements	172nd Avenue to 185th Avenue	Widen to five lanes; complete boulevard design improvements	X		$ 11,550,000		2016-25
3215	Farmington TC	Washington Co.	Kinnaman Road Improvements	Farmington to 209th Avenue	Widen to two lanes WB, 1 lane EB, turn lane and bikeways and sidewalks	X		$ 6,006,000		2016-25
3216	Farmington TC	Washington Co.	185th Avenue Improvements	TV Highway to Barry Road	Widen to three lanes	X	X	$ 9,240,000		2010-15
3217	Farmington TC	Washington Co.	Farmington Road Improvements	185th Avenue to 209th Avenue	Widen to three lanes	X	X	$ 10,000,000		2010-15
3220	Aloha TC	WashCo/ODOT	Aloha TC Pedestrian Improvements	Tualatin Valley Highway, 185th and intersecting streets	Improve sidewalks, lighting, crossings, bus shelters and benches	X		$ 1,155,000		2016-25
3221	Beaverton Corridor	Washington Co.	Kinnaman Road Pedestrian Improvements	Farmington to 198th	Improve sidewalks, lighting, crossings, bus shelters and benches	X		$ 231,000		2016-25
3223	Beaverton Corridor	Washington Co.	185th Avenue Improvements	Tualatin Valley Highway to Kinnamon Road	Widen to five lanes with sidewalks and bike lanes	X		$ 8,085,000		2016-25
3224	Deleted									
4000	Deleted (Construction completed)					X				
4001	Region	TriMet	Killingsworth Frequent Bus	Swan Island to Clackamas TC	Construct improvements that enhance Frequent Bus service	X	X	$ 4,540,000		2010-15
4002	Region	ODOT	I-5 Interstate Bridge and I-5 Widening - ROW	I-5/Columbia River to Columbia Boulevard	Acquire right-of-way	X		$ 20,000,000		2004-09
4003	Region	ODOT	I-5 Interstate Bridge and I-5 Widening	I-5/Columbia River to Columbia Boulevard	Improve I-5/Columbia River bridge (local share of joint project) based on recommendations in I-5 Trade Corridor Study	X		$ 231,000,000		2004-09
4004	Region	ODOT	I-5 Reconstruction and Widening	Greeley Street to I-84	Modernize freeway and ramps to improve access to the Lloyd District and Rose Quarter (Greeley ramp improvements in financially constrained system)	X	X	$ 106,260,000	*	2004-09
4005	Region	ODOT	I-5 North Improvements	Lombard Street to Expo Center/Delta Park	Widen to six lanes	X	X	$ 41,000,000		2004-09
4006	Region	ODOT	I-5/Columbia Boulevard Improvement	I-5/Columbia Boulevard Interchange	Construct full direction access interchange based on recommendations from I-5 North Trade Corridor Study	X	X	$ 56,000,000		2010-15
4007	Region	Multnomah Co.	Sauvie Island Bridge Replacement	Sauvie Island Bridge	Replace substandard bridge	X	X	$ 31,000,000		2004-09
4008	Region	Metro/ODOT	I-205 North Corridor Study	Highway 224 to Vancouver, Wa.	Develop traffic management plan	X		$ 1,155,000		2010-15
4009	Region	ODOT	I-5 Trade Corridor Study and Tier 1 DEIS	I-405 (OR) to I-205 (WA)	Plan improvements to I-5 to benefit freight traffic	X	X	$ 15,000,000		2004-09
4010	Columbia Corridor	Portland	Columbia Boulevard Seismic Retrofit	Columbia Boulevard bridge at Taft Avenue	Seismic retrofit project	X		$ 415,800		2016-25
4011	Columbia Corridor	Portland	NE Marine Drive Bikeway	NE 6th to 33rd Avenue and Gantenbein to Vancouver Way	Retrofit bike lanes to existing street; off-street paths in missing locations	X	X	$ 519,750		2004-09

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4012	Columbia Corridor	Portland	N/NE Lombard/Killingsworth ITS	Six signals: at junction, MLK, Interstate, Greeley, Portsmouth and Philadelphia/Ivanhoe	Communications infrastructure; closed circuit TV cameras; variable message signs for remote monitoring and control of traffic flow	X	X	$ 242,550		2010-15
4013	Columbia Corridor	ODOT/Portland	US 30 Bypass Phase I Refinement Study	I-5 to I-84	Refine long-term improvements as defined in the Columbia Corridor Study to consider additional TSM and access management	X		n/a		2004-09
4014	Columbia Corridor	ODOT/Portland	Northeast Portland Highway Study	Columbia/Lombard - I-5 to US-30	Define long-term improvements and primary freight strategy in corridor	X		$ 577,500		2016-25
4015	Columbia Corridor	ODOT/Portland	US-30 Bypass Improvements Study	Columbia Blvd. to US and Lombard/MLK and Columbia/MLK intersections	Improve transition of freight movement from Lombard to Columbia and from Columbia to US 30	X		$ 1,155,000		2004-09
4016	Columbia Corridor	ODOT/Metro	North Willamette Crossing Study	US 30 to Rivergate north of St. Johns	Study the need for a new bridge from US-30 to Rivergate	X		$ 1,155,000		2016-25
4017	PDX IA	Port	SW Quad Access	33rd Avenue	Provide street access from 33rd Avenue into SW Quad	X	X	$ 1,732,500		2004-09
4018	PDX IA	Port/Portland	Columbia/Lombard Street Crossover	at 33rd Avenue	Improve access from Columbia Boulevard to 33rd Avenue to the north for air cargo-related development	X		$ 8,778,000		2016-25
4019	PDX IA	Port/Portland	Lightrail station/track realignment	Portland International Center	Construction of light rail station	X		$ 14,000,000		2004-09
4020	**Deleted (Construction completed)**									
4021	PDX IA	Port	Airport Way Improvements, West	82nd Avenue to PDX terminal	Widen to three lanes in both directions	X	X	$ 11,550,000		2010-15
4022	PDX IA	Portland/Port	East Columbia/Lombard Street Connector	Columbia/US 30 Bypass: NE 82nd Avenue to I-205	Provide free-flow connection from Columbia Boulevard/82nd Avenue to US 30 Bypass/I-205 interchange	X	X	$ 28,865,250		2004-09
4023	PDX IA	Port	Marx Drive Extension	Marx Drive to 82nd Avenue	Extend Marx to 82nd Avenue	X		$ 363,825		2010-15
4024	**Deleted (Construction completed)**									
4025	**Deleted (Construction completed)**									
4026	PDX IA	Port/Portland	Cascades Parkway Connection	Cascades Parkway to Alderwood Road	Construct two-lane extension	X	X	$ 1,732,500		2004-09
4027	**Deleted (Construction completed)**									
4028	PDX IA	Port	Airport Way/82nd grade separation	82nd Avenue/Airport Way	Construct grade separated overcrossing	X	X	$ 12,705,000		2010-15
4029	PDX IA	Portland	PDX ITS	Traffic signalization	Communications infrastructure; closed circuit TV cameras; variable message signs for remote monitoring and control of traffic flow	X	X	$ 11,895,000		2010-15
4030	PDX IA	Portland	NE 11-13th Avenue Connector	NE 11/13th Avenue at Columbia Boulevard	New three-lane roadway and bridge	X	X	$ 9,326,625		2004-09
4031	PDX IA	Port	Airport Way return and Exit Roadways	Airport Way	Relocate Airport Way exit roadway and construct new return roadway	X	X	$ 16,170,000		2010-15
4032	PDX IA	Port	Airport Way terminal entrance roadway relocation	PDX terminal	Relocate and widen Airport Way northerly at terminal entrance to maintain access and circulation	X	X	$ 4,620,000		2004-09
4033	PDX IA	Port	Airport Way east terminal access roadway	PDX east terminal	Construct Airport Way east terminal access roadway	X	X	$ 9,240,000		2010-15
4034	PDX IA	Portland	33rd Avenue Bridge and Ramps Seismic Retrofit	NE 33rd Avenue et Columbia Boulevard	Seismic retrofit project	X		$ 1,039,500		2016-25
4035	**Deleted (duplicated in Project #4034)**									
4036	PDX IA	Portland	42nd Avenue Bridge Seismic Retrofit	NE 42nd Avenue at Lombard Street	Seismic retrofit project	X		$ 473,550		2016-25
4037	PDX IA	Port	Columbia and Lombard Intersection Improvements	Columbia Boulevard and Lombard Street at MLK	Improve left turn/right turn capacity at MLK/Columbia and MLK/Lombard	X		$ 808,500		2004-09

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4038	PDX IA	Port	82nd Avenue/Alderwood Road Improvement	82nd Avenue/Alderwood Road intersection	Construct new turn lanes, restripe and modify traffic signal	X	X	$ 275,225		2004-09
4039	PDX IA	Port	NE 82nd Avenue	NE 82nd/Columbia Boulevard/Alderwood	Improvement to be defined	X	X	$ 1,712,500		2016-25
4040	PDX IA	Portland	47th Avenue Intersection and Roadway Improvements	at Columbia Boulevard	Widen and realign 47th Columbia Boulevard to facilitate truck turning movements, add sidewalks and bike facilities	X	X	$ 2,800,000		2004-09
4041	PDX IA	Portland	Columbia Boulevard/Alderwood Improvements	at Alderwood Road intersection	Widen and signalize intersection	X	X	$ 1,980,000		2004-09
4042	PDX IA	Port	Cornfoot Road Intersection Improvement	Alderwood/Cornfoot intersection	Add signal, improve turn lanes at intersection	X	X	$ 730,000		2004-09
4043	PDX IA	Portland	33rd/Marine Drive Intersection Improvement	NE 33rd and Marine Drive	Signalize 33rd/Marine Drive intersection for freight movement	X	X	$ 255,750		2010-15
4044	PDX IA	Port/Portland	Columbia/82nd Avenue Improvements	Columbia Boulevard at 82nd Avenue southbound ramps	Add through lanes on Columbia Boulevard, a SB right turn lane and signalize	X	X	$ 1,130,000		2004-09
4045	PDX IA	Port/Portland	Airport Way/122nd Avenue Improvements	Airport Way at 122nd Avenue	Add NB left turn lane, modify traffic signal and reconstruct island	X	X	$ 490,000		2010-15
4046	PDX IA	Portland	NE Alderwood Bikeway	NE Columbia Boulevard to Alderwood Trail	Retrofit bike lanes to existing street	X	X	$ 462,000		2010-15
4047	Deleted (Construction completed)									
4048	Deleted (alternative route provided on 27th)									
4049	PDX IA	Portland	NE 82nd Avenue Bikeway	Columbia Boulevard to Airport Way	Retrofit bike lanes to existing street	X	X	$ 11,200		2004-09
4050	PDX IA	Portland	N/NE Columbia Boulevard Bikeway	N Lombard to M L K Boulevard	Retrofit bike lanes to existing street	X	X	$ 109,725		2010-15
4051	PDX IA	Portland	NE Cornfoot Bikeway	NE Alderwood to NE 47th Avenue	Retrofit bike lanes to existing street	X	X	$ 1,507,750		2016-25
4052	Deleted (Construction completed)									
4053	PDX IA	Port	Pedestrian and Bicycle Access Improvements	PDX terminal between N. Frontage Road and the terminal building	Provide pedestrian and bicycle access to the terminal	X	X	$ 600,000		2004-09
4054	PDX IA	Portland	N Columbia Pedestrian Improvements, Phase I and Phase II	Swift to Portland Road; Argyle Way to Albina	Construct sidewalk and crossing improvements	X	X	$ 3,003,000		2004-09
4055	PDX IA	Port	Airtrans/Cornfoot Rd Intersection Improvement	Airtrans and Cornfoot Road	Provide channelization, construct new traffic signal	X	X	$ 250,000		2004-09
4056	PDX IA	Portland	Columbia Boulevard ITS	Six signals between N. Burgard and I-205	Communications infrastructure, closed circuit TV cameras, variable message signs for remote monitoring and control of traffic flow	X	X	$ 356,000		2010-15
4057	PDX IA	Portland	N/NE Marine Drive ITS	Three signals between N. Portland Road and NE 185th Avenue	Communications infrastructure, closed circuit TV cameras, variable message signs for remote monitoring and control of traffic flow	X	X	$ 886,250		2004-09
4058	PDX IA	Portland	NE Airport Way ITS	Three signals between I-205 and NE 158th Avenue	Communications infrastructure, closed circuit TV cameras, variable message signs for remote monitoring and control of traffic flow	X	X	$ 2,485,000	*	2004-09
4059	PDX IA	Port	82nd Avenue Pedestrian Access Improvements	Airport Way to Alderwood Road	Provide pedestrian improvements	X	X	$ 577,500		2004-09
4060	PDX IA	Port/Portland	Lightrail station/track realignment	PDX terminal	Realign light rail track into terminal building (includes double tracking)	X	X	$ 14,000,000		2004-09
4061	Rivergate IA	Port/Portland	West Hayden Island Bridge and Access Road	Marine Drive to West Hayden Island	New four-lane connection from Rivergate to W. Hayden Island terminals	X		$ 57,519,000		2010-15
4062	Deleted (Construction completed)									
4063	Rivergate IA	ODOT/Portland	N. Lombard Improvements	Lombard Street from Rivergate Boulevard (Rudy) to south of Columbia Slough bridge	Widen street to three lanes	X	X	$ 3,610,000		2004-09
4064	Rivergate IA	Port	Marine Drive Improvement, Phase 2	Rail overcrossing	Contruct rail overcrossing	X		$ 20,790,000		2016-25
4065	Rivergate IA	Port/Portland	North Lombard Overcrossing	South Rivergate	Construct overpass from Columbia/Lombard intersection into South Rivergate entrance to separate rail and vehicular traffic. Project includes motor vehicle lanes, bike lanes, and sidewalks	X	X	$ 24,453,000		2004-09

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4066	Rivergate IA	Port	Columbia River Channel Deepening Study	Astoria to Portland	Conduct feasibility/environmental study	X		n/a	2004-09
4067	Rivergate IA	Port	Columbia River Channel Deepening - Regional Share	Deepen Columbia River Channel from Astoria to Portland	State-wide issue, project is outside Metro region	X	X	statewide project	2004-09
4068	Rivergate IA	Port/RR	Rivergate Rail expansion	Includes a series of improvements in Rivergate	Expand rail capacity in and to the Rivergate area	X		$ 17,000,000	2004-09
4069	Rivergate IA	Port/RR	Hayden Island rail access	Rail facilities from Rivergate to Hayden Island	Rail access to Hayden Island development	X		$ 3,000,000	2010-15
4070	Rivergate IA	Port/RR	Additional tracks - Kenton Line	North Portland to Fir Street	Add track and sidings between Pen Junction and I-205	X		$ 17,600,000	2010-15
4071	Rivergate IA	Port/RR	Barnes Yard Expansion	Bonneville Yard to Barnes Yard	Construct additional unit train trackage between Bonneville and Barnes Yard for storage	X		$ 5,197,500	2004-09
4072	Columbia Corridor	Portland	N. Force/Broadacre/Victory Bikeway	N. Marine Drive to N. Denver	Signed bikeway connection to I-5 river crossing	X	X	$ 23,100	2016-25
4073	Rivergate IA	Portland/Metro	Kelley Point Park Access Trail/40 Mile Loop Trail	Vicinity of Kelley Point Park	Construct shared-use path	X	X	$ 132,825	2004-09
4074	Deleted (included in Project #4073)								
4075	Rivergate IA	ODOT/RR	3rd Track Connector Study	North Portland to Vancouver, WA	Study additional rail capacity to address growth in high speed rail and commuter rail	X		n/a	2004-09
4076	Rivergate IA	Various	Columbia Slough Greenway Trail Study	Kelly Point Park to Blue Lake Park	Determine feasibility of shared-use path of regional significance	X		n/a	2004-09
4077	Rivergate IA	Port/RR	Penn Junction Realignment	UP/BNSF Main line	Realign track configuration and signaling	X		$ 5,000,000	2004-09
4078	Rivergate IA	Port/RR	WHI Rail Yard	West Hayden Island	Construct 7 track rail yard	X		$ 9,500,000	2010-15
4079	Rivergate IA	Port/RR	Additional tracks - North Rivergate	Rivergate	Additional mainline track between BN Ford facility and B Yard	X		$ 300,000	2016-25
4080	Deleted (Project completed)								
4081	Deleted (Project completed)								
4082	Rivergate IA	Port/RR	Ramsey Rail Complex	South of Columbia Slough bridge	Construct six tracks and one mainline track and lead	X	X	$ 12,000,000	2004-09
4084	PDX IA	Port	East Airport Pedestrian and Bicycle Access Improvements	Mt. Hood Avenue to Marine Drive	Provide bicycle and pedestrian connection between Mt. Hood Avenue and Marine Drive	X	X	$ 550,000	2004-09
4085	PDX IA	Port	Terminal area Bicycle and Pedestrian Improvements	Southside of PDX terminal to 82nd Avenue	Provide bicycle and pedestrian connection between terminal and 82nd Avenue south of Airport Way	X	X	$ 750,000	2010-15
4086	PDX IA	Port	PIC Bike and Pedestrian Improvements	Portland International Center	Provide bicycle and pedestrian connection between Alderwood Road and Mt. Hood LRT station	X	X	$ 240,000	2010-15
4087	Rivergate IA	Port	Leadbetter Street Extension and Grade Separation	to Marine Drive	Extend street and construct grade separation	X	X	$ 8,000,000	2004-09
4088	Rivergate IA	Port/Portland	Terminal 4 Driveway Consolidation	Lombard Street at Terminal 4	Consolidate two signalized driveways at Terminal 4	X	X	$ 1,000,000	2004-09
4089	Columbia Corridor	Port/Portland	Columbia Boulevard Improvements	60th Avenue to 82nd Avenue	Widen street to five lanes	X		$ 15,000,000	2010-15
4090	Region	ODOT	I-5 Reconstruction and Widening - PE/EA	Greeley Street to I-84	Conduct preliminary engineering and environmental work to modernize freeway and ramps to improve access to the Lloyd District and Rose Quarter	X		$ 15,000,000	2010-15
4091	Region	ODOT	I-5 Reconstruction and Widening - ROW Preservation	Greeley Street to I-84	Acquire R-O-W	X		$ 5,000,000	2010-15
4092	Region	Region	BNSF Rail Bridge	Columbia River	Construct improvements to increase track speeds on approaches too movable river spans	X		$ 8,000,000	2004-09
4093	Region	Region	North Portland Junction	North Portland	Install revised rail corssovers and higher turnout speeds	X		$ 9,200,000	2004-09
4094	Region	Region	Graham Line Connection	South of Steel Bridge	Restablish a connection in the southeast quadrant at East Portland between UP's Brooklyn and Graham rail lines	X		$ 11,000,000	2010-15
4095	Region	Region	Albina to Willsburg Junction Improvements	Between Milwaukie and UPRR Albina Rail Yards	Implement track and signal improvements to allow for increased track	X		$ 8,800,000	2004-09
4096	Region	Region	Willsburg Junction to Clackamas	Milwaukie to I-205	Extend two tracks from Willsburg Junction to Clackamas	X		$ 19,000,000	2004-09

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RTP #	2040 Link	Jurisdiction	Project Name (Facility)	Project Location	Project Description	2025 RTP Preferred System	2025 RTP Financially Constrained System	2003 dollars ("*" indicates phasing in financially constrained		RTP Program Years
4097	Region	Region	Albina Yard Mainline Improvements	Near UPRR Albina Rail Yards	Upgrade river lead tracks between Albina and East Portland, and a second track through the East Portland yard, interlocking the Seattle and Brooklyn subdivisions	X		$ 12,000,000		2004-09
4098	Region	Region	Graham Line Siding	Graham rail line	Add controlled siding on the UP Graham line	X		$ 12,000,000		2004-09
4099	Region	Region	North Portland Rail Grade Separation	BNSF Rail Bridge and Columbia Slough and North Portland Junction	Grade separation rail/highway traffic on North Columbia Boulevard at Penn Junction	X		$ 75,000,000		2016-25
5000	Region	TriMet	Oregon City LRT Extension	Oregon City to Milwaukie extension	New LRT Service	X		$ 577,500,000		2016-25
5001	Region	TriMet	Transit center and park-and-ride upgrades	Various locations in subarea	Construct, expand and/or upgrade transit stations and park-and-rides throughout subarea	X	X	See Tri-Met Total		2004-25
5002	Region	ODOT	I-205 Improvements	99E to Highway 213	General purpose, express, HOV or peak period pricing capacity improvements to be determined based on I-205 South Corridor Study	X		$ 86,625,000		2016-25
5003	Region	ODOT	Sunrise Highway -Unit 1, Phase 2	122nd Avenue to Rock Creek	Construct new 4-lane facility and construct interchanges at 135th and Rock Creek junction	X		$ 104,550,000		2004-09
5004	Region	ODOT	Sunrise Highway R-O-W Preservation	Rock Creek to 257th Avenue	Acquire right-of-way	X		$ 46,200,000		2004-09
5005	Region	ODOT	Sunrise Highway - Unit 2, Phase 1	Rock Creek to 257th Avenue	Construct new 4-lane facility	X		$ 184,800,000		2016-25
5006	Region	ODOT	Sunrise Highway - Unit 2, Phase 2	257th Avenue to US 26	Construct new 4-lane facility	X		$ 177,000,000		2016-25
5007	Region	ODOT	Highway 212	Rock Creek to Damascus	Construct climbing lanes to 172nd Avenue	X	X	$ 1,501,500		2004-09
5008	Region	ODOT	Highway 212/I-205 Interchange Improvement	Highway 212/I-205	Increase ramp capacity from I-205 to Highway 212	X		$ 17,325,000		2016-25
5009	Region	ODOT	I-205 Improvements	West Linn to I-5	General purpose, express, HOV or peak period pricing capacity improvements to be determined based on I-205 South Corridor Study	X		$ 80,850,000		2016-25
5010	Region	ODOT	I-205 Express Lanes	Highway 213 to just north of I-84	General purpose, express, HOV or peak period pricing capacity improvements to be determined based on I-205 South Corridor Study	X		$ 34,650,000		2016-25
5011	Region	ODOT/ClackCo	I-205 North Auxiliary Lane Improvements	I-205 at Sunnybrook Road	Complete interchange	X		$ 10,510,500		2004-09
5012	Region	ODOT	I-205 Bridge Improvements	I-205 Bridge in Oregon City	General purpose, express, HOV or peak period pricing capacity improvements to be determined based on I-205 South Corridor Study	X		$ 86,625,000		2016-25
5013	Region	ODOT	I-205 Climbing Lanes	Willamette River to West Linn in Clackamas County	New SB Truck climbing lane at I-205 bridge (between Willamette River and 10th Street) - PE/ROW in financially constrained system	X	X	$ 46,200,000	*	2016-25
5014	Region	ODOT	I-205 Auxiliary Lanes	82nd Drive to Highway 212/224	Add auxiliary lanes	X		$ 9,240,000		2016-25
5015	Region	ODOT	Highway 99E/224 Improvements	Ross Island Bridge to I-205	Access management, reversible travel lane from Ross Island Bridge to Harold and widen to six lanes from Harold to I-205	X		$ 110,880,000		2016-25
5016	Region	ODOT	Highway 213 Grade Separation	Washington Street at Highway 213	Grade separate southbound Highway 213 at Washington Street and add a northbound lane to Highway 213 from just south of Washington Street to the I-205 on-ramp.	X	X	$ 10,395,000		2010-15
5017	Region	ODOT	Highway 213 Intersection Improvements	Abernethy at Highway 213	Intersection Improvements	X	X	$ 3,465,000		2010-15
5018	Deleted (Construction completed)									
5019	Region	ODOT	Highway 213 Interchange Improvements	Beavercreek/Highway 213	Grade separate existing intersections	X		$ 20,790,000		2016-25
5020	Region	ODOT	Highway 213 Improvements	Clackamas CC to Leland Road	Access management, sidewalks and capacity improvements including adding one lane in each direction north of Canyon Ridge Drive	X	X	$ 17,325,000	*	2010-15
5021	Region	ODOT	Highway 224 Extension	I-205 to Highway 212/122nd Avenue	Construct new four-lane highway and reconstruct Highway 212/122nd Avenue interchange	X	X	$ 84,315,000		2010-15
5022	Deleted (Construction completed)									
5023	Region	ODOT	I-205/Highway 213 Interchange Improvement	I-205 at Highway 213	Reconstruct I-205 southbound off-ramp to Highway 213 to provide more storage and enhance freeway operations and safety	X	X	$ 1,155,000		2010-15

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5024	Region	ODOT/Clackamas County	Sunrise Corridor Unit 1 Supplemental EIS	I-205 to 172nd Avenue	Corridor analysis from I-205 to 172nd Avenue to develop and complete the environmental process that would determine selected alternative and develop phasing recommendations adequate to support future ROW acquisition	X	X	$ 2,736,195	2004-09
5025	Region	ODOT/Clackamas County	Sunrise Corridor Unit 2 Locational EIS	172nd to US 26	Evaluate Sunrise Corridor Unit 2 as part of the Damascus/Boring Concept plan	X	X	$ 1,848,000	2004-09
5026	Region	Metro	Portland Traction Co. Shared-Use Trail	Milwaukie to Gladstone	Planning, PE and construction of multi-use trail	X	X	$ 1,386,000	2004-09
5027	Region	Metro/ODOT	I-205 South Corridor Study- EIS	I-5 to Highway 224	Conduct EIS corridor analysis to study long-term transit and road improvements	X	X	$ 5,000,000	2010-15
5028	Region	ODOT/Metro	Highway 224/McLoughlin Boulevard Corridor Study	Portland central city to Clackamas regional center	Corridor analysis to study long-term transit and road improvements	X		$ 1,155,000	2016-25
5029	Region	ODOT	South Corridor Transit Study (McLoughlin/Highway 224) and EIS	Ross Island Bridge to I-205	Study to develop long-term strategy for corridor and complete EIS	X		$ 9,240,000	2004-09
5030	Region	ODOT	Highway 213 Green Corridor Plan	Highway 213 south of Leland Road	Develop Green Corridor plan	X		n/a	2010-15
5031	Region	ODOT	Highway 213 Corridor Study	Highway 213 south of I-205	Corridor analysis to study long-term transit and road improvements	X		$ 577,500	2016-25
5032	Region	Various	North Clackamas Greenway Corridor Study	Milwaukie to Clackamas RC	Study feasibility of corridor	X		n/a	2004-09
5033	Region	Various	Willamette River Greenway Study	Sellwood Bridge to Lake Oswego	Study feasibility of corridor	X	X	n/a	2004-09
5034	Region	ODOT/Clackamas County	Sunrise Highway R-O-W Preservation	I-205 to Rock Creek	Acquire right-of-way	X		$ 40,000,000	2004-09
5035	Milwaukie TC	TriMet	McLoughlin Boulevard Rapid Bus	Milwaukie TC to Oregon City TC	Construct improvements that enhance Rapid Bus service	X	X	see Tri-Met total	2010-15
5036	**Deleted**								
5037	Milwaukie TC	Milwaukie/ClackCo	Lake Road Improvements	21st Avenue to Highway 224	Reconstruct street to narrow travel lanes and bike lanes and add sidewalks, landscaped median, curbs, storm drainage and left turn refuges at some intersections	X	X	$ 5,500,000	2010-15
5038	**Deleted (Construction to be completed in 2003)**								
5039	**Deleted (included in Project #5049)**								
5040	Milwaukie TC	Milwaukie	Railroad Avenue Bike/Ped Improvement	37th Avenue to Linwood Road	Retrofit bike lanes and sidewalks	X	X	$ 7,000,000	2010-15
5041	Milwaukie TC	Milwaukie	37th Avenue Bike/Ped Improvement	Highway 224 to Harrison Street	Retrofit bike lanes and sidewalks	X	X	$ 410,000	2016-25
5042	**Deleted (Project to be completed through redevelopment)**								
5043	Milwaukie TC	Clack. Co./Milwaukie	Stanley Avenue Multi-modal Improvements	Willow Street to Johnson Creek Boulevard	Extend sidewalk to Johnson Creek Boulevard and accommodate bicycles	X		$ 173,000	2016-25
5044	Milwaukie TC	Milwaukie	Oatfield Road Improvement	Oatfield Road/Lake Road intersection	New EB right turn lane at Oatfield Road/Lake Road intersection	X		$ 207,000	2010-15
5045	Milwaukie TC	Clack. Co./Milwaukie	Linwood/Harmony/Lake Road Improvements	Linwood/Harmony/Lake Road intersection	Add NB right turn lane, add EB right turn lane, add WB left turn lane and grade separate UPRR	X	X	$ 28,000,000	2010-15
5046	**Deleted (Construction completed)**								
5047	Milwaukie TC	ODOT	McLoughlin Boulevard Improvements - Milwaukie	Scott Street to Harrison Street	Complete boulevard design improvements	X		$ 3,300,000	2004-09
5048	Milwaukie TC	ODOT	McLoughlin Boulevard Improvements - Milwaukie	Harrison Street to Kellogg Creek	Complete boulevard design improvements	X	X	$ 3,900,000	2004-09
5049	Milwaukie TC	ODOT	McLoughlin Boulevard Improvements - Milwaukie	Kellogg Creek to River Road	Complete boulevard design improvements	X		$ 3,000,000	2004-09
5050	Milwaukie TC	Milwaukie	Harrison Street Bikeway	Highway 99E to King Road via 42nd Avenue	Retrofit bike lanes to existing street	X		$ 560,000	2004-09
5051	**Deleted (included in Project #5037)**								
5052	Milwaukie TC	Milwaukie	17th Avenue Trolley Trail Connector	Springwater Corridor to Trolley Trail	Construct sidewalks on 17th Avenue to provide trail connection	X		??	2004-09
5054	Milwaukie TC	Milwaukie/ODOT	Milwaukie Town Center Pedestrian Improvements	McLoughlin, Harrison, Monroe, Washington, Main and neighborhood streets	Improve sidewalks, lighting, crossings, bus shelters and benches	X		$ 2,400,000	2016-25

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5055	Milwaukie TC	Milwaukie/ODOT	Milwaukie TC River Access Improvements	McLoughlin Boulevard	Improve pedestrian access to Willamette River from Milwaukie	X		$ 10,000,000		2016-25
5056	Milwaukie TC	Clackamas Co.	Lake Road Pedestrian Improvements	Harmony Road to Johnson Road	Improve sidewalks, lighting, crossings, bus shelters and benches	X		$ 115,500		2016-25
5057	Milwaukie TC	Clack. Co./Milwaukie	Linwood/Flavel Avenue Pedestrian Improvements	Johnson Creek Boulevard to Harmony Road	Improve sidewalks, lighting, crossings, bus shelters and benches	X		$ 600,000		2010-15
5058	Milwaukie TC	Milwaukie	17th Avenue Pedestrian Improvements	Lava Drive to Ochoco Street	Improve sidewalks, lighting, crossings, bus shelters and benches	X		$ 920,000		2016-25
5059	Milwaukie TC	Milwaukie	King Road Boulevard Improvements	42nd Avenue to Linwood Avenue	Boulevard design, including wider sidewalks, bikeway, median treatment and access management	X	X	$ 5,000,000		2010-15
5062	Milwaukie TC	TriMet/Milwaukie	Milwaukie TMA Startup	Milwaukie town center area	Implements a transportation management association program with employers	X	X	$ 200,000		2016-25
5064	Clackamas RC	TriMet	I-205 Rapid Bus	Clackamas RC to Oregon City via I-205	Construct improvements that enhance Rapid Bus service	X		see Tri-Met total		2004-09
5065	Deleted (TMA has been formed)									
5066	Clackamas RC	Clackamas Co.	East Sunnyside Road Improvements	122nd Avenue to 172nd Avenue	Widen to five lanes to improve safety and accessibility to Damascus	X	X	$ 45,045,000	*	2010-15
5067	Clackamas RC	Clackamas Co.	Johnson Creek Boulevard Interchange Improvements	Johnson Creek Boulevard at I-205	Add loop ramp and NB on-ramp; realign SB off-ramp	X	X	$ 8,000,000		2016-25
5068	Clackamas RC	Clackamas Co.	Johnson Creek Boulevard Improvements	45th Avenue to 82nd Avenue	Widen to three lanes and widen bridge over Johnson Creek to improve freight access to I-205	X		$ 8,085,000		2016-25
5069	Clackamas RC	Clackamas Co.	Harmony Road Improvements	Sunnyside Road to Highway 224	Widen to five lanes to improve safety and accessibility	X	X	$ 7,392,000		2010-15
5070	Clackamas RC	Clackamas Co.	Otty Road Improvements	82nd Avenue to 92nd Avenue	Widen and add turn lanes	X	X	$ 1,848,000		2004-09
5071	Clackamas RC	Clackamas Co.	William Otty Road Extension	I-205 frontage road to Valley View Terrace	Extend William Otty Road as two-lane collector to improve east-west connectivity	X	X	$ 5,313,000		2016-25
5072	Clackamas RC	Clackamas Co.	West Monterey Extension	82nd Avenue to Price Fuller Road	Two-lane extension to improve east-west connectivity	X	X	$ 1,767,150		2010-15
5073	Clackamas RC	Clackamas Co.	Monterey Improvements	82nd to new overcrossing of I-205	Widen to five lanes from 82nd to I-205	X	X	$ 5,197,500		2004-09
5074	Clackamas RC	Clackamas Co.	Causey Avenue Extension	Causey - over I-205 to new east frontage road	Extend new three-lane crossing over I-205 to improve east-west connectivity	X	X	$ 6,294,750		2016-25
5075	Clackamas RC	Clackamas Co.	79th Avenue Extension	King Road to Clatsop Street	Build N-S collector west of 82nd Avenue	X		$ 5,775,000		2016-25
5076	Clackamas RC	Clackamas Co.	Fuller Road Improvements	Johnson Creek Boulevard to Otty Road	Widen street and add turn lanes	X	X	$ 2,600,000		2004-09
5077	Clackamas RC	Clackamas Co.	Summers Lane Extension	122nd Avenue to 142nd Avenue	New three-lane extension to provide alternative e/w route to Sunnyside	X	X	$ 8,373,750	*	2016-25
5078	Clackamas RC	Clackamas Co.	Mather Road Improvements	97th Avenue to 122nd Avenue	Connect to Summers Lane extension and widen	X		$ 3,465,000		2016-25
5079	Clackamas RC	Clackamas Co.	122nd/Hubbard/135th Improvement	Sunnyside Road to Hubbard Road	Reconstruct and widen to three lanes	X		$ 7,276,500		2016-25
5080	Clackamas RC	Clackamas Co.	Fuller Road Improvements	Harmony Road to Monroe Street	Widen to three lanes with sidewalks and bike lanes; includes disconnecting auto access to King Road	X	X	$ 4,755,135		2016-25
5081	Clackamas RC	Clackamas Co.	Boyer Drive Extension	82nd Avenue to Fuller Road	New two-lane extension	X	X	$ 1,963,500		2016-25
5082	Clackamas RC	Clackamas Co.	82nd Avenue Multi-Modal Improvements	Clatsop Road to Monterey Avenue	Widen to add sidewalks, lighting, crossings, bike lanes and traffic signals	X	X	$ 11,550,000	*	2010-15
5083	Clackamas RC	Clackamas Co.	Causey Avenue Extension	I-205 frontage road to William Otty Road	Construct new two lane extension	X		$ 13,629,000		2010-15
5084	Clackamas RC	Clackamas Co.	Fuller Road Extension	Otty Road to King Road	Construct new two lane extension	X		$ 4,620,000		2016-25

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5085	Clackamas RC	Clackamas Co.	Clackamas RC Bike/Pedestrian Corridors	Clackamas RC existing and new developments	Provide bike and pedestrian connections in the RC	X	X	$ 5,775,000	2016-25
5086	Clackamas RC	Clackamas Co.	82nd Avenue Boulevard Design Improvements	Monterey Avenue to Sunnybrook Street	Complete boulevard design improvements	X	X	$ 4,620,000	2004-09
5087	Clackamas RC	Clackamas Co.	West Sunnybrook Road Extension	82nd Avenue to Harmony Road	Construct three-lane extension to provide alternative e/w route to Sunnyside Road	X	X	$ 2,310,000	2016-25
5089	Clackamas RC	Clackamas Co.	Sunnyside Road Bikeway	SE 82nd Avenue to I-205	Restripe to include bike lanes	X	X	$ 231,000	2010-15
5090	Clackamas RC	Clackamas Co.	Lawnfield Road Bikeway	SE 82nd Dr. to SE 97th Avenue	Widen to include bike lanes	X	X	$ 115,500	2016-25
5091	Clackamas RC	Clackamas Co.	Causey Avenue Bikeway	I-205 path to SE Fuller	Restripe to include bike lanes	X	X	$ 23,100	2010-15
5092	Clackamas RC	Clackamas Co.	SE 90th Avenue Bikeway	SE Causey to SE Monterey	Construct bike lanes	X	X	$ 92,400	2016-25
5093	Clackamas RC	Clackamas Co.	SE 97th Avenue Bikeway	SE Lawnfield to SE Mather	Construct bike lanes	X	X	$ 23,100	2016-25
5094	Clackamas RC	Clackamas Co.	CRC Trail	Clackamas Regional Park to Phillips Creek	N Clackamas shared-use path	X	X	$ 358,050	2010-15
5095	Clackamas RC	Clackamas Co.	Phillips Creek Greenway Trail	Causey Avenue to Mt. Scott Greenway	Construct trail	X		$ 602,910	2004-09
5096	Clackamas RC	Clackamas Co.	District Park Trail	Phillips Creek Trail to Mt. Scott Trail	Construct trail	X		$ 202,125	2004-09
5097	Clackamas RC	Clackamas Co.	Hill Road Bike Lanes	Oatfield Road to Thiessen Road	Construct bike lanes	X		$ 433,125	2004-09
5098	Clackamas RC	TriMet	King Road Frequent Bus	Clackamas Regional Center	Construct improvements that enhance Frequent Bus service	X	X	$ 1,236,000	2010-15
5099	Clackamas RC	TriMet	Webster Road Frequent Bus	Clackamas Regional Center	Construct improvements that enhance Frequent Bus service	X	X	$ 1,510,000	2010-15
5100	Clackamas RC	Clackamas Co.	Fuller Road Pedestrian Improvements	Harmony Road to King Road	Improve sidewalks	X	X	$ 635,250	2004-09
5101	Clackamas RC	Clack. Co./ODOT	Clackamas RC Pedestrian Improvements	82nd Avenue, Sunnyside, Sunnybrook, Monterey and intersecting streets	Improve sidewalks, lighting, crossings, bus shelters and benches	X	X	$ 1,732,500	2016-25
5102	Clackamas RC	Clackamas Co.	Clackamas RC Redevelopment	Clackamas Regional Center	Master plan and retrofit existing site to construct future street grid	X		n/a	2016-25
5103	Clackamas RC	Clackamas Co.	Clackamas County ITS Plan	County-wide	Advanced transportation system management and intelligennt transportation system program	X	X	$ 6,514,200	2004-09
5104	Clackamas RC	Clackamas Co.	Sunnybrook Extension - west	82nd Avenue to Harmony Road	Construct two-lane extension	X		$ 2,541,000	2004-09
5105	Clackamas IA	Clackamas Co.	102nd Avenue/Industrial Way Improvements	Highway 212 to Mather Road	Extend Industrial Way from Mather Road to Lawnfield Road	X		$ 7,680,000	2004-09
5106	Clackamas IA	Clackamas Co.	SE 82nd Drive Improvements	Highway 212 to Lawnfield Road	Widen to five lanes to accommodate truck movement	X	X	$ 6,930,000	2016-25
5107	Clackamas IA	Clackamas Co.	SE 82nd Drive Improvements	Gladstone to Highway 212, phase 2	Widen to five lanes	X		$ 8,662,500	2016-25
5108	Deleted (Construction completed)							$ -	
5109	Clackamas IA	Clackamas Co.	82nd Drive Bicycle Improvements	SE Jennifer Street to Fred Meyer	Widen to include bike lanes	X	X	$ 138,600	2010-15
5110	Clackamas IA	Clackamas Co.	Jennifer Street Bicycle Improvements	SE 106th to 120th Avenue	Widen to include bike lanes	X	X	$ 288,750	2004-09

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5113	Clackamas Corridor	Clackamas Co.	Mt. Scott Boulevard Improvements	SE Idleman to Clackamas Co. Line	Widen to include bike lanes	X		$ 231,000	2016-25
5114	Clackamas Corridor	ODOT	Highway 99E Bikeway	Harrison Street (Milw) to Clackamas R (OC)	Retrofit to include bike lanes	X		$ 4,042,500	2016-25
5115	Clackamas Corridor	Clackamas Co.	Roethe Road Bicycle Improvements	SE River Road to Highway 99E	Widen to include bike lanes	X		$ 346,500	2004-09
5116	Clackamas Corridor	Oregon City	Warner Milne Bikeway	Central Pt. Road to Molalla Avenue	Retrofit to include bike lanes	X		$ 462,000	2016-25
5117	Clackamas Corridor	Clackamas Co.	Linwood Road Bike Lanes	SE Monroe Street to SE Johnson Creek Boulevard	Widen to include bike lanes	X	X	$ 323,400	2004-09
5120	Gladstone TC	Gladstone	Oatfield Road Improvements	Webster Road to 82nd Avenue	Widen to three lanes; fill in sidewalks and bike lanes	X		$ 1,617,000	2016-25
5121	Gladstone TC	Clackamas Co.	McLoughlin Boulevard Improvement	River Road to Clackamas River	Complete multi-modal improvements, such as boulevard treatment at intersections, and appropriate TSM strategiessuch as signal intertie	X		$ 11,550,000	2016-25
5122	Gladstone TC	Gladstone	Portland Avenue Bikeway	Clackamas Boulevard to Jersey Street	Bikeway design to be determined	X		$ 5,775	2016-25
5123	Gladstone TC	Gladstone	Clackamas Boulevard Bikeway	82nd Dr. to McLoughlin Boulevard	Bikeway design to be determined	X		$ 11,550	2016-25
5124	Gladstone TC	Gladstone	Gloucester Street Bikeway	Oatfield Road to River Road	Bikeway design to be determined	X		$ 11,550	2016-25
5125	Gladstone TC	Clack. Co./Gladstone	Webster Road Pedestrian Improvements	Johnson Road to Oatfield Road	Improve sidewalks, lighting, crossings, bus shelters and benches	X		$ 577,500	2016-25
5126	Oregon City RC	Oregon City	South Amtrak Station Phase 2	Oregon City Amtrak Station	Improve Amtrak station	X	X	$ 1,500,000	2004-09
5127	Oregon City RC	Oregon City	Water Street Viaduct Improvements	8th Street to 10th Street	Replace two viaducts plus city funded pedestrian enhancements	X		$ 10,800,000	2004-09
5128	Oregon City RC	TriMet	Oregon City Rapid Bus	Tigard to Tualatin P&R to Oregon City TC	Construct improvements that enhance Rapid Bus service	X		see Tri-Met total	2016-25
5129	Oregon City RC	TriMet	90VMOC-Rapid bus	Vancouver Mall to Oregon City via I-205	Construct improvements that enhance Rapid Bus service	X		see Tri-Met total	2016-25
5130	Deleted (Construction completed)								
5131	Oregon City RC	Clackamas Co.	Abernethy Road Improvements	Highway 213 to Main Street	Widen Abernethy from Highway 213 to Main Street	X		$ 3,580,500	2016-25
5132	Oregon City RC	Oregon City	Main Street Extension	Highway 99E to Main Street	Widen to include bike lanes	X	X	$ 53,477	2004-09
5133	Oregon City RC	Oregon City	Washington/Abernethy Connection	Abernethy Road to Washington Street	Construct new two lane minor arterial with sidewalks and bike lanes	X	X	$ 4,000,000	2010-15
5134	Oregon City RC	ODOT/ClackCo	McLoughlin Boulevard Improvements Phase 2- Oregon City	Clackamas River Bridge to I-205 and 10th Street to SPRR Tunnel	Complete boulevard design improvements	X		$ 8,855,000	2010-15
5135	Oregon City RC	ODOT/ClackCo	McLoughlin Boulevard Improvements Phase 1 - Oregon City	I-205 to 10th Street	Complete boulevard design improvements	X	X	$ 5,850,000	2010-15
5136	OC Corridor	Clackamas Co.	7th Street Improvements	High Street to Division Street	Complete boulevard design improvements	X	X	$ 5,000,000	2016-25
5137	Oregon City RC	Oregon City	Washington Street Improvements	Abernethy to 5th Street	Complete boulevard design improvements	X	X	$ 1,022,175	2010-15
5138	Oregon City RC	Oregon City	Washington Street Improvements	Abernethy to Highway 213	Complete boulevard design improvements	X	X	$ 1,524,600	2016-25
5139	Oregon City RC	Oregon City	Leland Road Pedestrian Improvements	Warner Milne to Meyers Road	Construct sidewalks	X		$ 3,000,000	2016-25
5140	Oregon City RC	Oregon City	Oregon City Loop Trail	TBD	Right of way acquisition	X		??	2016-25
5141	Oregon City RC	Oregon City	South End Road Bike/Pedestrian Improvements	High Street to urban growth boundary	Retrofit to include bike lanes and infill sidewalks	X		$ 1,789,095	2016-25
5142	Oregon City RC	TriMet	Molalla Avenue Frequent Bus	Oregon City to Clackamas Community College	Construct improvements that enhance Frequent Bus service	X	X	$ 1,085,000	2010-15
5143	Oregon City RC	Oregon City/ ODOT/TriMet	Oregon City RC Pedestrian Improvements	McLoughlin, Main, Washington, 7th, 5th and neighborhood streets	Improve sidewalks, lighting, crossings, bus shelters and benches	X	X	$ 1,155,000	2016-25
5144	Oregon City RC	Oregon City/ODOT	Oregon City RC River Access Improvements	McLoughlin Boulevard	Improve pedestrian access to the Willamette River from downtown Oregon City	X	X	$ 1,500,000	2016-25

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5147	Oregon City RC	TriMet/Oregon City	Intercity passenger station	Oregon City TC	Intercity passenger connections with LRT/Bus	X		$ 2,310,000		2016-25
5149	Oregon City RC	Oregon City	Oregon City Bridge Study	Highway 43/7th Street in Oregon City	Evaluate long-term capacity of Oregon City bridge	X	X	n/a		2016-25
5150	Oregon City RC	TriMet/Oregon City	Oregon City TMA Startup Program	Oregon City Regional Center	Implements a transportation management association program with employers	X	X	$ 200,000		2016-25
5151	Oregon City RC	Oregon City	Clackamas River Shared-Use Path	I-205 to Clackamette Park	Construct shared-use path	X		$ 265,650		2004-09
5152	Oregon City RC	Oregon City	Willamette River Shared-Use Path	Clackamette Park and Smurfit	Construct shared-use path	X	X	$ 500,000		2010-15
5153	OC Corridor	Clackamas Co.	Beavercreek Road Improvements Phase 2	Highway 213 to Clackamas Community College	Widen to 5 lanes with sidewalks and bike lanes	X		$ 3,003,000		2010-15
5154	OC Corridor	Clackamas Co.	Beavercreek Road Improvements Phase 3	Clackamas Community College to urban growth boundary	Widen to 4 lanes with sidewalks and bike lanes	X	X	$ 2,310,000		2016-25
5156	OC Corridor	Clackamas Co.	Beavercreek Road Improvements, Phase 1	Highway 213 to Molalla Avenue	Green Street major arterial design, widen to five lanes, improve access management, and provide sidewalks and bike lanes to connect multi-family and commercial/ employment areas	X	X	$ 4,500,000		2010-15
5157	OC Corridor	Oregon City	Molalla Avenue Streetscape Improvements	7th Street to Highway 213 (9 segments)	Streetscape improvements, including widening sidewalks, sidewalk infill, ADA accessibility, bike lanes, reconfigure travel lanes, add bus stop amenities, streetscape	X	X	$ 15,000,000	*	2004-25
5161	Lake Oswego TC	TriMet	Macadam Frequent Bus	Lake Oswego to PCBD	Construct improvements that enhance Frequent Bus service	X	X	$ 2,015,000		2010-15
5163	Deleted (Construction completed)									
5164	Lake Oswego TC	Lake Oswego	"A" Avenue Bikeway	Iron Mountain to State Street	Alternative parallel routes will need to be examined, such as B Ave.; bikeway design to be determined	X		$ 1,732,500		2010-15
5165	Lake Oswego TC	Lake Oswego	Willamette Greenway Path	Roehr Park to George Rogers Park	shared-use path	X	X	$ 127,050		2010-15
5166	Lake Oswego TC	Lake Oswego/ODOT	Lake Oswego TC Pedestrian Improvements	Highway 43, "A" and neighborhood streets	Improve sidewalks, lighting, crossings, bus shelters and benches	X		$ 1,155,000		2016-25
5167	Lake Oswego TC	ODOT/LO/WL	Highway 43 Pedestrian Access to Transit Improvements	key locations along Highway 43 and intersecting streets	Improve sidewalks, lighting, crossings, bus shelters and benches	X		$ 1,155,000		2016-25
5168	Lake Oswego TC	Lake Oswego	Country Club Road Pedestrian Improvements	Boones Ferry to "A" Avenue	Improve sidewalks, lighting, crossings, bus shelters and benches	X		$ 577,500		2016-25
5169	Lake Oswego TC	Lake Oswego	Trolley Trestle Repairs	Lake Oswego to Portland	Repair trestles along rail line	X	X	$ 1,155,000		2004-09
5170	Lake Oswego TC	ODOT	Highway 43 Traffic Management Plan	Highway 43 from McVey to I-205	Develop traffic management plan to address growing demand	X		n/a		2004-09
5171	Lake Oswego TC	Lake Oswego	Transit Station Relocation	from 4th Avenue to location TBD	Relocate transit station	X	X	$ 4,190,000		2016-25
5172	Lake Oswego TC	TBD	Lake Oswego Trolley Study	Study phasing of future trolley commuter service between Lake Oswego and Portland	Study phasing of future trolley commuter service between Lake Oswego and Portland	X	X	n/a		2004-09
5192	West Linn TC	Clackamas Co.	Highway 43/Willamette Falls Intersection Imp.	Highway 43/Willamette Falls Intersection	Improve safety/capacity of Highway 43 intersection at Willamette Falls Dr.	X		$ 1,270,500		2016-25
5193	West Linn TC	West Linn	Willamette Falls Drive Improvement	10th Street to Highway 43	Upgrade street to urban standards with sidewalks and bike lanes	X		$ 4,937,625		2004-09
5194	West Linn TC	Clackamas Co.	Highway 43 Intersection Improvements	Intersection at Pimlico Drive	Improve intersection to be safer for all modes of travel	X		$ 3,811,500		2016-25
5195	Deleted (Project to be completed through Project #5196)									
5196	West Linn TC	West Linn/ODOT	West Linn TC Pedestrian Improvements	Highway 43, Willamette Falls Drive, and neighborhood streets	Improve sidewalks, lighting, crossings, bus shelters and benches	X		$ 1,155,000		2016-25
5197	West Linn TC	Clackamas Co.	Rosemont Corridor Plan	West Linn to Stafford Road	Study Rosemont as alternate n/s route; Study connection to I-205 at Exit 6	X		n/a		2016-25
5198	West Linn TC	ODOT	Highway 43 Improvements	Shady Hollow Lane to Robinwood Main Street	Complete boulevard design improvements	X		$ 9,240,000		2016-25
5199	Region	ODOT	I-205 Auxiliary Lanes	I-5 to Stafford Road	Add auxiliary lanes as part of pavement preservation project	X	X	$ 8,000,000		2004-09
5200	Stafford UR	Clackamas Co.	Rosemont Road Improvements	Stafford Road to Parker Road/Sunset	Reconstruct and widen to three lanes; add turn lanes	X		$ 6,121,500		2016-25

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5201	Stafford UR	Clackamas Co.	Childs Road Improvements	Stafford Road to 65th Avenue	Widen to three lanes including bike lanes and sidewalks	X		$ 4,897,200	2016-25
5202	Stafford UR	Clackamas Co.	Stafford Road Improvements	I-205 to Rosemont Road	Widen to three lanes including bike lanes and sidewalks	X		$ 4,389,000	2016-25
5203	Deleted (Project to be completed public/private partnership)								
5204	Stafford UR	Clackamas Co.	Stafford Road	Stafford Road/Rosemont intersection	Realign intersection, add signal and right turn lanes	X	X	$ 866,250	2004-09
5205	Stafford UR	Clackamas Co.	Stafford Basin Future Street Plan	Develop future street plan for Stafford Basin		X		n/a	2016-25
5207	Happy Valley TC	Clack. Co./Happy Valley/NCPRD	Mt. Scott Creek Trail	Sunnyside Road to Mt. Talbert	Feasibility study and construction of undercrossing of Sunnyside Road to Mt. Talbert	X		$ 100,000	2016-25
5208	Happy Valley TC	Clackamas Co.	Idleman Road Improvements	Johnson Creek Boulevard to Mt. Scott Boulevard	Reconstruct and widen to three lanes	X		$ 4,389,000	2016-25
5209	Happy Valley TC	Clackamas Co.	122nd/129th Improvements	Sunnyside Road to King Road	Widen to three lanes, smooth curves	X	X	$ 3,465,000	2016-25
5210	Happy Valley TC	Clackamas Co.	Mt. Scott Boulevard/King Road Improvements	Happy Valley city limits to 145th Avenue	Widen to three lanes	X		$ 4,620,000	2016-25
5211	Happy Valley TC	Happy Valley	Scott Creek Lane Pedestrian Improvements	SE 129th Avenue to Mountain Gate Road	Construct pedestrian path and bridge crossing	X	X	$ 103,950	2004-09
5212	Region	ODOT/Clackamas County	Sunrise Highway Unit 1, Phase 2 PE	135th Avenue to 172nd Avenue	Conduct preliminary engineering to construct new 4-lane facility and construct interchanges at 135th and Rock Creek Junctions	X		$ 18,450,000	2004-09
5213	Region	ODOT/Clackamas County	Sunrise Highway Unit 1, Phase 2 R-O-W Preservation	135th Avenue to 172nd Avenue	Acquire right-of-way	X		$ 7,986,000	2004-09
6000	Region	Metro/ODOT	Beaverton-Wilsonville Commuter Rail	Wilsonville to Beaverton	Peak-hour service only with 30-minute frequency in existing rail corridor	X	X	$ 82,582,500	2004-09
6001	Deleted (Project defined in Project #6000)								
6002	Region	Metro/ODOT	Wilsonville-Salem Commuter Rail Extension Study	Wilsonville to Salem	Peak-hour service on existing tracks	X		n/a	2016-25
6003	Region	Metro/ODOT	Tualatin-Portland Commuter Rail Extension Study	Tualatin to Union Station via Lake Oswego and Milwaukie	Peak-hour service only on existing tracks	X		n/a	2016-25
6004	Region	ODOT	I-5/99W Connector Corridor Study	I-5 to 99W	Conduct study and complete environmental design work for I-5 to 99W Connector	X	X	$ 1,732,500	2004-09
6005	Region	ODOT	I-5/99W Connector: Phase 2 Freeway	I-5 to 99W	Construct four-lane tollway with access control on 99W in Sherwood area	X		$ 288,750,000	2016-25
6006	Region	ODOT	I-5/99W Connector: Phase 2 Freeway Preliminary Engineering	I-5 to 99W	Complete preliminary engineering for four-lane tollsway with access control on 99W in Sherwood area to I-5	X		$ 15,000,000	2010-15
6007	Region	Various	Fanno Creek Greenway Extension Planning	Tigard to Tualatin	Planning and PE to extend greenway	X		n/a	2004-09
6008	Washington Sq. RC	Tigard/WashCo/ Beaverton	Washington Square Connectivity Improvements	Washington Square Regional Center	Increase local street connections based on recommendations in regional center plan	X		n/a	2016-25
6009	Deleted (Study underway)								
6010	Washington Sq. RC	ODOT/WashCo	Highway 217 Interchange Imp. - Denney Road	Denney Road at the Highway 217 on and off-ramps	Improve Denney Road at the Highway 217 on and off-ramps, including lights and covered culverts	X		$ 577,500	2016-25
6011	Washington Sq. RC	ODOT/Tigard	Highway 217 Overcrossing - Cascade Plaza	Nimbus to Locust	Provide a new connection from Nimbus to Washington Square south of Scholls Ferry Road	X	X	$ 26,000,000	2016-25
6012	Washington Sq. RC	Washington Co.	103rd Avenue Improvements	Western Avenue to Walker Road	Improve existing roadway and construct new connections and intersection alignments to provide connectivity and capacity from Walker Road to Western Avenue. Project includes sidewalks and bike lanes and should be built as development occurs.	X		$ 6,000,000	2016-25
6013	Washington Sq. RC	ODOT	Hall Boulevard Improvements	Scholls to Locust	Widen to 5 lanes with boulevard design	X		$ 5,428,500	2010-15
6014	Deleted (Construction completed)								

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6015	Washington Sq. RC	Tigard/WashCo	Greenburg Road Improvements, North	Hall Boulevard to Washington Square Road	Widen to five lanes with bikeways and sidewalks	X	X	$ 2,887,500	2004-09
6016	Washington Sq. RC	Tigard/WashCo	Greenburg Road Improvements, South	Shady Lane to North Dakota	Widen to five lanes with bikeways and sidewalks	X	X	$ 2,310,000	2004-09
6017	Washington Sq. RC	Washington Co.	Taylors Ferry Road Extension	Washington Drive to Oleson Road	Three lane extension with bikeway and sidewalks	X		$ 2,194,500	2016-25
6018	Washington Sq. RC	Washington Co.	Scholls Ferry/Allen Intersection Improvement	Scholls Ferry Road/Allen Boulevard Intersection	Realign intersection	X	X	$ 2,310,000	2010-15
6019	Washington Sq. RC	Washington Co.	Oak Street Improvements	Hall Boulevard to 80th Avenue	Signal improvement, bikeway and sidewalks	X	X	$ 924,000	2004-09
6020	**Deleted (Project included in #3014 and #3072)**								
6021	Washington Sq. RC	Beaverton/WashCo	Scholls Ferry Road Improvements	Highway 217 to 125th Avenue	Widen to seven lanes with access management	X		$ 18,202,800	2016-25
6022	Washington Sq. RC	WashCo/Tigard/ ODOT	Washington Square RC Pedestrian Improvements	Palm Boulevard, Washington Square Road, Ellander Lane, Scholls Ferry, Hall, Greenburg, Oleson, Cascade, and streets within and through the mall area	Improve sidewalks, lighting, crossings, bus shelters and benches	X		$ 6,930,000	2016-25
6023	Washington Sq. RC	Washington Co.	Scholls Ferry Pedestrian Improvements	Beaverton-Hillsdale Highway to Hall Boulevard	Improve sidewalks, lighting, crossings, bus shelters and benches	X		$ 577,500	2016-25
6025	Washington Sq. RC	Washington Co.	Scholls Ferry Road TSM Improvements	Highway 217 to 125th Avenue	Implement appropriate TSM strategies such as signal interconnects, signal re-timing and channelization to improve traffic flows	X	X	$ 577,500	2004-09
6026	Washington Sq. RC	TriMet/WashCo	Washington Square Regional Center TMA Startup Program	Washington Square Regional Center	Implements a transportation management association program with employers	X	X	$ 200,000	2004-09
6027	Tigard TC	ODOT	I-5/217 Interchange Phase 2	Highway 217 and I-5	Complete interchange reconstruction	X		$ 45,045,000	2010-15
6028	Tigard TC	ODOT	I-5/217 Interchange Phase 3	Highway 217 and I-5	Complete interchange reconstruction with new southbound Highway 217 to I-5 flyover ramp	X		$ 17,325,000	2010-15
6029	Tigard TC	TriMet	Hall/Kruse Frequent Bus	Tigard-Lake Oswego-Kruse Way	Construct improvements that enhance Frequent Bus service	X	X	$ 275,000	2010-15
6030	Tigard TC	ODOT	Hall Boulevard Improvements	Locust to Durham Road	Improve Hall Boulevard to 5 lanes	X		$ 5,428,500	2004-09
6031	Tigard TC	Tigard	Greenburg Road Improvements	Tiedeman Avenue to 99W	Widen to 5 lanes	X		$ 5,544,000	2016-25
6032	Tigard TC	ODOT	Highway 217 Overcrossing - Tigard	Hunziker Street to 72nd at Hampton	Realign Hunziker Road to meet Hampton Street at 72nd Avenue and removes existing 72nd/Hunziker Road intersection	X		$ 10,000,000	**2016-25**
6033	**Deleted (Construction completed)**								
6034	Tigard TC	Tigard	Walnut Street Improvements, Phase 3	135th Avenue to 121st Avenue	Widen to three lanes with bikeways and sidewalks	X	X	$ 6,601,356	2010-15
6035	Tigard TC	Tigard	Gaarde Street Improvements	110th Avenue to Walnut Street	Widen to three lanes with bikeways and sidewalks	X	X	$ 4,620,000	2004-09
6036	Tigard TC	Tigard	Bonita Road Improvements	Hall Boulevard to Bangy Road	Widen to four lanes	X		$ 9,240,000	2010-15
6037	Tigard TC	Tigard	Durham Road Improvements	Upper Boones Ferry Road to Hall Boulevard	Widen to five lanes	X		$ 4,042,500	2010-15
6038	Tigard TC	Tigard	Walnut Street Extension	Hall Boulevard to Hunziker Street	Extend street east of 99W to connecto to Hall Boulevard and Hunziker Street	X		$ 19,000,000	2010-15
6039	Tigard TC	ODOT	99W Improvements	I-5 to Greenburg Road	Widen to seven lanes	X		$ 28,875,000	2016-25
6040	Tigard TC	Tigard	72nd Avenue Improvements	99W to Hunziker Road	Widen to five lanes	X	X	$ 3,465,000	2004-09
6041	Tigard TC	Tigard	72nd Avenue Improvements	Hunziker Road to Bonita Road	Widen to five lanes	X	X	$ 5,775,000	2010-15
6042	Tigard TC	Tigard	72nd Avenue Improvements	Bonita Road to Durham Road	Widen to five lanes with bikeways and sidewalks	X	X	$ 5,775,000	2010-15
6043	Tigard TC	Washington Co.	Upper Boones Ferry Road	I-5 to Durham Road	Widen to five lanes	X		$ 3,465,000	2016-25
6044	Tigard TC	Tigard	Dartmouth Street Extension	Darmouth Road to Hunziker Road	Three lane extension; new Highway 217 overcrossing	X		$ 32,340,000	2016-25
6045	Tigard TC	Tigard	Dartmouth Street Improvements	72nd Avenue to 68th Avenue	Widen to four lanes with turn lanes	X	X	$ 577,500	2010-15

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6046	**Deleted (Construction completed)**									
6047	Tigard TC	ODOT	Highway 217/72nd Avenue Interchange Improvements	Highway 217 and 72nd Avenue	Complete interchange reconstruction with additional ramps and overcrossings	X		$ 17,325,000		2010-15
6048	Washington Sq. RC	Beaverton/WashCo	Scholls Ferry Road Intersection Improvement	At Hall Boulevard	Add SB right turn lane from SB Hall Boulevard	X		$ 577,500		2016-25
6049	Tigard TC	ODOT	Highway 99W Bikeway	Hall Boulevard to Greenburg Road	Retrofit for bike lanes	X		$ 577,500		2010-15
6050	Tigard TC	WashCo/Tigard/ ODOT	Tigard TC Pedestrian Improvements	Highway 99W, Hall Boulevard, Main Street, Hunziker, Walnut and neighborhood streets	Improve sidewalks, lighting, crossings, bus shelters and benches	X		$ 3,465,000		2016-25
6051	Tigard TC	ODOT	Hall Boulevard Bikeway and Pedestrian Improvements	Oak Street to Highway 99W	Bike lanes, sidewalks & pedestrian. crossings	X		$ 1,155,000		2004-09
6052	Washington Sq. RC	Tigard/Beaverton	Highway 217 Overcrossing	Nimbus Drive to northern mall area	Two-lane overcrossing with sidewalks and bike lanes	X		$ 30,000,000		2016-25
6053	Washington Sq. RC	Tigard	Nimbus Avenue Extension	Nimbus Avenue to Greenburg Road	Two-lane extension with sidewalks and bike lanes	X		$ 38,000,000		2016-25
6054	Tigard TC	ODOT	Highway 99W Access Management Plan - Tigard	Highway 99W from I-5 to Durham Road	Develop access control plan for Highway 99W	X		n/a		2004-09
6055	Tigard TC	ODOT	Highway 99W System Management	99W from I-5 to Durham Road	Signal interconnect on 99W from I-5 to Durham Road	X		$ 2,310,000		2010-15
6056	Tigard TC	ODOT	Highway 99W/Hall Boulevard Intersection Improvements	99W/Hall Boulevard	Add turn signals and modify signal	X	X	$ 4,273,500		2010-15
6057	Washington Sq. RC	Tigard	Washington Squre Regional Center Greenbelt Shared Use Path	Hall Boulevard to Highway 217	Complete shared-use path construction	X	X	$ 2,000,000		2010-15
6058	King City TC	Tigard	Durham Road Improvements	Hall Boulevard to 99W	Widen to five lanes with sidewalks and bike lanes	X		$ 5,890,500		2016-25
6059	**Deleted (Construction completed)**									
6060	King City TC	WashCo/KC/Tigard/ ODOT	King City TC Pedestrian Improvements	Highway 99W, 116th, and Durham Road	Improve sidewalks, lighting, crossings, bus shelters and benches	X		$ 3,465,000		2016-25
6062	King City TC	King City	King City TC Plan	King City TC	Determine long-term transportation needs	X		n/a		2010-15
6063	Happy Valley TC	Various	Lower Tualatin River Greenway Trail	Powerline Trail to Willamette River	Feasibility study to construct a shared-use pther	X		$ 75,000		2016-25
6064	Tualatin TC	TriMet	Hall Boulevard Frequent Bus	Tualatin-Hall TV Highway	Construct improvements that enhance Frequent Bus service	X	X	$ 7,700,000		2010-15
6065	Tualatin Ind. Area	Tualatin	Herman Road Improvements	Tualatin Road to Cipole Road	Widen to three lanes including bike lanes and sidewalks	X	X	$ 12,000,000		2004-09
6066	Tualatin TC	ODOT/Tualatin	I-5 Interchange Improvement - Nyberg Road	Nyberg Road/I-5 Interchange	Widen Nyberg Road/I-5 Interchange	X	X	$ 4,600,000		2004-09
6067	Tualatin TC	ODOT	Boones Ferry Road Improvements	Durham Road to Wilsonville TC	Three lane improvement to complete sidewalks and bike facilities	X		$ 27,027,000		2010-15
6068	Tualatin TC	ODOT	Boones Ferry Road Improvements	Tualatin-Sherwood Road to Wilsonville	Widen to five lanes with bikeways and sidewalks	X		$ 11,550,000		2016-25
6069	Tualatin TC	Tigard/Tualatin	Hall Boulevard Extension	Extension from Durham to Tualatin Road	Extend Hall Boulevard to connect across the Tualatin River	X		$ 28,875,000		2016-25
6070	Tualatin TC	ODOT/WashCo	Lower Boones Ferry	Boones to Bridgeport	Sidewalk, bikeway, interconnect signals	X	X	$ 5,900,000		2004-09
6071	Tualatin TC	Washington Co.	Tualatin-Sherwood Road Improvements	99W to Teton Avenue	Widen to five lanes with bike lanes and sidewalks; intertie signals at Oregon and Cipole streets	X	X	$ 28,875,000		2010-15
6072	**Deleted (Construction completed)**									
6073	Tualatin TC	Tualatin	124th Avenue Improvements	Mystony Street to Tualatin-Sherwood Road	Construct new 3 lane arterial with bikeways and sidewalks	X	X	$ 7,854,000		2010-15
6074	Tualatin TC	Tualatin	65th/Tualatin River Crossing and connections	65th and McEwan between Lower Boones Ferry Road and Meridian Park Hospital	Construct new crossing of Tualatin River and connections to 65th and Lower Boones Ferry Road	X		$ 19,750,500		2016-25
6075	Region	Various	Tonquin Trail	Connecting Wilsonville, Sherwood, tualatin, Tigard and Durham	Feasibility study to construct a shared-use path	X		$ 100,000		2010-15
6076	Tualatin Ind. Area	Tualatin	Mystony/112th Connection	Mystony to Tualatin-Sherwood Rd. @ Avery	Extend 3 lane road with sidewalks and bike lanes	X	X	$ 1,500,000		2004-09
6077	Tualatin TC	Washington Co.	Tualatin-Sherwood Road Bikeway	I-5 to Boones Ferry Road	Retrofit for bike lanes	X		$ 1,155,000		2016-25

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6078	Tualatin TC	Tualatin	Boones Ferry Road-Martinazzi Bike/Ped Path	Between Boones Ferry Road and Martinazzi north of Ibach Court	Construct new bike/pedestrian path	X		$ 375,375	2016-25
6079	Tualatin TC	WashCo/Tualatin/ ODOT	Tualatin TC Pedestrian Improvements	Nyberg, Boones Ferry, Tualatin, Tualatin-Sherwood, Sagert and neighborhood streets	Improve sidewalks, lighting, crossings, bus shelters and benches	X	X	$ 577,500	2004-09
6080	Tualatin TC	Tualatin/Durham	Tualatin River Pedestrian Bridge	Durham City Park to Tualatin Community Park	Construct cantilevered pedestrian/bike path on railroad trestle across Tualatin River to Tualatin town center	X	X	$ 1,155,000	2004-09
6081	Tualatin TC	WashCo/Tualatin	Nyberg Road Pedestrian and Bike Improvements	65th Avenue to I-5	Complete sidewalks and bike facilities	X	X	$ 1,155,000	2004-09
6082	Tualatin TC	Washington Co.	Tualatin Freight Access Plan	Tualatin-Sherwood Road Corridor	Develop interim circulation/freight management plan	X		n/a	2004-09
6083	Tualatin TC	TriMet /WashCo	Tualatin Town Center TMA Startup	Tualatin Town Center	Implements a transportation management association program with employers	X	X	$ 103,950	2004-09
6084	Wilsonville TC	Wilsonville	Kinsman Road Extension - south	Willsonville Road to Brown Road (5th Street extension)	Two-lane extension	X		$ 3,200,000	2010-15
6085	Wilsonville TC	Wilsonville/SMART	Wilsonville-PCBD Express	Express bus service from Wilsonville Road/Boones Ferry Road to Portland CBD	Express bus service connection to PCBD	X		see Project #8035-8037 costs	2016-25
6086	Wilsonville TC	Wilsonville	Kinsman Road Extension	Kinsman Road to Boeckman Road	Two-lane extension	X	X	$ 7,620,000	2004-09
6087	Wilsonville TC	Wilsonville	Kinsman Road Extension	Boeckman Road to Ridder Road	Two-lane extension	X		$ 3,910,000	2004-09
6088	Wilsonville TC	Wilson?/WashCo	Elligsen Road Improvements	Canyon Creek to Parkway Center	Improve Elligsen Road to 5 lanes	X	X	$ 1,750,000	2010-15
6089	Wilsonville TC	Clackamas Co.	Stafford Road Improvements	I-205 to Boeckman Road	Reconstruct, widen and add turn lanes	X		$ 3,300,000	2016-25
6090	Wilsonville TC	Wilsonville	Boeckman Road Extension - West	Boeckman Road to Tooze Road	Extend 3 lanes with sidewalks and bike lanes	X	X	$ 16,170,000	2010-15
6091	Wilsonville TC	Wilsonville	Boeckman Road I-5 Overcrossing	Parkway Avenue to 100th Avenue	Improve existing overcrossing to 5 lanes with sidewalks and bike lanes	X	X	$ 9,890,000	2010-15
6092	Deleted								
6093	Wilsonville TC	Wilsonville	Barber Street Extension	Barber Street at Kinsman Road	Extend Barber Street as 3 lanes to 110th	X		$ 7,310,000	2016-25
6094	Deleted (Construction completed)								
6095	Wilsonville TC	Wilsonville	5th Street Extension	5th Street to Brown Road/Wilsonville Road intersection	Three lane extension from 5th Street to Brown Road, turn lanes at major intersections	X		$ 6,390,000	2016-25
6096	Deleted								
6097	Wilsonville TC	Clackamas Co.	Stafford Road Safety Improvements	I-205 to Boeckman Road	Safety improvements	X		$ 2,310,000	2010-15
6098	Wilsonville TC	Wilsonville	Kinsman Road Extension	Ridder Road to Day Road	Two-lane extension	X		$ 4,700,000	2004-09
6099	Wilsonville TC	Wilsonville	Elligsen Road Improvements	Canyon Creek to Stafford Road	Two-lane extension	X		$ 5,000,000	2010-15
6100	Wilsonville TC	Wilsonville	Barber Street Bikeway	Kinsman Road to Boberg Road	Complete N/S bikeway corridor	X		$ 1,340,000	2016-25
6101	Wilsonville TC	Wilsonville	Wilsonville Road Bikeway	Rose Lane to Willamette Way West	Retrofit street to add bike lanes	X		$ 577,500	2010-15
6102	Wilsonville TC	Wilsonville	Parkway Avenue Bikeway	Town Center Loop to Boeckman Road	Retrofit to wide outside lanes	X		$ 2,470,000	2010-15
6103	Wilsonville TC	Wilsonville	Parkway Avenue Bikeway (N of Boeckman)	Boeckman Road to Parkway Center Drive	Retrofit street to add bike lanes	X		$ 3,610,000	2016-25
6104	Wilsonville TC	Wilsonville	Wilsonville TC Pedestrian Improvements	Wilsonville Road, Parkway Avenue, Boones Ferry , Town Center Loop and intersecting streets	Improve sidewalks, lighting, crossings, bus shelters and benches	X		$ 2,160,000	2016-25
6105	Wilsonville TC	Wilsonville	Town Center Loop Bike and Pedestrian Improvements	Parkway to Wilsonville Road	Retrofit street to add bike lanes and sidewalks	X	X	$ 251,000	2010-15
6106	Deleted (Construction completed)								
6107	Wilsonville TC	Wilsonville	Boeckman Road Extension - East	Canyon Creek to Wilsonville Road	Three-lane extension with sidewalks and bike lanes	X		$ 4,400,000	2016-25

Shaded projects are included in Financially Constrained System

Table 2

Public Comment Draft
2004 RTP Project List
October 31, 2003

RTP #	2040 Link	Jurisdiction	Project Name (Facility)	Project Location	Project Description	2025 RTP Preferred System	2025 RTP Financially Constrained System	2003 dollars ("*" indicates phasing in financially constrained		RTP Program Years
6108	Wilsonville TC	Wilsonville	Brown Road Improvements	Wilsonville Road to Evergreen Avenue	Three-lane extension with sidewalks and bike lanes	X		$ 1,800,000		2010-15
6109	Sherwood TC	Washington Co.	Beef Bend/175th Avenue Realignment	Beef Bend at 175th Avenue	Realign intersection to eliminate offset of Beef Bend road with 175th Avenue	X	X	$ 924,000		2016-25
6110	Sherwood TC	Washington Co.	Highway 99W Circulation Improvements Study	99W corridor from Tualatin-Sherwood to Chapman	Study potential of frontage roads on both sides of 99W to manage access	X		n/a		2004-09
6111	**Deleted (Construction completed)**									
6112	Sherwood TC	Washington Co.	Beef Bend Road Improvements	Bull Mountain Road to Scholls Ferry Road	Widen to four lanes with limited access	X		$3,465,000		2016-25
6113	**Deleted (Construction completed)**									
6114	Sherwood TC	Sherwood/WashCo	Edy Road/Sherwood Improvements	Borchers to Pine/3rd Street	Widen; install signals; add bike lanes	X		$ 1,732,500		2016-25
6115	Sherwood TC	Sherwood/WashCo	Edy Road Improvements	North city limits to 99W	Widen to include sidewalks and bike lanes	X		$ 1,155,000		2016-25
6116	Sherwood TC	Sherwood/WashCo	Sherwood TC Bicycle/Pedestrian Bridges	Sherwood/Edy/ 99W; Meineke/99W; Sunset/99W		X		$ 11,550,000		2016-25
6117	Sherwood TC	Sherwood/WashCo	Sherwood TC Pedestrian Improvements	Sherwood Road, Oregon, Pacific and intersecting streets	Improve sidewalks, lighting, crossings, bus shelters and benches	X		$ 1,732,500		2016-25
6119	Murray/Scholls TC	Washington Co./Beaverton	Teal Boulevard Extension	Barrows Road to Scholls Ferry Road	Construct 2-lane extension with sidewalks and bike lanes to town center loop and Barrows Road	X	X	$ 4,000,000		2004-09
6120	Murray/Scholls TC	Washington Co.	Barrows Road Improvements	Murray Boulevard to 175th Avenue	Widen to add bike lanes	X		$ 577,500		2016-25
6121	Murray/Scholls TC	Beaverton/WashCo/ Tigard	Murray Boulevard Extension	Scholls Ferry Road to Barrows Road at Walnut Street	Construct 2-lane roadway and bridge; additional turn lanes at intersections, bike lanes, and sidewalks	X	X	$ 1,900,000		2004-09
6122	Murray/Scholls TC	Beaverton	Davies Road Connection	Scholls Ferry Road to Barrows Road	Three lane connection with bikeways and sidewalks	X	X	$ 1,900,000		2010-15
6124	LO Corridor	Clackamas Co.	Carmen Drive Improvements	I-5 to Quarry	Reconstruct and widen to three lanes to include bike lanes	X		$ 3,811,500		2010-15
6125	**Deleted (Construction completed)**									
6126	**Deleted (under construction)**									
6127	LO Corridor	Lake Oswego	Boones Ferry Road Improvements	Kruse Way to Washington Court	Widen to five lanes with sidewalks and bike lanes; Boones Ferry Corridor Stugy completed in 2000 with Lake Grove Town Center study work continuing in 2003/04 funded by City. Project will be broken into three phases: upper, middle and lower.	X	X	$ 8,200,000		2010-15
6128	**Deleted (Construction completed)**									
6129	LO Corridor	Clackamas Co.	Bangy Road Intersection Improvements	Bangy Road/Bonita Road intersection	Add traffic signal and turn lanes	X	X	$ 375,375		2010-15
6130	LO Corridor	Clackamas Co.	Bangy Road Intersection Improvements	Bangy Road/Meadows Road intersection	Add traffic signal and turn lanes	X	X	$ 375,375		2010-15
6131	LO Corridor	Lake Oswego	Willamette River Greenway	Roehr Park to Tryon Creek	shared-use path	X	X	$ 346,500		2010-15
6133	Lake Grove TC	Clackamas Co.	Bonita Road Improvements	SE Bangy Road to SE Carmen Drive	Reconstruct and widen to three lanes	X		$ 3,811,500		2010-15
6135	Lake Grove TC	Clackamas Co.	Boones Ferry Road Bike Lanes	Kruse Way to Multnomah County line	Construct bike lanes	X	X	$ 635,250		2004-09
6136	Lake Grove TC	Portland	Boones Ferry Pedestrian Improvements	Terwilliger to Kruse Way	Improve sidewalks, lighting, crossings, bus shelters and benches	X		$ 1,155,000		2016-25
6137	**Deleted (Study nearly completed)**									
6138	Wilsonville TC	ODOT/Wilsonville	Wilsonville Road/I-5 Interchange Improvements (Phase 1 and 2)	Town Center Loop to Boones Ferry Road ramps	Construct ramp improvements (PE and ROW only in financially constrained system)	X	X	$ 20,900,000	*	2004-09
6139	Wilsonville TC	ODOT/Wilsonville	Wilsonville Road/I-5 Interchange Improvements (Phase 3)	I-5 in Wilsonville area	Construct auxiliary lanes	X		$ 11,300,000		2016-25
6140	Wilsonville TC	Wilsonville	Miley Road Improvements	French Prairie to west of I-5	Widen street to four lanes	X		$ 2,300,000		2010-15

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October 31, 2003

RTP #	2040 Link	Jurisdiction	Project Name (Facility)	Project Location	Project Description	2025 RTP Preferred System	2025 RTP Financially Constrained System	2003 dollars ("*" indicates phasing in financially constrained	RTP Program Years
6141	Region	ODOT/WashCo	I-5/99W Connector: Phase 1 Arterial	I-5 to 99W	Acquire right-of-way and construct new arterial based on recommendations from I-5/99W Arterial connection study that protects through traffic movements between these highways	X	X	$ 53,000,000	2004-09
6142	Durham TC	Durham	Upper Boones Ferry Road Improvement	Durham Road to Tualatin River	Widen to 3 lanes with sidewalks and bike lanes	X	X	$ 1,000,000	2004-09
7000	Damascus TC	Clackamas Co.	172nd Avenue Improvements	Foster Road to Highway 212	Widen to five lanes	X	X	$ 8,085,000	2016-25
7001	Damascus TC	Clackamas Co.	Sunnyside Road Improvements	172nd Avenue to Highway 212	Widen to five lanes in preferred/3 lanes in strategic and constrained	X	X	$ 4,158,000	2010-15
7002	Damascus TC	Clackamas Co.	Foster Road Improvements	Highway 212 to 172nd Avenue	Widen to five lanes in preferred/3 lanes in strategic	X		$ 20,790,000	2016-25
7003	Damascus TC	Portland	Foster Road Improvements	172nd Avenue to Jenne Road	Widen to five lanes	X		$ 5,775,000	2016-25
7005	Pleasant Valley TC	Multnomah Co.	190th Avenue Extension	Butler/190th to 172nd/Foster Road intersection	Five lane extension	X		$ 11,550,000	2010-15
7006	Pleasant Valley TC	Portland	SE Foster Improvements	SE 122nd Avenue to Jenne Road	Widen Foster Road to four lanes from SE 122nd to SE Barbara Welch Road. Widen and determine the appropriate cross section of Foster Road from SE Barbara Welch Road to Jenne Road by completing Phase 2 of the Powell Boulevard/Foster Road Corridor Study in order to meet roadway, transit, pedestrian and bike needs	X	X	$ 14,000,000	2010-15
7007	Pleasant Valley TC	Portland/Gresham	SE 174th North/South Improvements	SE Foster to Powell Boulevard	Based on the recommendations from the Powell Boulevard/Foster Road Corridor Study (#1228), construct a new north-south capacity improvement project in the vicinity of SE 174th Avenue/Jenne Road between SE Powell Boulevard and Giese Road in Pleasant Valley. This replaces former project 7007 which widened Jenne Road to three lanes from Powell Boulevard to Foster Road	X	X	$ 13,000,000	2010-15
7008	**Deleted (under construction)**								
7009	Pleasant Valley TC	Clackamas Co.	SE 145th/147th Bike Lanes	SE Clatsop to SE Monner	Widen to construct bike lanes	X	X	$ 1,039,500	2010-15
7010	Pleasant Valley TC	Clackamas Co.	SE 162nd Avenue Bike Lanes	SE Monner to SE Sunnyside	Widen to construct bike lanes	X	X	$ 392,700	2016-25
7011	Pleasant Valley TC	Clackamas Co.	SE Monner Bike Lanes	SE 147th to 162nd Avenue	Widen to construct bike lanes	X	X	$ 392,700	2016-25
7012	**Deleted (Project included in #2045)**								
7013	**Deleted (Project included in #1228)**								
7015	Pleasant Valley TC	Metro	Towle/Eastman Corridor Plan	Towle/Eastman from Powell to 190th	Develop a corridor plan to address N/S access to urban reserves	X		n/a	2010-15
7016	Pleasant Valley TC	Portland/Gresham/ Metro	SE 174th Avenue/New Roadway Project Development Study	Jenne Road/174th from Powell to Foster	Study a new extension of SE 174th Avenue between Jenne and the future Giese Roads. The study may result in an amendment to planning documents to call for a new extension of SE 174th Avenue in lieu of widening Jenne Road to three lanes between Foster Road and Powell Boulevard (former project 7007).	X		n/a	2010-15
7019	Sunshine Valley RR	Clackamas Co.	242nd Avenue Improvements	Multnomah County line to Highway 212	Reconstruct and widen to three lanes	X	X	$ 4,620,000	2016-25
7020	Sunshine Valley RR	Metro	Regner/222nd Corridor Plan	Regner/222nd Ave from Roberts to Highway 212	Develop traffic management plan to protect rural character/uses	X		n/a	2016-25
7021	Sunshine Valley RR	Metro	Hogan/242nd Corridor Plan	Hogan/242nd from Palmquist to Highway 212	Develop traffic management plan in urban growth boundary	X		n/a	2004-09
7022	Damascus TC	TriMet	Sunnyside Road Frequent bus	Clackamas TC to Damascus TC	Construct improvements that enhance Frequent bus servi	X	X	$ 913,000	2010-15
7023	Damascus TC	TriMet	Powell/Foster Rapid Bus	PCBD to Damascus TC	Construct improvements that enhance Rapid bus service	X		See Tri-Met Total	2016-25

Public Comment Draft
2004 RTP Project List
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RTP #	2040 Link	Jurisdiction	Project Name (Facility)	Project Location	Project Description	2025 RTP Preferred System	2025 RTP Financially Constrained System	2003 dollars ("*" indicates phasing in financially constrained	RTP Program Years
7024	Region	TriMet	Transit center	Damascus	Construct transit station to serve Damascus	X		See Tri-Met Total	2016-25
7025	Region	Various Partners	East Buttes Powerline Corridor Trail	SE 172nd Avenue to Gresham-Fairview Trail	Initiate a feasibility study of the trail proposed in the Pleasant Valley concept plan to evaluate property ownership, alignment options, environmental issues	X		$ 100,000	2016-25
7026	Pleasant Valley TC	Gresham	Towle Avenue Improvements	Butler Road to Eastman Parkway	Construct sidewalks, bike lanes and intersection improvements	X		???	2016-25
7027	Pleasant Valley TC	Gresham	Butler Road Improvements	190th Avenue to Regner Road	Construct sidewalks and bike lanes	X		???	2016-25
7028	Pleasant Valley TC	Gresham	Butler Road Improvements	Regner Road to 242nd Avenue	Construct sidewalks and bike lanes	X		???	2016-25
7029	Pleasant Valley TC	Gresham	162nd Avenue Improvements	Powell Boulevard to Division Street	Study feasibility of narrowing travel lanes to construct sidewalks and bike lanes	X		???	2016-25
7030	Pleasant Valley TC	Gresham	Regner Road Improvements	Butler Road to Roberts Road	Construct sidewalks, bike lanes and intersection improvements	X		???	2016-25
7031	Pleasant Valley TC	Portland	Clatsop Road Bike Improvements, 1	132nd Avenue to 145th Avenue	Retrofit bike lanes to existing street	X		???	2016-25
7032	Pleasant Valley TC	Portland	Clatsop Road Bike Improvements, 2	Butler Road to Roberts Road	Retrofit bike lanes to existing street	X		???	2016-25
7034	Pleasant Valley TC	Gresham/Mult. Co	Foster Road Extension		New north extension of Foster Road	X	X	$ 1,700,000	2010-15
7035	Pleasant Valley TC	Gresham/Mult. Co	Giese Road Extension	Giese Road to Foster Road	New extension of Giese Road to Foster Road	X	X	$ 2,900,000	2016-25
7036	Pleasant Valley TC	Gresham/Mult. Co	190th Avenue Improvements	Butler Road to city limits	Widen to five lanes with sidewalks and bike lanes	X	X	$ 4,100,000	2016-25
7037	Pleasant Valley TC	Gresham/Mult. Co	172nd Avenue Improvements	Giese Road to Butler Road	Upgrade street to urban standards with sidewalks and bike lanes	X	X	$ 1,900,000	2016-25
7038	Pleasant Valley TC	Gresham/Mult. Co	172nd Avenue Improvements	Butler Road to Cheldelin Road	Upgrade street to urban standards with sidewalks and bike lanes	X	X	$ 5,600,000	2016-25
7039	Pleasant Valley TC	Gresham/Mult. Co	Giese Road Improvements	172nd Avenue to 182nd Avenue	Upgrade street to urban standards with sidewalks and bike lanes	X	X	$ 4,300,000	2016-25
7040	Pleasant Valley TC	Gresham/Mult. Co	Giese Road Improvements	182nd Avenue to 190th Avenue	Upgrade street to urban standards with sidewalks and bike lanes	X	X	$ 3,000,000	2016-25
7041	Pleasant Valley TC	Gresham/Mult. Co	Foster Road bridge	Foster Road	Construct bridge crossing	X	X	$ 1,100,000	2016-25
7042	Pleasant Valley TC	Gresham/Mult. Co	Giese Road Extension bridge	Giese Road	Construct bridge crossing	X	X	$ 1,100,000	2016-25
7043	Pleasant Valley TC	Gresham/Mult. Co	Butler Road Bridge	Butler Road	Construct bridge crossing	X	X	$ 1,700,000	2016-25
8000	Region	Metro	Bicycle Travel Demand Forecasting Model	Region-wide	Develop regional bicycle travel demand forecasting model	X	X	$ 115,500	2004-09
8001	Region	Metro	Bike Safety, Educ.& Encouragement Pilot Project	Region-wide	Encourage bicyclist, pedestrian and motorist safety	X	X	$ 115,500	2004-09
8002	Region	Metro	Expand "Bike Central" Program	Selected Regional Centers and Town Centers	Provide shower, locker and storage facilities for bike commuters	X	X	$ 346,500	2010-15
8003	Region	Metro	LRT Station Area "Free Bike" Pilot Project	LRT Station Areas throughout the region	Administer free bike program in station areas	X	X	$ 57,750	2016-25
8004	Region	TriMet	LRT and Transit Station Bike Parking	Selected LRT Station Areas and transit centers	Administer and maintain bicycle lockers	X	X	$ 57,750	2010-15
8005	Region	Metro	Regional TOD Projects	Region-wide	Flexible funding program to leverage transit-oriented development	X	X	$ 43,000,000	2004-25
8006	Region	Metro	Alternative transportation strategies study	Region-wide		X		n/a	2016-25
8007	Region	ODOT	Pedestrian/Bicycle Improvements to ODOT Preservation/Maintenance Projects	Various locations in region	Implement bicycle and pedestrian enhancements as part of preservation and maintenance projects on ODOT facilities	X	X	$ 10,000,000	2004-25
8008	Region	ODOT	Interchange Access Management	Various interchanges in the region	Implement access management strategies	X		$ 46,200,000	2004-09
8025	Region	TriMet/SMART	Transit Center Upgrades	Region-wide	New or improved transit centers at various locations in the region		X	$ 20,002,273	2004-25
8026	Deleted (Priority System dropped)								
8027	Region	TriMet/SMART	Transit Center Upgrades	Region-wide	New or improved transit centers at various locations in the region	X		$ 104,702,638	2004-25

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8028	Region	TriMet	Vehicle Purchases	1.5% per year expansion	Vehicle purchases to provide for expanded service		X	$ 169,785,000		2004-25
8031	Region	TriMet	Vehicle Purchases	4.5% per year expansion	Vehicle purchases to provide for expanded service	X		$ 802,725,000		2004-25
8032	Region	TriMet/SMART	Bus Operating Facilities	Region-wide	Bus operating facilities		X	$ 75,000,000		2004-25
8034	Region	TriMet/SMART	Bus Operating Facilities	Region-wide	Bus operating facilities	X		$ 213,835,281		2004-25
8035	Region	TriMet/SMART	Frequent/Rapid Bus Improvements	Baseline Network	Transit stations, improved passenger amenities, bus priority and reliability improvements		X	$ 26,297,000		2016-25
8037	Region	TriMet/SMART	Frequent/Rapid Bus Improvements	Preferred Network	Transit stations, improved passenger amenities, bus priority and reliability improvements	X		$ 152,337,945		2004-25
8038	Region	TriMet	Tri-Met Park and Ride Lots	Baseline Network	Park-and-ride facilities to serve bus and light rail stops and stations		X	$ 5,782,970		2004-25
8041	Region	TriMet	Tri-Met Park and Ride Lots	Preferred Network	Park-and-ride facilities to serve bus and light rail stops and stations	X		$ 89,620,839		2004-25
8042	Region	SMART	SMART Park and Ride Lots	SMART district	Park-and-ride facilities to serve bus and commuter rail station	X	X	$ 3,927,000		2004-25
8043	Region	TriMet/SMART	Bus Stop Improvements	Region-wide	Bus stop improvements region-wide		X	$ 7,939,181		2004-25
8045	Region	TriMet/SMART	Bus Stop Improvements	Region-wide	Bus stop improvements region-wide	X		$ 13,211,756		2004-25
8046	Region	TriMet/SMART	Bus Priority Treatments	Region-wide	Bus Priority Treatments		X	$ 19,891,988		2016-25
8048	Region	TriMet/SMART	Bus Priority Treatments	Region-wide	Bus Priority Treatments	X		$ 83,746,163		2004-25
8049	Region	TriMet	Priority Pedestrian Access to Transit Improvements	Region-wide	Construct improvements that enhance pedestrian access to transit - sidewalks, crosswalks, ADA improvements	X	X	$ 20,000,000		2004-25
8050	Region	Metro/SMART	SMART TDM Program	SMART district	Regional employer outreach, transit marketing, vanpool and carpool, station cars and car sharing programs	X	X	$ 1,500,000		2004-25
8051	Region	Metro/TriMet	Regional Travel Options TDM Program	Preferred Network	Regional employer outreach, transit marketing, vanpool and carpool, station cars and car sharing programs	X		$ 47,124,000		2004-25
8052	Region	Metro/TriMet	Regional Travel Options TDM Program	Financially Constrained	Regional employer outreach, transit marketing, vanpool and carpool, station cars and car sharing programs		X	$ 16,978,500		2004-25
8053	Region	Metro/TriMet	Region 2040 Initiatives	Region-wide	Implementation of innovative transportation solutions in locations with high regional significance	X	X	$ 6,063,750		2004-25
8054	Region	Metro/DEQ	ECO Clearinghouse	Region-wide	Continue provision of ECO information clearinghouse services	X	X	$ 1,212,750		2004-25
8055	Region	Metro/TriMet	Transportation Management Associations Innovative Programs	Region-wide	Implementation of innovative transportation solutions in locations with high regional significance	X	X	$ 3,000,000		2004-25
8056	Region	Metro/TriMet	Future Transportation Management Associations Start-Up and Sustainability	Region-wide	Future implementation and sustainability of TMA's with employers	X	X	$ 4,000,000		2004-25
8057	Region	TriMet	LIFT Vehicle Purchases	Region-wide	4 percent per year expansion	X	X	$ 16,890,000		2004-09
8058	Region	TriMet	Ride Connection Vehicle Purchases	Region-wide	Purchase five vehicles per year	X	X	$ 4,767,600		2004-09
				Total Capital Costs for each Network in Billions of 2003 Dollars		**$9.499**	**$4.239**			

Shaded projects are included in Financially Constrained System

Table 2

Regional Transportation Plan Update Calendar

October 31	Public comment period begins; staff recommendation on draft 2004 RTP released for 30-day public comment period; draft RTP and conformity determination submitted to FHWA and FTA to begin review
November 3	Air quality conformity analysis begins
November 5	MTAC comments on draft 2004 RTP
November 12	MPAC comments on draft 2004 RTP
November 13	JPACT tentative action on draft 2004 RTP
November 13	Metro Council first reading of Ordinance on draft 2004 RTP
November 26	TPAC review and discussion of draft 2004 RTP and air quality conformity analysis
December 4	Public hearing on draft 2004 RTP; public comment period ends at 5 p.m.
December 5	TPAC special meeting to comment on draft 2004 RTP
December 10	Tentative final MPAC action on 2004 RTP
December 11	Tentative final JPACT action on 2004 RTP
December 11	Metro Council second reading of Ordinance and consideration of adoption of 2004 Regional Transportation Plan

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METRO

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Attention: Marilyn Matteson

How to Comment on the update to the
2004 Regional Transportation Plan

The public comment period for the 2004 Regional Transportation Plan (RTP) begins on October 31, 2003 and concludes with a public hearing on December 4, 2003. You may submit comments online at Metro's website:

www.metro-region.org/rtp

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

Comments:

Submitted by:

Name

Street Address *City/Zip*

Phone *E-Mail*

Send me more info:

☐ *2000 RTP Document CD* *Other RTP Info:* _____

☐ *Please add me to the RTP interested citizens mailing/e-mail lists*

3

2004 Regional Transportation Plan

Technical Update

October 31, 2003

METRO

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Metro serves 1.3 million people who live in Clackamas, Multnomah and Washington counties and the 24 cities in the Portland metropolitan area. The regional government provides transportation and land-use planning services and oversees regional garbage disposal and recycling and waste reduction programs.

Metro manages regional parks and greenspaces and owns the Oregon Zoo. It also oversees operation of the Oregon Convention Center, the Portland Center for the Performing Arts and the Portland Metropolitan Exposition (Expo) Center, all managed by the Metropolitan Exposition Recreation Commission.

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METRO

2004 Regional Transportation Plan

Technical Update Highlights

Recent Technical Amendments

Since the last update to the Regional Transportation Plan (RTP) in August 2000, the Metro Council adopted a number of technical amendments that were mandated by the Oregon Land Conservation and Development Commission (LCDC) as part of the RTP acknowledgement process. These amendments were adopted in 2002, and are reflected in the published version of the RTP.

Proposed Technical Amendments

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

- Powell-Foster Corridor Study – Phase I Recommendations
- I-5 South – Wilsonville Area Study
- Regional Travel Option Strategic Planning
- RTP Modal Target Study
- Damascus/Boring Concept Plan
- Transportation Adequacy Policy – Transportation Planning Rule Requirements
- National Highway System (NHS) Routes Update

The proposed amendments are detailed in the attached strikethrough/underscore version of Chapter 6 of the 2000 Regional Transportation Plan. A number of other minor "housekeeping" edits are also shown in the proposed amendments to this chapter.

CHAPTER 6

Implementation

6.0 Introduction

The policies and transportation strategy in this plan reflect federal, state and regional planning requirements, while balancing the need for transportation improvements with increasingly limited funding. As such, the plan serves as a 20-year blueprint for transportation improvements in the region. However, there is much work to be done. Implementing this plan will require a cooperative effort by all jurisdictions responsible for transportation planning in the region, and will involve the following:

- adoption of regional policies and transportation strategies in local plans
- a concerted regional effort to secure needed funding to build planned transportation facilities and maintain and operate an expanded transportation system
- construction of the transportation improvements needed to serve expected growth and address existing safety concerns
- focusing strategic improvements that leverage key 2040 Growth Concept components
- periodic updates of the plan to respond to development trends and the associated changes in travel demand
- incorporating transportation solutions from corridor-level or subarea refinement plans
- ongoing monitoring for consistency with the local TSP development and other implementing agency plans, including the Oregon Department of Transportation's Six-Year Program and Tri-Met's Transit Development Plan

The transportation strategy described in Chapter 5 of the plan will not meet all of the region's 20-year transportation needs, but it is a significant first step towards achieving the preferred system. Instead, it represents a pragmatic balance between the need to maintain existing infrastructure and keep pace with expected growth in the region and the realities of limited transportation funding. As the region moves forward with implementation of this plan, a new paradigm for how we view the transportation system must evolve. Like other urban utilities, transportation infrastructure must increasingly be viewed as a scarce commodity that should be managed and allocated to reflect the growing cost and complexity of expanding the system.

This chapter describes the steps necessary to implement the plan, including:

- compliance with federal, state and regional planning requirements
- implementation of the plan through local TSPs

- relationship to the Metropolitan Transportation Improvement Plan
- process for updating and amending the plan
- process for completing refinement plans, and locations where refinement plans must be completed
- outstanding issues that cannot be addressed at this time, but must be considered in future updates to the plan

Following this chapter are other important resources for implementing the plan, including appendices that describe proposed transportation projects and strategies in more detail, and a separate background document that describes much of the methodology used to develop this plan.

6.1 Demonstration of Compliance with Federal Requirements

6.1.1 Metropolitan Planning Required by TEA-21

The metropolitan planning process outlined by Congress in the federal Transportation Equity Act for the 21st Century (TEA-21) establishes a cooperative, continuous and comprehensive framework for making transportation investment decisions in metropolitan areas throughout the United States. Program oversight is a joint FHWA/FTA responsibility. The federal planning requirements were originally promulgated as part of the 1992 federal Intermodal Surface Transportation Efficiency Act (ISTEA), and were substantially reaffirmed by TEA-21 in 1998.

Among the most significant continuing provisions of TEA-21 for the Metro region are the following planning requirements:

- Metro, in cooperation with the ODOT, Tri-Met and other transit operators, remain responsible for determining the best mix of transportation investments to meet metropolitan transportation needs.
- Metro is responsible for adopting the Regional Transportation Plan.
- Metro is responsible for adopting the MTIP. ODOT must include the MTIP without change in the STIP. The Governor is designated to resolve any disagreements between Metro's MTIP and ODOT's STIP.
- The RTP must provide a 20-year planning perspective, addressing air quality consistency, fiscal constraint and public involvement requirements established under the original ISTEA.
- The Oregon Department of Environmental Quality must adopt an Oregon State Implementation Plan (SIP). The SIP includes actions that must be adopted by Metro and results in an emissions budget for carbon monoxide and ozone. Metro must demonstrate

progress toward implementing the actions identified in the SIP and demonstrate conformity with the carbon monoxide and ozone emissions budget.

- A Congestion Management System (CMS) is required in larger metropolitan areas that are designated as air quality maintenance or non-attainment areas. The Portland metropolitan region was designated as a maintenance area in 1997. Highway projects that increase single-occupant vehicle capacity must be consistent with the CMS.

- The CMS continues the requirement that alternatives to motor vehicle capacity increases be evaluated prior to adding single-occupant vehicle projects.

- Federal Highway Administration and Federal Transit Administration certification of the planning process is required in larger metropolitan areas, including the Metro region.

TEA-21 consolidated the 16 planning factors from the original ISTEA into seven broad areas to be considered in the planning process (contained in section 1203(f) of the federal act). These factors are advisory, and failure to consider any one of the factors is not reviewable in court. However, the seven factors seek to:

- Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity and efficiency

- Increase the safety and security of the transportation system for motorized and non-motorized users

- Increase the accessibility and mobility options available to people and for freight

- Protect and enhance the environment, promote energy conservation and improve quality of life

- Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight

- Promote efficient system management and operation

- Emphasize the preservation of the existing transportation system

Each of these factors has been addressed through RTP policies identified in Chapter 1 of this plan and selection of the proposed transportation projects and programs identified in Chapter 3 of this plan. Specific sections that address the seven federal planning factors are detailed in the RTP Background Document.

In addition to changes to the ISTEA planning factors and scope of regional transportation planning, TEA-21 also modified several other elements of the federal ISTEA. Under the revised provisions, the Regional Transportation Plan must:

- Include operation and management of the transportation system in the general objectives of the planning process

- Address transportation planning area boundary relationship to non-attainment area boundaries; boundaries established on date of enactment remain as is, but future expansions of non-attainment area boundaries do not force expansion of transportation planning area unless agreed to by the Governor and Metro

- Coordinate with neighboring MPOs where a project crosses planning area boundaries

- Specifically identify freight shippers and users of public transit on the list of stakeholders to be given opportunity to comment on plans and TIPs

- Cooperate with ODOT and transit agencies in the development of financial estimates that support plan and TIP development

- Identify projects that will be implemented within a forecast of revenues that can be reasonably expected to be available over the life of the Regional Transportation Plan. The Regional Transportation Plan may also include additional projects that may be identified for illustrative purposes, and would be included in plans and TIPs if additional resources were available. Additional action by ODOT, Metro and the Secretary of Transportation is required to advance such projects

The RTP meets the TEA-21 provisions through its policies and project selection criteria. A summary of RTP compliance with these provisions is included in the RTP Background Document.

6.1.2 Air Quality Conformity: Criteria that Constitutes a Conformed Plan

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

- Making reasonable progress on Transportation Control Measures as identified in the SIP

- Staying within the carbon monoxide and ozone emissions budgets set for transportation with the SIP based upon a fiscally constrained transportation network

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

6.1.3 Demonstration of Air Quality Conformity

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

6.2 Demonstration of Compliance with State Requirements

This section identifies the applicable state regulations for the regional transportation system plan and identifies the corresponding provisions contained in this RTP. Findings of Fact and Conclusions of Law explaining TPR compliance, ~~which were~~ will be adopted with the ~~2000~~ 2004 RTP, ~~are found~~ and will be included in Appendix 5.0.

6.2.1 System Plan Required by Oregon Transportation Planning Rule

The Oregon Transportation Planning Rule (TPR) sets forth a number of requirements for Metro's Transportation System Plan (TSP). This RTP has a number of purposes. This Plan is adopted as the regional functional plan for transportation and the federal metropolitan transportation plan, as well as the regional TSP under state law. The RTP as regional TSP, must address provisions of Oregon Administrative Rule 660.012.000 applicable to regional TPSs.

The following TPR provisions are addressed in the portions of this multipurpose plan indicated under each applicable TPR requirement. Together, these portions of the ~~2000~~ 2004 RTP comprise the regional TSP. Other portions of the RTP not indicated under the applicable TPR requirement address regional and federal planning issues beyond the regional TSP under this administrative rule.

- **660.012.0015(2) - MPOs shall prepare TSPs in compliance with TPR**
  Metro is required to prepare a Transportation System Plan (TSP) for facilities of regional significance within Metro's jurisdiction. The portions of the ~~2000~~ 2004 RTP which constitutes the regional transportation system plan are provisions of Chapters 1, 2, 5, 6 and the Appendix which address regional TSP issues, including the priority system of improvements.

- **660.012.0020 - TSP adequately serves regional transportation needs**
  The RTP fully addresses this requirement by identifying the region's 20-year transportation needs in Chapter 2, including the future motor vehicle, public transportation, bicycle, pedestrian and freight system improvements, and complementary demand management, parking and financing programs in Chapter 5 adequate to respond to these identified needs.

- **660.012.0025 - Complying with Statewide Planning goals**
  This is the first regional TSP adopted in the metro region. As such, the ~~2000~~ 2004 RTP identifies transportation needs for regional facilities for the purpose of informing regional and local transportation and land-use planning. In some cases where a need has been established, decisions regarding function, general location and mode are deferred to a

refinement plan or local TSP. In these cases, the findings in Chapter 5 describe how these needs are met for the purpose of RTP analysis, and Sections 6.7.5 and 6.7.6 of this chapter establish the need for refinement planning, and base assumptions for specific refinement plans that are needed to ensure consistency with the RTP.

- **660. 012.0025(3) - Refinement plans allowed**
  A number of refinement plans are proposed in the 2000 RTP, including 16 corridor plans and three area plans. Section 6.7 of this chapter describes the purpose and scope of refinement plans.

- **660.012.0030 - Determination of transportation needs**
  The project development phase of the ~~2000~~ 2004 RTP followed the congestion management requirements of Section 6.6.3 of this chapter, which incorporates the TPR requirements for determining transportation needs.

- **660.012.0035 - Transportation system evaluation required**
  This ~~2000~~ 2004 RTP represents a minor update to the 2000 RTP, which was ~~is~~ built on an extensive foundation of modeling and analysis. The Region 2040 project included five separate land use and transportation scenarios, including the alternative adopted and acknowledged in the 1995 Regional Urban Growth Goals and Objectives as the 2040 Growth Concept. A detailed transportatoin system was developed and modeled for each scenario, and the lessons learned from this effort were the starting point for the 2000 RTP update. Next, a level-of-service alternatives analysis was developed to further refine the region's system performance standards. Finally, the system development component of the 2000 RTP update included four separate rounds of modeling and analysis that combined the principles of the Region 2040 project and the level of service analysis.

  For the purpose of complying with this requirement, the ~~Priority~~ Preferred System in Chapter ~~5~~ 3 of the ~~2000~~ 2004 RTP establishes a scale of the improvements that are adequate to meet state and regional travel needs in the Metro area, including the needs of the disadvantaged, the movement of goods and the protection of farm and forest resources within rural reserves.

- **660.012.0035(4) - Reduction in vehicle miles traveled per capita**
  The ~~2000~~ 2004 RTP addresses this requirement through the non-SOV modal targets set forth in Table 1.3 of this plan. The modal targets are linked to the 2040 Growth Concept, and if met, would result in satisfying the required 10 percent reduction in vehicle miles traveled per capita over the 20-year plan period. The non-SOV modal targets set the context for transportation improvements proposed in this plan. The analysis in Chapter 5 establishes that the region is making substantial progress toward meeting this TPR requirement, though the modal targets would not be met in all areas, due to the relative state of urbanization at the conclusion of the planning period. Areas with the greatest concentration of mixed-use development and quality transit service will easily meet the targets, while areas that are still developing are expected to meet the targets beyond the 20-year plan period.

These findings represent the good faith effort required to comply with this element of the TPR. An outstanding issue in Section 6.8.10 of this chapter directs future updates of the RTP to expand on alternative measures that both comply with the TPR, and improve on the plan's ability to identify appropriate transportation projects to meet identified needs.

- **660.012.0035(6) - Measures and objectives required for non-auto travel**
  The non-SOV modal targets in Table 1.3 of this plan provide the basic framework for compliance with this TPR provision, which requires a number of measures for demonstrating reduced reliance on the automobile. Other policies in Chapter 1 of this plan complement the non-SOV modal targets, and findings in Chapter ~~5~~ 3 of this plan demonstrate a reduced reliance on the automobile based on the proposed system improvements.

- **660.012.0040 - Transportation funding program**
  The project descriptions in Appendix 1.1 and financial analysis in Chapter 4 of this plan satisfy the various TPR trnasportation funding requirements. Benchmarks in Section 6.5.3 of this chapter will address TPR requirements for implementation of the RTP through the MTIP.

- **660.012.0050 - Transportation project development**
  Section 6.7 of this chapter establishes the regional project development requirements for improvements included in the RTP. These and other related requirements are consistent with TPR provisions for project development.

Metro's adoption of the ~~2000~~ 2004RTP provisions that address these applicable provisions of the TPR establishes the regional TSP for the Metro region. Through the consistency review process, local TSPs will be evaluated to ensure that local strategies needed to satisfy the above regional planning requirements are implemented. However, local TSPs are not required to make specific findings on these TPR provisions for the regional system, since the RTP establishes compliance for the Metro region. Appendix 5.0 will includes full findings of compliance with the TPR.

6.2.2 Regional TSP Provisions Addressed Through Local TSPs

The ~~2000~~ 2004 RTP establishes compliance for regional TSP requirements with the policies, projects and financial analysis contained in this plan. Local consistency with the 2004 ~~2000~~ RTP is described in Section 6.4.1. However, implementation of some regional TSP requirements will occur only through local implementation of RTP policies. These include adoption of the modal targets specified in Policy 19.0 of Chapter 1, and in parking management requirements contained in Title 2 of the Urban Growth Management Functional Plan. Local adoption of the Chapter 1 modal targets is necessary to demonstrate compliance with the VMT/Capita reduction findings described in Chapter ~~5~~ 3 of the plan.

6.2.3 Special Designations in the Oregon Highway Plan (OHP)

The Oregon Highway Plan (OHP) establishes three special district designations for certain areas along state-owned facilities. The purpose of the designations is to respond to unique community access and circulation needs, while maintaining statewide travel function. Though these special districts are generally identified jointly between ODOT and local jurisdictions, the RTP establishes

a policy framework that supports these OHP designations through the 2040 Growth Concept and corresponding regional street design classifications contained in Section 1.3.5. The following is a summary of how RTP street design designations correspond to the OHP special district classifications:

- *Special Transportation Area (STA):* This designation is intended to provide access to community activities, businesses and residences along state facilities in a downtown, business district or community center. In these areas, the OHP acknowledges that local access issues outweigh highway mobility, except on certain freight routes, where mobility needs are more balanced with local access.

The RTP addresses this OHP designation through the boulevard design classifications, located in the 2040 central city, regional center, town center and main street land use components. In the Metro region, state routes designated as boulevards that also meet other standards as defined in the OHP, are eligible to be designated STAs. Further, the application of the boulevard design classifications also factors in major freight corridors, and this design classification is generally not applied to such routes.

- *Commercial Center:* This designation applies to relatively large (400,000 square feet) commercial centers located along state facilities. In these areas, the OHP allows for consolidate access roads or driveways that serve these areas, but such access is subject to meeting OHP mobility standards on the state highway serving the center. If the center has consolidated access roads and meets other OHP standards, the OHP mobility standard may be reduced.

The RTP supports this OHP designation with the throughway design classifications, which include freeway and highway design types. The throughway designs are mobility-oriented, and generally apply to routes that form major motor vehicle connections between the central city, regional centers and intermodal facilities. The throughway design classifications support the concept of limiting future access on a number of state facilities in the region that are designated as principal routes in the RTP.

- *Urban Business Area (UBA):* This designation recognizes existing commercial strips or centers along state facilities with the objective of balancing access need with the need to move through-traffic.

In the Metro region, these areas are generally designated as mixed-use corridors and neighborhoods in the 2040 Growth Concept, and a corresponding regional or community street design classification in the RTP which calls for a balance between motor vehicle mobility, and local access. These designs are multi-modal in nature, and include transit, bicycle and pedestrian design features, consistent with the OHP designation. The regional and community street classification can also be found in some regional and town centers, and where these are state routes, the facility is eligible for the OHP designation of Urban Business Area.

6.2.4 Compliance with State Requirements

Compliance with Statewide Planning Goals

Together, the RTP and city and county TSPs that implement the RTP will constitute the land use decision about need, mode, and function and general location of planned transportation facilities and improvements shown in the RTP. As the regional transportation system plan, the RTP constitutes the land use decision about need, mode and function of planned transportation facilities and improvements. The RTP also identifies the general location of planned transportation facilities and improvements.

The land use decision specifying the general location of planned regional transportation facilities and improvements will be made by cities and counties as they develop and adopt local TSPs that implement the RTP. While the specific alignment of a project may be incorporated into a TSP, such decisions are subject to the project development requirements in Section 6.7, and must include findings of consistency with applicable statewide planning goals, as described below.

In preparing and adopting local TSPs, cities and counties will prepare findings showing how specific alignment of planned regional facilities or general location or specific alignment of local facilities is consistent with provisions of the RTP, acknowledged comprehensive plans and applicable statewide planning goals, if any. If the actual alignment or configuration of a planned facility proposed by a city or county is inconsistent with the general location of a facility in the RTP, the process described in Section 6.4 to resolve such issues shall be used prior to a final land use decision by a city or county.

This section describes how cities and counties will address consistency with applicable local comprehensive plans and statewide planning goals.

General Location of Planned Transportation Facilities

Maps included in the RTP illustrate the general location of planned transportation facilities and improvements. For the purposes of this plan, the general location of transportation facilities and improvements is the location shown on maps adopted as part of this plan and as described in this section. Where more than one map in the RTP shows the location of a planned facility, the most detailed map included in the plan shall be the identified general location of that facility.

Except as otherwise described in the plan, the general location of planned transportation and facilities is as follows:

For new facilities, the general location includes a corridor within 200 feet of the location depicted on the maps included within the RTP. For interchanges, the general location corresponds to the general location of the crossing roadways. The general location of connecting ramps is not specified. For existing facilities that are planned for improvement the general location includes a corridor within fifty feet of the existing right-of-way. For realignments of existing facilities the general location includes a corridor within 200 feet of the segment to be realigned, measured from the existing right-of-way or as depicted on the plan map.

Local transportation system plans and project development are consistent with the RTP if a planned facility or improvement is sited within the general location shown on the RTP maps and described

above in this section. Cities and counties may refine or revise the general location of planned facilities as they prepare local transportation system plans to implement the RTP. Such revisions may be appropriate to lessen project impacts, or to comply with applicable requirements in local plans or statewide planning goals. A decision to authorize a planned facility or improvement outside of the general location shown and described in the RTP requires an amendment to the RTP to revise the proposed general location of the improvement.

Transportation Facilities and Improvements authorized by existing acknowledged comprehensive plans

New decisions are required to authorize transportation facilities and improvements included in the RTP that are not authorized by the relevant jurisdiction's acknowledged comprehensive plan on August 10, 2000. Many of the facilities and improvements included in the RTP are currently authorized by the existing, acknowledged comprehensive plans. Additional findings demonstrating consistency with an acknowledged plan or the statewide planning goals are required only if the facility or improvement is not currently allowed by the jurisdiction's existing acknowledged comprehensive plan. Additional findings would be required if a local government changes the function, mode or general location of a facility from what is currently provided for in the acknowledged comprehensive plan.

Applicability of Statewide Planning Goals to decisions about General Location

Several statewide planning goals include "site specific" requirements that can affect decisions about the general location of planned transportation facilities. These include:

Goal 5	Open Spaces, Scenic, Historic and Natural Resources
Goal 7	Natural Hazards and Disasters
Goal 9	Economic Development, as it relates to protection of sites for specific uses (i.e. such as sites for large industrial uses)
Goal 10	Housing, as it relates to maintaining a sufficient inventory of buildable lands to meet specific housing needs (such as the need for multi-family housing)
Goal 15	Willamette River Greenway

Generally, compliance with the goals is achieved by demonstrating compliance with an acknowledged comprehensive plan. If City and county plans have been acknowledged to comply with the Goals and related rules, a planned improvement consistent with that plan is presumed to comply with the related goal requirement. Cities and counties may adopt the general location for needed transportation improvements, and defer findings of consistency with statewide planning goals to the project development phase. However, specific alignment decisions included in a local TSP must also include findings of consistency with applicable statewide planning goals.

In some situations, the Statewide Planning Goals and related rules may apply in addition to the acknowledged plan. This would occur, for example, if the jurisdiction is in periodic review, or an adopted statewide rule requirement otherwise requires direct application of the goal. Cities and

counties will assess whether there are applicable goal requirements, and adopt findings to comply with applicable goals, as they prepare local transportation system plans to implement the regional transportation plan.

If in preparing a local TSP, a city or county determines that the identified general location of a transportation facility or improvement is inconsistent with an applicable provision of its comprehensive plan or an applicable statewide planning goal requirement, it shall:

- propose a revision to the general location of the planned facility or improvement to accomplish compliance with the applicable plan or goal requirement. If the revised general location is outside the general location specified in the RTP, this would require an amendment to the RTP; or

- propose a revision to the comprehensive plan to authorize the planned improvement within the general location specified in the RTP. This may require additional goal findings, for example, if a goal-protected site is affected.

Effect of an Approved Local TSP on Subsequent Land Use Decisions

Once a local TSP is adopted and determined to comply with the RTP and applicable local plans and statewide planning goals, the actual alignment of the planned transportation facility or improvement is determined through the project development process. Subsequent actions to provide or construct a facility or improvement that are consistent with the local TSP may rely upon and need not reconsider the general location of the planned facility.

Additional land use approvals may be needed to authorize construction of a planned transportation improvement within the general location specified in an adopted local transportation system plan. This would occur if the local comprehensive plan and land use regulations require some additional review to authorize the improvement, such as a conditional use permits. Generally, the scope of review of such approvals should be limited to address siting, design or alignment of the planned improvement within the general location specified in the local TSP.

6.3 Demonstration of Compliance with Regional Requirements

In November 1992, the voters approved Metro's Charter. The Charter established regional planning as Metro's primary mission and required the agency to adopt a Regional Framework Plan (RFP). The plan was subsequently adopted in 1997, and now serves as the document that merges all of Metro's adopted land-use planning policies and requirements. Chapter 2 of the Regional Framework Plan describes the different 2040 Growth Concept land-use components, called "2040 Design Types," and their associated transportation policies. The Regional Framework Plan directs Metro to implement these 2040 Design Types through the RTP and Metropolitan Transportation Improvement Program (MTIP). These requirements are addressed as follows:

- Chapter 1 of the updated RTP has been revised to be completely consistent with applicable framework plan policies, and the policies contained in Chapter 1 of this plan incorporate all of the policies and system maps included in Chapter 2 of the framework plan. These policies served as a starting point for evaluating all of the system improvements proposed in this plan, and the findings in Chapter 3 and 5 of the

RTP demonstrate how the blend of proposed transportation projects and programs is consistent with the Regional Framework Plan and 2040 Growth Concept.

- The MTIP process has also been amended for consistency with the Regional Framework Plan. During the Priorities 2000 MTIP allocation process, project selection criteria were based on 2040 Growth Concept principles, and funding categories and criteria were revised to ensure that improvements critical to implementing the 2040 Growth Concept were adequately funded.

Prior to completion of ~~this updated~~the 2000 RTP, several transportation planning requirements were included in the *Urban Growth Management Functional Plan* (UGMFP), which was enacted to address rapid growth issues in the region while the Regional Framework Plan and other long-range plans were under development. ~~This~~ The 2000 RTP ~~now replaces~~ replaced and expand~~eds~~ the performance standards required for all city and county comprehensive plans in the region contained in Title 6 of the UGMFP. *See Sections 6.4.4 through 6.4.7, 6.6, 6.6.3 and 6.7.3.* In addition, parking policies contained in this plan were developed to complement Title 2 of the UGMFP, which regulates off-street parking in the region. *See Section 1.3.6, Policy 19.1.* Therefore, this RTP serves as a discrete functional plan that is both consistent with, and fully complementary of the UGMFP.

To ensure consistency between the ~~2000~~ 2004 RTP and local transportation system plans (TSPs), Metro shall develop a process for tracking local TSP project and functional classification refinements that are consistent with the RTP, and require a future amendment to be incorporated into the RTP. Such changes should be categorized according to degrees of significance and impact, with major changes subject to policy-level review and minor changes tracked administratively. This process should build on the established process of formal comment on local plan amendments relevant to the RTP.

6.4 Local Implementation of the RTP

6.4.1 Local Consistency with the RTP

The comprehensive plans adopted by the cities and counties within the Metro region are the mechanisms by which local jurisdictions plan for transportation facilities. These local plans identify future development patterns that must be served by the transportation system. Local comprehensive plans also define the shape of the future transportation system and identify needed investments. All local plans must demonstrate consistency with the RTP as part of their normal process of completing their plan or during the next periodic review. Metro will continue to work in partnership with local jurisdictions to ensure plan consistency.

The ~~2000~~ 2004 RTP is Metro's regional functional plan for transportation. Functional plans by state law include "recommendations" and "requirements." The listed RTP elements below are all functional plan requirements. Where "consistency" is required with RTP elements, those elements must be included in local plans in a manner that substantially complies with that RTP element. Where "compliance" is required with RTP elements, the requirements in those elements must be included in local plans as they appear in the RTP.

For inconsistencies, cities and counties, special districts or Metro may initiate the dispute resolution process detailed in this chapter prior to action by Metro to require an amendment to a local comprehensive plan, transit service plan or other facilities plan. Specific elements in the 2000 RTP that require city, county and special district compliance or consistency are as follows:

Chapter 1 *Consistency with policies, objectives, motor vehicle level-of-service measure and modal targets, system maps and functional classifications including the following elements of Section 1.3:*

- *regional transportation policies 1 through 20 and objectives under those policies*
- *all system maps (Figures 1.1 through 1.19, including the street design, motor vehicle, public transportation, bicycle, pedestrian and freight systems)*
- *motor vehicle performance measures (Table 1.2), or alternative performance measures as provided for in Section 6.4.7(1)*
- *regional non-SOV modal targets (Table 1.3)*

Chapter 2 *Consistency with the ~~2020~~2025 population and employment forecast contained in Section 2.1 and 2.3, or alternative forecast as provided for in Section 6.4.9 of this chapter, but only for the purpose of TSP development and analysis.*

Chapter 6 *Compliance with the following elements of the RTP implementation strategy:*

- *Local implementation requirements contained in Section 6.4*
- *Project development and refinement planning requirements and guidelines contained in Section 6.7*

For the purpose of local planning, all remaining provisions in the RTP are recommendations unless clearly designated in this section as a requirement of local government comprehensive plans. All local comprehensive plans and future amendments to local plans are required by state law to be consistent with the adopted RTP. For the purpose of transit service planning, or improvements to regional transportation facilities by any special district, all of the provisions in the RTP are recommendations unless clearly designated as a requirement. Transit system plans are required by federal law to be consistent with adopted RTP policies and guidelines. Special district facility plans that affect regional facilities, such as port or passenger rail improvements, are also required to be consistent with the RTP.

The state Transportation Planning Rule (TPR) requires most cities and counties in the Metro region to adopt local Transportation System Plans (TSPs) in their comprehensive plans. These local TSPs are required by the TPR to be consistent with the RTP policies, projects and performance measures identified in this section.

6.4.2 Local TSP Development

Local TSPs must identify transportation needs for a 20-year planning period, including needs for regional travel within the local jurisdiction, as identified in the RTP. Needs are generally identified either through a periodic review of a local TSP or a specific comprehensive plan amendment. Local TSPs that include planning for potential urban areas located outside the urban growth boundary shall also include project staging that links the development of urban infrastructure in these areas to future expansion of the urban growth boundary. In these areas, local plans shall also prohibit the construction of urban transportation improvements until the urban growth boundary has been expanded and urban land use designations have been adopted in local comprehensive plans.

Once a transportation need has been established, an appropriate transportation strategy or solution is identified through a two-phased process. The first phase is system-level planning, where a number of transportation alternatives are considered over a large geographic area such as a corridor or local planning area, or through a local or regional Transportation System Plan (TSP). The purpose of the system-level planning step is to:

- consider alternative modes, corridors, and strategies to address identified needs
- determine a recommended set of transportation projects, actions, or strategies and the appropriate modes and corridors to address identified needs in the system-level study area

The second phase is project-level planning (also referred to as project development), and is described separately in this chapter in Section 6.7.

Local TSP development is multi-modal in nature, resulting in blended transportation strategies that combine the best transportation improvements that address a need, and are consistent with overall local comprehensive plan objectives.

6.4.3 Process for Metro Review of Local Plan Amendments, Facility and Service Plans

Metro will review local plans and plan amendments, and facility plans that affect regional facilities for consistency with the RTP. Prior to adoption by ordinance, local TSPs shall be reviewed for consistency with these elements of the RTP. Metro will submit formal comment as part off the adoption process for local TSPs to identify areas where inconsistencies with the RTP exist, and suggest remedies.

Upon adoption of a local TSP, Metro will complete a final consistency review, and a finding of consistency with applicable elements of the RTP will be forwarded to the state Department of Land Conservation and Development (DLCD) for consideration as part of state review of local plan amendments or local periodic review. A finding of non-compliance for local TSPs that are found to be inconsistent with the RTP will be forwarded to DLCD if conflicting elements in local plans or the RTP cannot be resolved between Metro and the local jurisdiction.

The following procedures are required for local plan amendments:

1. When a local jurisdiction or special district is considering plan amendments or facility plans which are subject to RTP local plan compliance requirements, the jurisdiction shall forward the proposed amendments or plans to Metro prior to public hearings on the amendment.

2. Within four weeks of receipt of notice, the Transportation Director shall notify the local jurisdiction through formal written comment whether the proposed amendment is consistent with RTP requirements, and what, if any, modifications would be required to achieve consistency. The Director's finding may be appealed by both the local jurisdiction or the owner of an affected facility, first to JPACT and then to the Metro Council.

3. A jurisdiction shall notify Metro of its final action on a proposed plan amendment.

4. Following adoption of a local plan, Metro shall forward a finding of consistency to DLCD, or identify inconsistencies that were not remedied as part of the local adoption process.

6.4.4 Transportation Systems Analysis Required for Local Plan Amendments

This section applies to city and county comprehensive plan amendments or to any local studies that would recommend or require an amendment to the Regional Transportation Plan to add significant single occupancy vehicle (SOV) capacity to the regional motor vehicle system, as defined by Figure 1.12. This section does not apply to projects in local TSPs that are included in the ~~2000~~ 2004 RTP. For the purpose of this section, significant SOV capacity is defined as any increase in general vehicle capacity designed to serve 700 or more additional vehicle trips in one direction in one hour over a length of more than one mile. This section does not apply to plans that incorporate the policies and projects contained in the RTP.

Consistent with Federal Congestion Management System requirements (23 CFR Part 500) and TPR system planning requirements (660-12), the following actions shall be considered when local transportation system plans (TSPs), multi-modal corridor and sub-area studies, mode specific plans or special studies (including land-use actions) are developed:

1. Transportation demand strategies that further refine or implement a regional strategy identified in the RTP

2. Transportation system management strategies, including intelligent Transportation Systems (ITS), that refine or implement a regional strategy identified in the RTP

3. Sub-area or local transit, bicycle and pedestrian system improvements to improve mode split

4. The effect of a comprehensive plan change on mode split targets and actions to ensure the overall mode split target for the local TSP is being achieved

5. Improvements to parallel arterials, collectors, or local streets, consistent with connectivity standards contained in Section 6.4.5, as appropriate, to address the transportation need and to keep through trips on arterial streets and provide local trips with alternative routes

6. Traffic calming techniques or changes to the motor vehicle functional classification, to maintain appropriate motor vehicle functional classification

7. If upon a demonstration that the above considerations do not adequately and cost-effectively address the problem, a significant capacity improvement may be included in the comprehensive plan

Upon a demonstration that the above considerations do not adequately and cost-effectively address the problem and where accessibility is significantly hindered, Metro and the affected city or county shall consider:

1. Amendments to the boundaries of a 2040 Growth Concept design type

2. Amendments or exceptions to land-use functional plan requirements

3. Amendments to the 2040 Growth Concept

4. Designation of an Area of Special Concern, consistent with Section 6.7.7.

Demonstration of compliance will be included in the required congestion management system compliance report submitted to Metro by cities and counties as part of system-level planning and through findings consistent with the TPR in the case of amendments to applicable plans.

6.4.5 Design Standards for Street Connectivity

The design of local street systems, including "local" and "collector" functional classifications, is generally beyond the scope of the 2000 RTP. However, the aggregate effect of local street design impacts the effectiveness of the regional system when local travel is restricted by a lack of connecting routes, and local trips are forced onto the regional network. Therefore, streets should be designed to keep through trips on arterial streets and provide local trips with alternative routes. The following mapping requirements and design standards are intended to improve local circulation in a manner that protects the integrity of the regional transportation system.

Cities and counties within the Metro region are required to amend their comprehensive plans, implementing ordinances and administrative codes, if necessary, to comply with or exceed the following mapping requirements and design standards:

1. Cities and counties must identify all contiguous areas of vacant and redevelopable parcels of five or more acres planned or zoned for residential or mixed-use development and prepare a conceptual new streets plan map. The map shall be adopted as a part of the Transportation System Plan element of the local Comprehensive Plan. The purpose of this map is to provide guidance to land-owners and developers on desired street connections that will improve local access and preserve the integrity of the regional street system.

The conceptual street plan map should identify street connections to adjacent areas in a manner that promotes a logical, direct and connected street system. Specifically, the map should conceptually demonstrate opportunities to extend and connect to existing streets, provide direct public right-of-way routes, and limit the potential of cul-de-sac and other closed-end street designs.

2. In addition to preparing the above conceptual street plan map, cities and counties shall require new residential or mixed-use development involving construction of new street(s) to provide a site plan that reflects the following:

   a. Street connections:

      - Responds to and expands on the conceptual street plan map as described in Section 6.4.5(1) for areas where a map has been completed.

      - Provides full street connections with spacing of no more than 530 feet between connections except where prevented by barriers such as topography, railroads, freeways, pre-existing development, or where lease provisions, easements, covenants or other restrictions existing prior to May 1, 1995 which preclude street connections.

      - Where streets must cross water features identified in Title 3 of the Urban Growth Management Functional Plan (UGMFP), provide crossings at an average spacing of 800 to 1,200 feet, unless habitat quality or length of crossing prevents a full street connection.

   b. Accessways:

      - When full street connections are not possible provides bike and pedestrian accessways on public easements or rights-of-way in lieu of streets. Spacing of accessways between full street connections shall be no more than 330 feet except where prevented by barriers such as topography, railroads, freeways, pre-existing development, or where lease provisions, easements, covenants or other restrictions existing prior to May 1, 1995 which preclude accessway connections.

      - Bike and pedestrian accessways that cross water features identified in Title 3 of the UGMFP should have an average spacing no more than 530 feet, unless habitat quality or length of crossing prevents a connection.

   c. Centers, main streets and station communities:

      - Where full street connections over water features identified in Title 3 of the UGMFP cannot be constructed in centers, main streets and station communities (including direct connections from adjacent neighborhoods), or spacing of full street crossings exceeds 1,200 feet, provide bicycle and pedestrian crossings at an average

spacing of 530 feet, unless exceptional habitat quality or length of crossing prevents a connection.

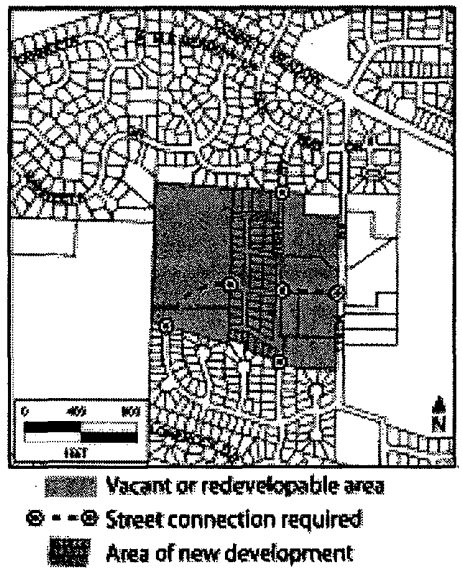
d. Other considerations:

- Limits the use of cul-de-sac designs and other closed-end street systems to situations where barriers prevent full street extensions.
- Includes no closed-end street longer than 200 feet or with more than 25 dwelling units.
- Includes street cross-sections demonstrating dimensions of right-of-way improvements, with streets designed for posted or expected speed limits.

For replacement or new construction of local street crossings on streams identified in Title 3 of the Urban Growth Management Functional Plan, Cities and Counties, TriMet, ODOT and the Port of Portland shall amend design codes, standards and plans to allow consideration of the stream crossing design guidelines contained in the Green Streets handbook.

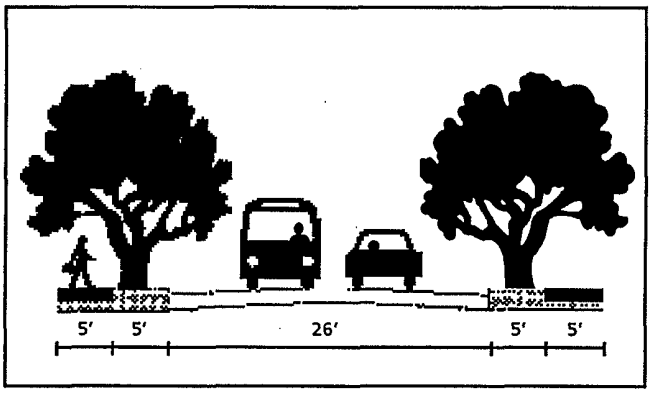
Figure 6.1 demonstrates a site plan map that a developer would provide to meet code regulations for the subdivision of a single parcel. Figure 6.2 shows a street cross-section that could be submitted by a developer for approval during the permitting process.

Figure 6.1
Site Plan Map



Source: Metro

Figure 6.2
Street Cross Section – Local Street, mid-block



Source: Metro

3. Street design code language and guidelines must allow for:

   a. Consideration of narrow street design alternatives. For local streets, no more than 46 feet of total right-of-way, including pavement widths of no more than 28 feet, curb-face to curb-face, sidewalk widths of at least 5 feet and landscaped pedestrian buffer strips that include street trees. Special traffic calming designs that use a narrow right-of-way, such as woonerfs and chicanes, may also be considered as narrow street designs.

   b. Short and direct public right-of-way routes to connect residential uses with nearby commercial services, schools, parks and other neighborhood facilities.

   c. Consideration of opportunities to incrementally extend streets from nearby areas.

   d. Consideration of traffic calming devices to discourage traffic infiltration and excessive speeds on local streets.

4. For redevelopment of existing land-uses that require construction of new streets, cities and counties shall develop local approaches to encourage adequate street connectivity.

6.4.6 Alternative Mode Analysis

Improvement in non-SOV mode share will be used as the key regional measure for assessing transportation system improvements in the central city, regional centers, town centers and station communities. For other 2040 Growth Concept design types, non-SOV mode share will be used as an important factor in assessing transportation system improvements. These modal targets will also be used to demonstrate compliance with per capita travel reductions required by the state TPR. This section requires that cities and counties establish non-SOV regional modal targets for all 2040 design types that will be used to guide transportation system improvements, in accordance with Table 1.3 in Chapter 1 of this plan:

1. Each jurisdiction shall establish an alternative mode share target (defined as non-single occupancy vehicle person-trips as a percentage of all person-trips for all modes of transportation) in local TSPs for trips into, out of and within all 2040 Growth Concept land-use design types within its boundaries. The alternative mode share target shall be no less than the regional modal targets for these 2040 Growth Concept land-use design types to be established in Table 1.3 in Chapter 1 of this plan.

2. Cities and counties, working with Tri-Met and other regional agencies, shall identify actions in local TSPs that will result in progress toward achieving the non-SOV modal targets. These actions should initially be based on RTP modeling assumptions, analysis and conclusions, and include consideration of the maximum parking ratios adopted as part of Title 2, section 3.07.220 of the *Urban Growth Management Functional Plan*; regional street design considerations in Section 6.7.3, Title 6, transportation demand management strategies and transit's role in serving the area. Local benchmarks for evaluating progress toward achieving modal targets may be based on future RTP updates and analysis, if local jurisdictions are unable to generate this information as part of TSP development.

3. Metro shall evaluate local progress toward achieving the non-SOV modal targets during the 20-year plan period of a local TSP using the Appendix 1.8 "TAZ Assumptions for Parking Transit and Connectivity Factors" chart as minimum performance requirements for local actions proposed to meet the non-SOV requirements.

6.4.7 Motor Vehicle Congestion Analysis

Motor Vehicle Level-Of-Service (LOS) is a measurement of congestion as a share of designed motor vehicle capacity of a road. Policy 13.0 and Table 1.2 of this plan establish motor vehicle level-of-service policy for regional facilities. These standards shall be incorporated into local comprehensive plans and implementing ordinances to replace current methods of determining motor vehicle congestion on regional facilities. Jurisdictions may adopt alternative standards that do not exceed the minimum LOS established in Table 1.2. However, the alternative standard must not:

- result in major motor vehicle capacity improvements that have the effect of shifting unacceptable levels of congestion into neighboring jurisdictions along shared regional facilities;

- result in motor vehicle capacity improvements to the principal arterial system (as defined in Figure 1.12) that are not recommended in, or are inconsistent with, the RTP.

- increase SOV travel to a measurable degree that affects local consistency with the modal targets contained in Table 1.3.

By definition, the RTP addresses congestion of regional significance through the projects identified in Chapter 5 or refinements plans contained in this chapter of the plan. Other, more localized congestion is more appropriately addressed through the local TSP process, and includes any locations on the regional Motor Vehicle System (Figure 1.12) that are not addressed by the RTP. Localized congestion occurs where short links within the transportation system are exceeding LOS standards, though the overall system in the vicinity of the congested link is performing acceptably.

In cases where these localized areas of congestion are located on Principal Arterial routes (as defined in Figure 1.12) or the Regional Freight System (Figure 1.17), they shall be evaluated as part of the local TSP process to determine whether an unmet transportation need exists that has not been addressed in the RTP. Should a local jurisdiction determine that an unmet need exists on such a facility, the jurisdiction shall identify the need in the local TSP, and propose one of the following actions to incorporate the need and recommended solution into the RTP:

- Identify the unmet need and proposed projects at the time of Metro review of local TSPs for consistency, but incorporate the project into the regional TSP during the next scheduled RTP update; or

- Propose an amendment to the RTP for unmet needs and resulting projects where a more immediate update of the regional TSP is appropriate or required.

Intersection analysis and improvements also generally fall outside of the RTP, and capacity improvements recommended in this plan generally apply to links in the regional system, not intersections.

For the purpose of demonstrating local compliance with Table 1.2 as part of a periodic review or plan amendment, the following procedure for conducting the motor vehicle congestion analysis shall be used:

1. *Analysis* – A transportation need is identified in a given location when analysis indicates that congestion has reached the level indicated in the "exceeds deficiency threshold" column of Table 1.2 and that this level of congestion will negatively impact accessibility, as determined through Section 6.4.7(2). The analysis should consider a mid-day hour appropriate for the study area and the appropriate two-hour peak-hour condition, either A.M. or P.M. or both, to address the problem. Other non-peak hours of the day, such as mid-day on Saturday, should also be considered to determine whether congestion is consistent with the acceptable or preferred operating standards identified in Table 1.2. The lead agency or jurisdictions will be responsible for determining the appropriate peak and non-peak analysis periods.

   An appropriate solution to the need is determined through requirements contained in this chapter. For regional transportation planning purposes, the recommended solution should be consistent with the acceptable or preferred operating standards identified in Table 1.2. A city or county may choose a higher level-of-service operating standard where findings of consistency with section 6.4.4 have been developed as part of the local planning process. The requirements in Section 6.6.2 shall also be satisfied in order to add any projects to the RTP based on the higher level-of-service standard.

2. *Accessibility* – If a deficiency threshold is exceeded on the regional transportation system as identified in Table 1.2, cities and counties shall evaluate the impact of the congestion on regional accessibility using the best available quantitative or qualitative methods. If a determination is made by Metro that exceeding the deficiency threshold negatively impacts regional accessibility, cities and counties shall follow the transportation systems

analysis and transportation project analysis procedures identified in Sections 6.4.2 and 6.7.3.

3. *Consistency* – The identified function or the identified capacity of a road may be significantly affected by planning for 2040 Growth Concept design types. Cities and counties shall take actions described in Section 6.7 of this chapter, including amendment of their transportation plans and implementing ordinances, if necessary, to preserve the identified function and identified capacity of the road, and to retain consistency between allowed land-uses and planning for transportation facilities.

6.4.8 Future RTP Refinements Identified through Local TSPs

The 2000 RTP represents the most extensive update to the plan since it was first adopted in 1982. It is the first RTP to reflect the 2040 Growth Concept, Regional Framework Plan and state Transportation Planning Rule. In the process of addressing these various planning mandates, the plan's policies and projects are dramatically different than the previous RTP. This update also represents the first time that the plan has considered growth in urban reserves located outside the urban growth boundary but expected to urbanize during the 20-year plan period. As a result, many of the proposed transportation solutions are conceptual in nature, and must be further refined.

In many cases, these proposed transportation solutions were initiated by local jurisdictions and special agencies through the collaborative process that Metro used to develop the updated RTP. However, the scope of the changes to the RTP will require most cities and counties and special agencies to make substantial changes to comprehensive, facility and service plans, as they bring local plans into compliance with the regional plan. In the process of making such changes, local jurisdictions and special agencies will further refine many of the solutions included in this plan.

Such refinements will be reviewed by Metro and, based on a finding of consistency with RTP policies, specifically proposed for inclusion in future updates to the RTP. Section 6.3 requires Metro to develop a process for to ensure consistency between the 2000 RTP and local TSPs by developing a process for tracking local project and functional classification refinements that are consistent with the RTP, but require a future amendment to be incorporated into the RTP. This process will occur concurrently with overall review of local plan amendments, facility plans and service plans, and is subject to the same appeal and dispute resolution process. While such proposed amendments to the RTP may not be effective until a formal amendment has been adopted, the purpose of endorsing such proposed changes is to allow cities and counties to retain the proposed transportation solutions in local plans, with a finding of consistency with the RTP, and to provide a mechanism for timely refinements to local and regional transportation plans.

6.4.9 Local ~~2020~~2025 Forecast – Options for Refinements

The 2000 RTP is a 20-year plan, with a ~~2020~~2025 forecast developed from ~~1994~~2000 base data. Metro produced an updated ~~2020~~2025 forecast that accounts for ~~urban reserve~~urban growth boundary actions, and estimates the amount of jobs and housing expected ~~in urban reserves~~ in ~~2020~~2025. Local TSPs using the ~~2020~~2025 forecast may experience different modeling outcomes in these areas than were observed during the development of the RTP. Therefore, Metro will accept local plans under the following four options:

1. Local plans in areas unaffected by urban ~~reserve~~ growth boundary actions may be developed using the RTP forecast for ~~2020~~2025 (which is based on ~~1994~~ 2000 data).

2. Local plans already under way at the time of RTP adoption, and which include areas affected by urban ~~reserve~~ growth boundary actions, may be developed using the RTP forecast for ~~2020~~2025 (based on ~~1994~~ 2000 data), with population and employment allocations adjusted by the local jurisdiction to reflect urban reserve actions. However, adjustments to population and employment allocations shall (a) remain within the holding capacity of a traffic zone or area, as defined by Metro's productivity analysis, and (b) not exceed traffic zone or area assumptions of the updated ~~2020~~2025 forecast.

3. Local plans in areas affected by urban reserve actions may use the updated ~~2020~~2025 forecast, and any subsequent differences in proposed transportation solutions will be reconciled during Metro's review of the local plan.

4. Local plans may be based on updated, locally developed population and employment data, conditions and ~~2020~~2025 forecasts. However, population and employment data and forecasts, and the methodology for generating the data and forecasts shall be coordinated at the county level, and accepted by Metro technical staff and TPAC as statistically valid. Subsequent adjustments to the population and employment allocations for traffic zones may be made in the local planning to reflect updated population and employment data and ~~2020~~2025 forecasts. Metro shall consider the updated locally developed data and forecasts in future RTP forecasts of population and employment. Subsequent differences in local TSP project recommendations that result from the differences in population and employment forecasts will be resolved in the next scheduled RTP update.

Metro will update the ~~2020~~2025 population and employment allocations periodically to reflect local and regional land-use decisions. For example, changes to the ~~2020~~2025 population and employment allocations could result if an urban reserve area is reduced in size or taken out altogether if the urban growth boundary is expanded or if local zoning capacity is amended to increase or decrease. The provisions in this section are for the purpose of TSP development and analysis, and do not necessarily apply to other planning activities.

6.4.10 Transit Service Planning

Efficient and effective transit service is critical to meeting mode-split targets, and the regional transit functional classifications are tied to 2040 Growth Concept land-use components. Local transportation system plans shall include measures to improve transit access, passenger environments and transit service speed and reliability for:

- rail station areas, rapid bus and frequent bus corridors where service is existing or planned

- regional bus corridors where services exists at the time of TSP development

To ensure that these measures are uniformly implemented, cities and counties shall:

1. Adopt a transit system map, consistent with the transit functional classifications shown in Figure 1.16, as part of the local TSP.

2. Amend development code regulations to require new retail, office and institutional buildings on sites at major transit stops to:

    1. Locate buildings within 20 feet of or provide a pedestrian plaza at the major transit stops

    2. Provide reasonably direct pedestrian connections between the transit stop and building entrances on the site

    3. Provide a transit passenger landing pad accessible to disabled persons (if not already existing to transit agency standards)

    4. Provide an easement or dedication for a passenger shelter and underground utility connection from the new development to the transit amenity if requested by the public transit provider

    5. Provide lighting at a transit stop (if not already existing to transit agency standards).

3. Consider designating pedestrian districts in a comprehensive plan or other implementing land use regulations as a means of meeting or exceeding the requirements of OAR 660-012-0045 (4a-c) and this plan section 6.4.10(2) above. Pedestrian district designation shall address the following criteria:

    (a) A connected street and pedestrian network, preferably through a local street and pedestrian network plan covering the affected area.

    (b) Designated pedestrian districts should specifically consider, but are not limited to these elements: Transit/pedestrian/bicycle interconnection; parking and access management; sidewalk and accessway location and width; alleys; street tree location and spacing; street crossing and intersection design for pedestrians; street furniture and lighting at a pedestrian scale; and traffic speed. When local transportation system plans are adopted, designated pedestrian districts should be coordinated with the financing program required by the Transportation Planning Rule.

4. Provide for direct and logical pedestrian crossings at transit stops and marked crossings at major transit stops.

5. Consider street designs which anticipate planned transit stop spacing, location, and facilities (such as shelters, benches, signage, passenger waiting areas) and are consistent with the Creating Livable Streets design guidelines.

Public transit providers shall consider the needs and unique circumstances of special needs populations when planning for service. These populations include, but are not limited to, students, the elderly, the economically disadvantaged, the mobility impaired and others with special needs. Consideration shall be given to:

1. adequate transit facilities to provide service

2. hours of operation to provide transit service corresponding to hours of operation of institutions, employers and service providers to these communities

3. adequate levels of transit service to these populations relative to the rest of the community and their special needs

6.5 Metropolitan Transportation Improvement Program (MTIP)

6.5.1 The Role of the MTIP in Regional Planning

An important tool for implementing the RTP is the Metropolitan Transportation Improvement Program (MTIP). The region's four-year funding document, the MTIP schedules and identifies funding sources for projects of regional significance to be built during a four-year period. Federal law requires that all projects using federal funds be included in the MTIP. In developing the MTIP, the region gives top priority to strategic transportation investments that leverage and reinforce the urban form outlined in Chapter 1, of this plan. The MTIP is adopted by Metro and the Oregon Transportation Commission for inclusion into a unified State TIP (STIP), that integrates regional and statewide improvement plans. The MTIP is updated every two years.

ISTEA and TEA-21 created important new fiscal requirements for the TIP. The TIP is fiscally constrained and includes only those projects for which federal resources are reasonably available. Projects are grouped by funding category, with project costs not to exceed expected revenue sources. The MTIP financial plan is not comprehensive; it covers only federal funds for capital improvements, and does not include operations, maintenance and preservation or local funds for capital costs.

It is the responsibility of the cities, counties, ODOT, Tri-Met and the Port of Portland to implement necessary improvements to the regional system, as well as those needed for local travel. These agencies are eligible to receive federal funds allocated through the MTIP process for projects included in the RTP. The TIP is prepared by Metro in consultation with these agencies. Inter-regional coordination throughout the planning and programming process will help to ensure that improvement projects are consistent with regional objectives and with each other.

Projects included in the MTIP must also be included in the RTP financially constrained system. For the purpose of this plan, the assumptions used to develop the financially constrained system are defined in Appendix 4.2. Projects included in the financially constrained system are identified by an asterisk (*) in Figures 5.8 through 5.14 in Chapter 5. However, while the financially constrained system should provide the basis for most MTIP funding decisions, other projects from the RTP may

also be selected for funding. In the event that such projects are drawn from the plan for funding, the RTP financially constrained system will be amended to include the project or projects. In addition, when the financially constrained system is amended, continued financial constraint must be demonstrated by identifying additional revenues or removal of other projects from the financially constrained system. Except in the case of exempt projects (as defined by the federal and state conformity rules) such actions require an air quality conformity determination.

6.5.2 How the MTIP is Developed

Though the MTIP development process is initiated by Metro, the work begins at the local level, with city and county elected officials receiving input from citizens through local planning efforts, and later sharing their transportation needs at the Joint Policy Advisory Committee on Transportation (JPACT). Additional public input is received at the regional level, as well, when JPACT and the Metro Council review the MTIP for final approval. Upon adoption by the Council, the MTIP is submitted to the Oregon Transportation Commission (OTC) for approval as part of the State Transportation Improvement Plan (STIP).

In 1999, more than $75 million in regional funds were allocated to a wide variety of projects, ranging from safety improvements and system expansion to projects that leverage the 2040 Growth Concept. Priorities 2000 was the process for developing the fiscal year 2000 to 2003 MTIP. The first step in Priorities 2000 was developing criteria for ranking projects by transportation modes. The second step was a solicitation for project submittals. Local governments, Tri-Met and the Port of Portland submitted 150 transportation projects, with a cost of more than $300 million, for funding consideration. In the third step, projects were ranked by technical and administrative criteria. Next, the Priorities 2000 projects were reviewed at a series of public workshops and hearings held throughout the region.

The final funding recommendation included 65 projects. The funding package broke new ground in Metro's objective of creating strong linkages between planned land-uses and the allocation of transportation funding. Based on the flow of federal transportation funding, the "Priorities" process for updating the MTIP and allocating revenues will occur every two years.

6.5.3 RTP Implementation Benchmarks

The RTP establishes an general direction for implementation of needed improvements that reflects a wide variety of factors, including expected development trends, existing safety and operational deficiencies, and anticipated revenue. The project timing proposed in the RTP also reflects an effort to create a balanced, multi-modal transportation system. As such, the projects are organized according to those needed during the first five, second five and final ten years of the planning period. To ensure that incremental funding decisions that occur through the MTIP follow this general RTP direction, benchmarks shall be established for monitoring RTP implementation over time, and:

1. The benchmarks shall be tied to Chapter 1 objectives and shall address the relative performance of the system and the degree to which the various RTP projects are being implemented.

2. Findings for consistency with the benchmarks shall be developed as part of the biennial MTIP update, or as necessary in conjunction with other RTP monitoring activities.

In addition, benchmarks should be designed to track the following general information to the degree practicable for ongoing monitoring:

- progress on financing the strategic system
- progress in completing the modal systems described in Chapter 1
- relative change in system performance measures
- progress toward land use objectives related to the RTP
- relative comparisons with similar metropolitan regions on key measures

6.5.4 Improvements in Urban Reserves

During the MTIP process, improvements that add capacity or urban design elements to rural facilities in urban reserves should:

- be coordinated with expansion of the urban growth boundary
- not encourage development outside of the urban growth boundary
- not disrupt the economic viability of nearby rural reserves
- be consistent with planned urban development or other transportation facilities

6.6 Process for Amending the RTP

6.6.1 RTP Policy, System Map and Compliance Criteria Amendments

When Metro amends policies or system maps in Chapter 1 of this plan or compliance criteria in this chapter, it will evaluate and adopt findings regarding consistency with the Regional Framework Plan. Decisions on amendments made at this level are land-use decisions for need, mode, corridor, general scope and function of a proposed project. Subsequent land-use decisions on final project design and impact mitigation will be needed prior to construction. Such analysis to evaluate impacts could lead to a "no-build" decision where a proposed project is not recommended for implementation, and would require reconsideration of the proposed project or system improvements. As such, amendments at this level shall be reviewed through the post-acknowledgement process. However, a decision on an amendment to the Regional Transportation Plan should not foreclose or appear to foreclose full and fair consideration of all relevant goal issues at such time that specific projects and programs are adopted by a local jurisdiction.

It is Metro's responsibility to adopt findings based on project need, mode, corridor, general scope and function of projects proposed in the Regional Transportation Plan. The affected jurisdiction is responsible for preparing the specific local plan amendments and findings related to specific location, project design and impact mitigation and for scheduling them for hearing before the governing body in time for action by that body by the time required.

6.6.2 RTP Project Amendments

The RTP establishes a comprehensive policy direction for the regional transportation system and recommends a balanced program of transportation investments to implement that policy direction. However, the recommended investments do not solve all transportation problems and are not intended to be the definitive capital improvement program on the local transportation system for the next 20 years.

Rather, the RTP identifies the projects, programs or further refinement studies required to adequately meet regional transportation system needs during the 20-year planning period. Local conditions will be addressed through city and county TSPs, and will require additional analysis and improvements to provide an adequate transportation system. Section 6.7 of this chapter anticipates such refinements, particularly given the degree to which this RTP has been updated from previous plans. Similarly, refinements to the RTP may result from ongoing corridor plans or area studies. The following processes may be used to update the RTP to include such changes:

1. Amendments resulting from major studies: as the findings of such studies are produced, they will be recommended by a resolution of JPACT and the Metro Council. These amendments must be incorporated into the RTP through a quasi-judicial or legislative process, as needed.

2. Amendments resulting from local TSPs: new roadway, transit, bikeway, pedestrian, freight and demand management projects necessary to meet the objectives of the RTP shall be accompanied by an demonstration of consistency with the RTP based on the following criteria:

   a. The objectives to be met by the proposed projects(s) are consistent with RTP goals, policies and objectives (Chapter 1).

   b. The proposed action is consistent with the modal function of the facility as defined in Chapter 1.

   c. The impact of the proposed projects(s) on the balance of the regional system is evaluated through a CMS analysis.

   d. The proposed action is needed to achieve the motor vehicle level-of-service performance criteria identified in the RTP, or alternative performance criteria adopted in local TSPs under the provisions of Section 6.4.7, as follows:

      A) principal, major and minor arterial capacity improvements are necessary to maintain compliance with Policy 13.0, Table 1.2, or alternative performance criteria adopted in local TSPs. Improvements that are designed to provide a higher level of service than

the minimum acceptable standard established in Policy 13.0 can be designed and/or provided at the option of the implementing jurisdiction. Such actions must be consistent with the RTP as outlined in this section and demonstrate that either:

i) a long-range evaluation of travel demand indicates a probable need for right-of-way preservation beyond that necessary for the 20-year project design, or

ii) the additional service provided by the higher level design is the result of a design characteristic necessary to achieve the minimum motor vehicle performance measure

B) local transportation system improvements must be consistent with the following:

i) the local system must adequately serve the local travel demands expected from development of the land-use plan to the year ~~2020~~2025 to ensure that the regional system is not overburdened with local traffic

ii) local analysis shall incorporate required street connectivity plans

iii) the local system provides continuity between neighboring jurisdictions, consistency between city and county plans for facilities within city boundaries and consistency between local jurisdictions and ODOT plans

e. The need for the proposed action based on Metro's adopted population and employment projections, or refinements as noted in Section 6.4.8.

f. The proposed action is consistent with the regional non-SOV modal targets specified in Table 1.3 of Chapter 1.

g. The proposed action represents the lowest cost system alternative solution acceptable.

h. The proposed action is not prohibited by unacceptable environmental impacts or other considerations.

i. A goal, policy or system plan element in the federal RTP would likely change as the result of a "no-build" project decision later in the process.

j. The project is in the local jurisdiction's TSP, or a final local land-use action occurred.

k. The project is contained in or consistent with the RTP, adopted comprehensive plan, or implementation plan(s) of any other affected jurisdictions.

l. Sufficient public involvement activities have occurred regarding the proposed action.

The amount of information required to address these criteria shall be commensurate with the scope of the project. Such additions will be amended into the RTP as part of the project update process described in this section. Operations, maintenance and safety improvements are deemed

consistent with the policy intent of the RTP if (a) they are needed to serve the travel demand associated with Metro's adopted population and employment forecasts, and (b) they are consistent with affected jurisdictional plans.

3. Amendments resulting from updates to the Regional Framework Plan or related functional plans.

6.6.3 Congestion Management Requirements

This section applies to any amendments to the Regional Transportation Plan to add significant single occupancy vehicle (SOV) capacity to multi-modal arterials and/or highways. Consistent with Federal Congestion Management System requirements (23 CFR Part 500) and TPR system planning requirements (OAR 660-12), the following actions shall be considered through the RTP when recommendations are made to revise the RTP to define the need, mode, corridor and function to address an identified transportation needs, and prior to recommendations to add significant SOV capacity:

1. Regional transportation demand strategies

2. Regional transportation system management strategies, including intelligent transportation systems (ITS)

3. High occupancy vehicle (HOV) strategies

4. Regional transit, bicycle and pedestrian system improvements to improve mode split

5. Unintended land-use and transportation effects resulting from a proposed SOV project or projects

6. Effects of latent demand from other modes, routes or time of day from a proposed SOV project or projects

7. If upon a demonstration that the considerations in 1 through 6 do not adequately and cost-effectively address the problem, a significant capacity improvement may be included in the regional transportation plan

6.6.4 Plan Maintenance

The RTP is updated every three to five years, and covers a minimum 20-year plan period. Periodic amendments to the plan will also occur, as needed, to reflect recommendations from corridor or sub-area planning studies. As preparation for each scheduled update, development throughout the region will be monitored to determine whether growth (and the associated travel demand) occurs as forecast. Metro will review its population and employment forecasts annually and update them at least every five years for the following conditions:

- national or regional growth rates differ substantially from those previously assumed

- significant changes in growth rate or pattern develop within jurisdictions

- changes to the urban growth boundary are adopted
- a jurisdiction substantially changes its land-use plan

New information gathered during the course of the year on such issues as energy price and supply, population and employment growth, inflation and new state and federal laws may result in different conditions to be addressed by the plan. These modifications will be incorporated as needed during periodic updates to the plan. Each update will occur in cooperation with affected jurisdictions, state agencies and public transit providers.

6.7 Project Development and Refinement Planning

6.7.1 Role of RTP and the Decision to Proceed with Project Development

Metro is the regional planning agency for the metropolitan area. Metro does not complete local transportation system plans, engineer or build transportation facilities or permit land uses or transportation projects. These activities occur at the local level. After a project has been incorporated in the RTP, it is the responsibility of the local sponsoring jurisdiction to determine the details of the project (design, operations, etc.). The local jurisdiction responsible for the applicable transportation system plan shall reach a decision on whether to build the improvement based upon detailed environmental impact analysis, adoption of actions to mitigate impacts and findings demonstrating consistency with applicable comprehensive plans and applicable statewide planning goals. If this process results in a decision not to build the project, the RTP will be amended to delete the recommended improvement and an alternative must be identified to address the original transportation need.

6.7.2 New Solutions Re-submitted to RTP if No-Build Option is Selected

When a "no-build" alternative is selected at the conclusion of a project development process, a new transportation solution must be developed to meet the original need identified in the RTP, or a finding that the need has changed or been addressed by other system improvements. In these cases, the new solution or findings will be submitted as an amendment to the RTP, and would also be evaluated at the project development level.

6.7.3 Project Development Requirements

Transportation improvements where need, mode, function and general location have already been identified in the RTP and local plans for a specific alignment must be evaluated on a detailed, project development level. This evaluation is generally completed at the local jurisdiction level, or jointly by affected or sponsoring agencies, in coordination with Metro. The purpose of project development planning is to consider project design details and select a project alignment, as necessary, after evaluating engineering and design alternatives, potential environmental impacts and consistency with applicable comprehensive plans and the RTP. The project need, mode, function and general location do not need to be addressed at the project level, since these findings have been previously established by the RTP.

The TPR and Metro's Interim 1996 Congestion Management System (CMS) document require that measures to improve operational efficiency be addressed at the project level, though system-wide considerations are addressed by the RTP. Therefore, demonstration of compliance for projects not included in the RTP shall be documented in a required Congestion Management System report that is part of the project-level planning and development (Appendix D of the Interim CMS document). In addition, the CMS requires that street design guidelines be considered as part of the project-level planning process. This CMS requirement does not apply to locally funded projects on local facilities. Unless otherwise stipulated in the MTIP process, these provisions are simply guidelines for locally funded projects.

Therefore, in addition to system-level congestion management requirements described in Section 6.6.3 in this chapter, cities, counties, TriMet, ODOT, and the Port of Portland shall consider the following project-level operational and design considerations during transportation project analysis as part of completing the CMS report:

1. Transportation system management (e.g., access management, signal inter-ties, lane channelization, etc.) to address or preserve existing street capacity.

2. Street design policies, classifications and design principles contained in Chapter 1 of this plan. See Section 1.3.5, Policy 11.0, Figure 1.4. Implementing guidelines are contained in *Creating Livable Streets: Street Design Guidelines for 2040* (2nd edition, 2002) or other similar resources consistent with regional street design policies.

3. Environmental design guidelines, as contained in *Green Streets: Innovative Solutions for Stormwater and Street Crossings* (2002), and *Trees for Green Streets: An Illustrated Guide* (2002), or other similar resources consistent with federal regulations for stream protection.

Transportation providers in the Metro region, including the cities and counties, TriMet, ODOT, and the Port of Portland are required to amend their comprehensive plans, implementing ordinances and administrative codes, if necessary, to consider the *Creating Livable Streets* design guidelines as part of project development. Transportation providers shall amend design codes, standards and plans to allow consideration of the guidelines contained in *Green Streets: Innovative Solutions for Stormwater and Street Crossings.*

6.7.4 Refinement Planning Scope and Responsibilities

In some areas defined in this section, the need for refinement planning is warranted before specific projects or actions that meet and identified need can be adopted into the RTP. Refinement plans generally involve a combination of transportation and land use analysis, multiple local jurisdictions and facilities operated by multiple transportation providers. Therefore, unless otherwise specified in this section, Metro or ODOT will initiate and lead necessary refinement planning in coordination with other affected local, regional and state agencies. Refinement planning efforts will be multi-modal evaluations of possible transportation solutions in response to needs identified in the RTP, including land use alternatives and to address consistency with applicable statewide planning goals Refinement plans fall into two broad groups of scope and complexity:

- Type I - Major corridor refinements are necessary where a transportation need exists, but mode, function and general location of a transportation improvement are not determined, and a range of actions must be considered prior to identifying specific projects.

- Type II - Minor corridor refinements are necessary where both the need and mode for a transportation improvement are identified in the RTP, but a specific project has not been identified.

Appendix 3.1 describes the ~~2000 RTP~~ prioritization for major corridor refinements and minor corridor refinements defined by the Corridor Studies process in 2000. Refinement plan and corridor study prioritization and specific scope for each corridor is subject to annual updates as part of the Unified Work Plan (UWP).

6.7.5 Type I – Major Corridor Refinements

Type I, major corridor refinements will be conducted by state or regional agencies working in partnership with local governments in the following areas. In each case, a transportation need has been established by the RTP, and in some cases, mode, function or general location may be determined or the decision on these elements narrowed at the TSP level to focus the refinement planning work. A transportation need is identified when regional standards for safety, mobility, or congestion are exceeded. In many of these corridors, RTP analysis indicates several standards are exceeded.

The purpose of Type I major corridor refinements is to develop an appropriate transportation strategy or solution through the corridor planning process that determined mode, function and general location of a project or set of projects. For each corridor, a number of transportation alternatives will be examined over a broad geographic area or through a local TSP to determine a recommended set of projects, actions or strategies that meet the identified need. This section of the RTP also identifies a number of corridor planning issues that shall be addressed as part of the refinement planning process.

For refinement planning in corridors located outside the urban growth boundary, this work shall also address relevant statewide planning goal exception requirements pursuant to Section 660.012.0070 of the state transportation planning rule. These findings shall expand on exceptions findings made as part of the 2000 RTP adoption ordinance, but address more localized issues relevant to the refinement level of planning.

The specific project recommendations from Type I major corridor refinements are then incorporated into the RTP, as appropriate. This section contains the following specific considerations that must be incorporated into corridor studies as they occur:

Interstate-5 North (I-84 to Clark County)

This heavily traveled route is the main connection between Portland and Vancouver. In addition to a number of planned and proposed highway capacity improvements, light rail is proposed along Interstate Avenue to the Expo Center, and may eventually extend to Vancouver. As improvements are implemented in this corridor, the following design considerations should be addressed:

- consider HOV lanes and peak period pricing
- transit alternatives from Vancouver to the Portland Central City (including light rail transit and express bus)
- maintain an acceptable level of access to the central city from Portland neighborhoods and Clark County
- maintain off-peak freight mobility, especially to numerous marine, rail and truck terminals in the area
- consider adding reversible express lanes to I-5
- consider new arterial connections for freight access between Highway 30, port terminals in Portland and port facilities in Vancouver, Wa.
- maintain an acceptable level of access to freight intermodal facilities and to the Northeast Portland Highway
- construct interchange improvements at Columbia Boulevard to provide freight access to Northeast Portland Highway
- address freight rail network needs
- consider additional Interstate Bridge capacity sufficient to handle project needs
- develop actions to reduce through-traffic on MLK and Interstate to allow main street redevelopment

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

This facility serves as the major southern access to and from the central city. The route also serves as an important freight corridor, where Willamette Valley traffic enters the region at the Wilsonville "gateway," and provides access to Washington County via Highway 217. Projections for this facility indicate that growth in traffic between the Metro region and the Willamette Valley will account for as much as 80 percent of the traffic volume along the southern portion of I-5, in the Tualatin and Wilsonville area. . A joint ODOT and Wilsonville study[1] concludes that in 2030 widening of I-5 to eight lanes would be required to meet interstate freeway capacity standards set by Metro and ODOT and that freeway access capacity would not be adequate with an improved I-5/Wilsonville Road interchange. For ~~this~~ these reasons, the appropriate improvements in this corridor are unclear at this time. However, I-5 serves as a critical gateway for regional travel and commerce, and an acceptable transportation strategy in this corridor has statewide significance. A major corridor study is proposed to address the following issues:

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

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

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

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

- provision of auxiliary lanes between all I-5 freeway on- and off-ramps in Wilsonville

Interstate 205

Improvements are needed in this corridor to address existing deficiencies and expected growth in travel demand in Clark, Multnomah and Clackamas counties. Transportation solutions in this corridor should address the following needs and opportunities:

- provide for some peak period mobility for longer trips
- preserve freight mobility from I-5 to Clark County, with an emphasis on connections to Highway 213, Highway 224 and Sunrise Corridor
- maintain an acceptable level of access to the Oregon City, Clackamas and Gateway regional centers and Sunrise industrial area
- maintain acceptable levels of access to PDX, including air cargo access

Potential transportation solutions in this corridor should evaluate the potential of the following design concepts:

- auxiliary lanes added from Airport Way to I-84 East
- consider express, peak period pricing or HOV lanes as a strategy for expanding capacity
- relative value of specific ramp, overcrossing and parallel route improvements
- eastbound HOV lane from I-5 to the Oregon City Bridge
- truck climbing lane south of Oregon City
- potential for rapid bus service or light rail from Oregon City to Gateway
- potential for extension of rapid bus service or light rail north from Gateway into Clark County
- potential for refinements to 2040 land-use assumptions in this area to expand potential employment in the subarea and improve jobs/housing imbalance
- potential for re-evaluating the suitability of the Beavercreek area for urban growth boundary expansion, based on ability to serve the area with adequate regional transportation infrastructure

McLoughlin-Highway 224

Long-term improvements are needed in this corridor to preserve access to and from the Central City from the Clackamas County area, to provide access to the developing Clackamas regional center and to support downtown development in the Milwaukie town center. The recently completed South/North light rail study demonstrated a long-term need for high-capacity transit service in this corridor. The long-term transit need is critical, as demonstrated in the RTP analysis, where both highway and high-capacity transit service were needed over the 20-year plan period to keep pace with expected growth in this part of the region. The 2040 Growth Concept also calls for the regional centers and central city to be served with light rail. Transportation solutions in this corridor should address the following design considerations

- institute aggressive access management throughout corridor, including intersection grade separation along Highway 224 between Harrison Street and I-205
- design access points to McLoughlin and Highway 224 to discourage traffic spillover onto Lake Road, 34th Avenue, Johnson Creek boulevard, 17th Avenue and Tacoma Street
- monitor other local collector routes and mitigate spillover effect from congestion on McLoughlin and Highway 224
- consider an added reversible HOV or peak-period priced lane between Ross Island Bridge and Harold Street intersection
- expand highway capacity to a total of three general purpose lanes in each direction from Harold Street to I-205, with consideration of express, HOV lanes or peak period pricing for new capacity
- provide a more direct transition from McLoughlin to Highway 224 at Milwaukie to orient long trips and through traffic onto Highway 224 and northbound McLoughlin
- provide improved transit access to Milwaukie and Clackamas regional centers, including rapid bus in the short term, and light rail service from Clackamas regional center to Central City in the long term

~~*Powell Boulevard/Foster Road*~~

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

~~As a result, a corridor study is needed to explore the potential for high capacity transit strategies that provide access from the developing Pleasant Valley and Damascus areas to employment areas~~

~~along the Foster/Powell corridor, Gresham regional center, Columbia South Shore industrial area and central city. Such a study should consider the following transportation solutions:~~

- ~~aggressive transit improvements, including rapid bus service from Central City to Damascus town center via Powell and Foster roads, and primary bus on 172nd Avenue and to the Gresham regional center, Eastside MAX and Columbia South Shore~~

- ~~capacity improvements that would expand Foster Road from two to three lanes from 122nd to 172nd avenues, and from two to five lanes from 172nd Avenue to Highway 212, phased in coordination with planned capacity improvements to Powell Boulevard between I-205 and Eastman Parkway~~

- ~~extensive street network connection improvements in the Mount Scott and Pleasant Valley areas to reduce local travel demand on Foster Road and Powell Boulevard, and to improve access between these areas and adjacent East Multnomah and northeast Clackamas Counties~~

- ~~ITS or other system management approaches to better accommodate expected traffic growth on the larger southeast Portland network, East Multnomah and northeast Clackamas County network~~

Powell Boulevard/Foster Road Phase 2

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

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

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

- Determine the appropriate cross section on Foster Road between Barbara Welch Road and Jenne Road and the project timing, to meet roadway, transit, pedestrian and bike needs.

- Explore possibilities for potential new street connection improvements in the Mount Scott area that reduce local travel demand on Foster Road and improve access to the Pleasant Valley area.

- Develop conceptual designs and determine right-of-way for an improvement and extension of SE 174th Avenue between Powell Boulevard and Giese Road, or another new north-south roadway in the area, to accommodate travel demand and improve access to Pleasant Valley. The alignment should consider engineering feasibility, land use and environmental affects, safety, and overall costs.

- Further define the three-lane Highland Drive and Pleasant View Drive option that was recommended as part of Phase 1. This option needs to address design, operational, and safety-related issues.

- Work with local jurisdictions to provide for access management on arterials serving Pleasant Valley and Damascus.

- Address other regional north-south transportation needs identified by the Damascus Concept Plan and Springwater concept planning effort. Further evaluate alignment issues, engineering cost estimates, and right-of-way impacts of future roadway projects north of Damascus that are identified as part of the concept planning effort.

Highway 217

Improvements in this corridor are needed to accommodate expected travel demand, and maintain acceptable levels of access to the Beaverton and Washington Square regional centers. The following design and functional considerations should be included in the development of transportation solutions for this corridor:

- expand highway to include a new lane in each direction from I-5 to US 26

- address the competing needs of serving localized trips to the Washington Square and Beaverton regional centers and longer trips on Highway 217

- consider express, HOV lanes and peak period pricing when adding new capacity

- design capacity improvements to maintain some mobility for regional trips during peak travel periods

- design capacity improvements to preserve freight mobility during off-peak hours

- retain auxiliary lanes where they currently exist

- improve parallel routes to accommodate a greater share of local trips in this corridor

- consider improve light rail service or rapid bus service with substantially improved headways

- coordinate with planned commuter rail service from Wilsonville to Beaverton regional center

Tualatin Valley Highway

A number of improvements are needed in this corridor to address existing deficiencies and serve increased travel demand. One primary function of this route is to provide access to and between the Beaverton and Hillsboro regional centers. Tualatin Valley Highway also serves as an access route to Highway 217 from points west along the Tualatin Valley Highway corridor. As such, the corridor is defined as extending from Highway 217 on the east to First Avenue in Hillsboro to the west, and from Farmington Road on the south to Baseline Road to the north. The following design considerations should be addressed as part of a corridor study:

- develop an access management plan as part of a congestion management strategy

- implement TSM and other interim intersection improvements at various locations between Cedar Hills Boulevard and Brookwood Avenue

- the relative trade-offs of a variety of capacity and transit improvements, including:
  a. improvements on parallel routes such as Farmington, Alexander, Baseline and Walker roads as an alternative to expanding Tualatin Valley Highway

  b. seven-lane arterial improvements from Cedar Hills Boulevard or Murray Boulevard to Brookwood Avenue or Baseline Road in Hillsboro

  c. a limited access, divided facility from Cedar Hills Boulevard or Murray Boulevard to Brookwood Avenue, with three lanes in each direction and some grade separation at major intersections

  d. transit service that complements both the function of Tualatin Valley Highway and the existing light rail service in the corridor

- evaluate impacts of the principal arterial designation, and subsequent operation effects on travel within the Beaverton regional center

- evaluate motor vehicle and street design designations as part of the study to determine the most appropriate classifications for this route

North Willamette Crossing

The RTP analysis shows a strong demand for travel between Northeast Portland Highway and the adjacent Rivergate industrial area and Highway 30 on the opposite side of the Willamette River. The St. Johns Bridge currently serves this demand. However, the St. Johns crossing has a number of limitations that must be considered in the long term in order to maintain adequate freight and

general access to the Rivergate industrial area and intermodal facilities. Currently, the St. Johns truck strategy is being developed (and should be completed in 2000) to balance freight mobility needs with the long-term health of the St. Johns town center. The truck strategy is an interim solution to demand in this corridor, and does not attempt to address long-term access to Rivergate and Northeast Portland Highway from Highway 30. Specifically, the following issues should be considered in a corridor plan:

- build on the St. Johns Truck Strategy recommendations to adequate freight and general access to Rivergate, while considering potentially negative impacts on the development of the St. Johns town center
- incorporate the planned development of a streamlined Northeast Portland Highway connection from I-205 to Rivergate to the crossing study
- include a long-term management plan for the St. John's Bridge, in the event that a new crossing is identified in the corridor plan recommendations

Barbur Boulevard/ I-5

This corridor provides access to the Central City and to neighborhoods and commercial areas in the inner southwest quadrant of the region. Barbur Boulevard is identified as a multi-modal facility with potential light rail or Rapid Bus as well as serving a regional role for motor vehicle, bicycle and pedestrian systems. I-5 in this corridor is a Main Roadway route for freight and a Principle Arterial for motor vehicles extending southward beyond the region.

Segments of both Barbur Boulevard and I-5 in this corridor experience significant congestion and poor service levels even with Priority System improvements, especially from the Terwilliger interchange northward. However, Rapid Bus service along Barbur and other expanded bus services are expected to experience promising ridership levels. Significant localized congestion occurs along the intersecting street segments of Bertha, Terwilliger and Capitol Highway/Taylors Ferry roads. Broad street cross-sections, angled intersections and limited signalized crossing opportunities along Barbur Boulevard creates traffic safety hazards and inhibits walking to local destinations and access to transit services.

Transportation solutions in the corridor should include the following considerations:

- Regional and local transit services and facilities needed to serve the Barbur corridor within the RTP planning horizon.
- Possible new locations or relocations for I-5 on-ramps and off-ramps and street connections across the freeway right-of-way.
- Opportunities for new or improved local street connections to Barbur Boulevard.
- Facilities to improve bicycle and pedestrian safety along Barbur and access to transit services and local destinations.

- Traffic management and intelligent transportation system improvements along the corridor.

- Potential mainline freeway improvements including possible southbound truck climbing lanes.

6.7.6 Type II - Minor Corridor Refinements

Type II minor corridor refinements will be conducted by state or regional agencies working in partnership with local governments in the following areas. In each case, a transportation need has been established by the RTP, and in some cases, mode, function or general location may be determined or the decision on these elements narrowed at the TSP level to focus the refinement planning work. A transportation need is identified when regional standards for safety, mobility, or congestion are exceeded. In many of these corridors, RTP analysis indicates several standards are exceeded.

The purpose of the minor corridor refinement process is to identify specific projects consistent with the identified need, mode and general corridor. These proposed transportation projects must be developed to a more detailed level before construction can occur. This process is described in Section 6.7.3 of this chapter. For minor refinement planning in corridors located outside the UGB, this work shall also address relevant statewide planning goal exception requirements pursuant to Section 660.012.0070 of the state transportation planning rule. These findings shall expand on exceptions findings made as part of the 2000 RTP adoption ordinance, but address more localized issues relevant to the refinement level of planning. The specific project recommendations from major corridor studies are then incorporated into the RTP, as appropriate.

Because minor corridor refinements are more specific in location and mode, local TSPs shall consider measures to protect future right-of-way options within the affected corridors. Likewise, the refinement planning process shall make recommendations for corridor preservation or right-of-way acquisition strategies to ensure that final project recommendations are not precluded by land use decisions within the corridor.

The project development stage determines design details, and a project location or alignment, if necessary, after evaluating engineering and design details, and environmental impacts. While all projects in this plan must follow this process before construction can occur, the following projects must also consider the design elements described in this section:

Banfield (Interstate 84) Corridor

Despite the relatively heavy investments made in transit and highway capacity in this corridor in the 1980s, further improvements are needed to ensure an acceptable level of access to the central city from Eastside Portland neighborhoods and East Multnomah County. However, physical, environmental and social impacts make highway capacity improvements in this corridor unfeasible. Instead, local and special district plans should consider the following transportation solutions for this corridor:

- mitigate infiltration on adjacent corridors due to congestion along I-84 through a coordinated system of traffic management techniques (ITS)

- improve light rail headways substantially to keep pace with travel demand in the corridor

- improve bus service along adjacent corridors to keep pace with travel demand, including express and non-peak service

- consider additional feeder bus service and park-and-ride capacity along the eastern portion of the light rail corridor to address demand originating from East Multnomah and North Clackamas Counties

- develop TSM strategies for the Gateway regional center to mitigate expected spillover effects on the development of the regional center

Northeast Portland Highway

As radial urban highways such as the Banfield and Interstate-5 are increasingly burdened by peak period congestion, freight mobility will rely more heavily on circumferential routes, including I-205 and Northeast Portland Highway, for access to industrial areas and intermodal facilities. Northeast Portland Highway plays a particularly important role, as it links the Rivergate marine terminals and PDX air terminals to industry across the region (this route includes Killingsworth and Lombard streets from I-205 to MLK Jr. Boulevard, and Columbia Boulevard from MLK Jr. Boulevard to North Burgard). Though Northeast Portland Highway appears to have adequate capacity to serve expected ~~2020~~2025 demand, a number of refinements in the corridor are needed. Local and special district plans should consider the following transportation solutions as improvements are made in this corridor:

- improve Northeast Portland Highway as a strategy for addressing Banfield corridor and east Marine Drive congestion

- develop a long-term strategy to serve freight movement between Highway 30 and Rivergate

- implement aggressive access management along Northeast Portland Highway

- implement and refine Columbia Corridor improvements to address full corridor needs of Northeast Portland Highway, from Rivergate to I-205

- consider future grade separation at major intersections

- streamline the Northeast Portland Highway connection from the Lombard/Killingsworth section to Columbia Boulevard with an improved transition point at MLK Jr. Boulevard

- improve the Columbia Boulevard interchange at I-5 to provide full access to Northeast Portland Highway

- construct capacity and intersection improvements between 82nd Avenue and I-205

- Implement the St. Johns Truck Strategy recommendations in order to direct truck traffic onto the designated freight system, as shown in Figure 1.17, and protect the Lombard main street and St. Johns town center from truck traffic impacts.

Interstate-84 to US 26 Connector

The long-term need to develop a highway link between I-84 and Highway 26 exists, but a series of interim improvements to Hogan Road are adequate to meet projected demand through ~~2020~~2025. The RTP calls for a series of interim improvements that will better connect Hogan Road to both I-84 on the north, and Highway 26 to the south.

These improvements are needed to ensure continued development of the Gresham regional center and expected freight mobility demands of through traffic. They also benefit transit-oriented development along the MAX light rail corridor, as they would move freight traffic from its current route along Burnside, where it conflicts with development of the Rockwood town center and adjacent station communities. In addition to planned improvements to the Hogan Road corridor, local plans or a corridor study should address:

- more aggressive access management between Stark Street and Powell Boulevard on 181st, 207th and 257th avenues

- redesigned intersections improvements on Hogan at Stark, Burnside, Division and Powell to streamline through-flow

- the need for a long-term primary freight route in the corridor

- the potential for a new alignment south of Powell Boulevard to US 26.

Sunrise Corridor

The full Sunrise Corridor improvement from I-205 to Highway 26 is needed during the 20-year plan period, but should be implemented with a design and phasing that reinforces development of the Damascus town center, and protect rural reserves from urban traffic impacts. This corridor includes rural areas outside the Metro area urban growth boundary. Impacts on rural resources in these areas shall be addressed through statewide planning goal exception findings that expand on findings already adopted in the 2000 RTP, pursuant to Section 660.012.0070 of the state transportation planning rule. Though a draft environmental impact statement has been prepared for this corridor, the final environmental impact statement should be refined to consider the following elements:

- Construct the segment from I-205/Highway 224 interchange to existing Highway 212 at Rock Creek as funds become available

- preserve right-of-way (ROW) from Rock Creek to Highway 26 as funds become available

- consider phasing Sunrise construction as follows: (a) complete I-205 to Rock Creek segment first, followed by (b) ROW acquisition of remaining segments, then (c) construction of 222nd Avenue to Highway 26 segment and (d) lastly, construction of middle segment from Rock Creek to 222nd Avenue as Damascus town center develops

- consider express, peak period pricing and HOV lanes as phases of the Sunrise Corridor are constructed

- reflect planned network of streets in Damascus/Pleasant Valley area in refined interchange locations along the Sunrise Route, including a connection at 172nd Avenue, the proposed major north/south route in the area

- implement bus service in parallel corridor from Damascus to Clackamas regional center via Sunnyside Road

- avoid premature construction that could unintentionally increase urban pressures in rural reserves east of Damascus

- examine the potential for the highway to serve as a "hard edge" in the ultimate urban form of the Damascus area

- develop a concurrent plan to transition the function of the existing Highway 212 facility into a major arterial function, with appropriate access management and intersection treatments identified

- pursue a Green Corridor intergovernmental agreement (IGA) for the Sunrise Corridor from the Damascus town center to US 26, with the specific western terminus for the IGA flexible to future expansion of the urban growth boundary.

I-5 to 99W Connector

An improved regional connection between Highway 99W and I-5 is needed in the Tualatin area to accommodate regional traffic, and to move it away from the Tualatin, Sherwood and Tigard town centers. The RTP has narrowed the corridor to include two alternatives that depart from I-5 in the same general corridor, but split to form northern and southern alignments relative to the City of Sherwood. Impacts on rural resources in both alignments of this corridor shall be addressed through statewide planning goal exception findings that expand on findings already adopted in the 2000 RTP, pursuant to Section 660.012.0070 of the state transportation planning rule. This connection will also have significant effects on urban form in this rapidly growing area, and the following considerations should be addressed in a corridor plan:

- balance improvement plans with impacts on Tualatin and Sherwood town centers and adjacent rural reserves

- in addition to the northern alignment considered in the Western Bypass Study, examine the benefits of a southern alignment, located along the southern edge of Tualatin and Sherwood, including the accompanying improvements to 99W that would be required with either alignment

- identify parallel capacity improvements to Tualatin-Sherwood Road and 99W in Tigard from I-5 to Highway 217 that could be used to phase in, and eventually complement future highway improvements

- link urban growth boundary expansion in this area to the corridor plan and examine potential the proposed highway to serve as a "hard edge" in the ultimate urban form of the Sherwood area

- develop an access management and connectivity plan for 99W in the Tigard area that balances accessibility needs with physical and economic constraints that limit the ability to expand capacity in this area

- consider express, peak-period pricing and HOV lanes

- pursue a Green Corridor intergovernmental agreement (IGA) for the I-5/99W connector and Highway 99W south of the connector.

Sunset Highway

Improvements are needed in this corridor to preserve access to and from the central city and the Sunset Corridor employment area, and provide access to Hillsboro regional center. The following elements should be considered as improvements are implemented in this corridor:

- maintain off-peak freight mobility

- phase in capacity improvements from the Sylvan interchange to 185th Avenue, expanding to a total of three general purpose lanes in each direction

- improve light rail service, with substantially increased headways

- construct major interchange improvements at Sylvan, Cedar Hills Boulevard and Cornelius Pass Road

- identify and construction additional overcrossings in the vicinity of interchanges to improve connectivity and travel options for local traffic, thus improving interchange function

- consider express, peak period pricing or HOV lanes when adding highway capacity, especially west of Highway 217

Highway 213

Improvements to this highway link between I-205 and the Willamette Valley should be built in phases, and consider the following:

- continued development of the Oregon City regional center
- interim improvements identified in the 1999 Highway 213 Urban Corridor Study (and included in this plan)
- freight mobility demands
- access needs of Beavercreek urban area, including a re-evaluation of the suitability of Oregon City urban growth boundary expansion in light of transportation constraints
- transit service to areas south of Oregon City.

Macadam/Highway 43

Though heavy travel demand existing along Macadam/Highway 43, between Lake Oswego and the central city, physical and environmental constraints preclude major roadway expansion. Instead, a long-term strategy for high-capacity transit that links the central city to southwest neighborhoods and Lake Oswego town center is needed. As this service is implemented, the following options should be considered in local and special district plans:

- interim repairs to maintain Willamette Shores Trolley excursion service
- implement frequent bus service from Lake Oswego town center to Portland central city in the Macadam corridor
- phasing of future streetcar commuter service or commuter rail in this corridor to provide a high-capacity travel option during congested commute periods, using either the Willamette Shore Line right-of-way, the Macadam Corridor Design Guidelines (1985) rail alignment or other right-of-way as appropriate.
- implement bicycle safety improvements where appropriate south of the Sellwood Bridge

6.7.7 Areas of Special Concern

Section 660.012.0060 of the state Transportation Planning Rule (TPR) allows local plans to "modify planned function, capacity and performance standards, as needed, to accept greater motor vehicle congestion to promote mixed-use, pedestrian friendly development where multi-modal choices are provided." Facilities in the areas or corridors described in this section are expected to exceed the motor vehicle level of service policy set forth in this plan, and fall under this designation, as they are planned mixed use areas that will have a wide range of transportation alternatives.

However, in each case, the range of transportation solutions needed to address an RTP motor vehicle deficiency represents an unacceptable social, financial or environmental impact, and would be inconsistent with other local, regional and statewide planning goals. Further, each of these areas or corridors represents a relatively localized impact on the overall regional system, and other, alternative travel routes that would continue to conveniently serve regional travel needs. Strategies for managing traffic impacts and providing adequate transportation performance in these areas could include bicycle, pedestrian and transit improvements, demand management programs or changes to land-use plans.

In these areas where motor vehicle performance measures will be exceeded, local TSPs shall adopt one of the following approaches for establishing other transportation performance standards for Areas of Special Concern:

1. Adopt the following performance measures, and provide an analysis that demonstrates progress toward meeting these measures in the local TSP:

    a. Non-SOV modal targets consistent with Table 1.3 in Chapter 1 of this plan

b. parking ratios consistent with Title 2 of the Urban Growth Management Functional Plan (UGMFP)

c. a street connectivity plan for the Area of Special Concern that meets the connectivity requirements set forth in Section 6.4.5 of this chapter

d. a plan for mixed-use development

2. Establish an Area of Special Concern action plan that:

a. anticipates the growth and subsequent impacts of motor vehicle traffic on multi-modal travel in these areas

b. establishes an action plan for mitigating the growth and subsequent impacts of motor vehicle traffic

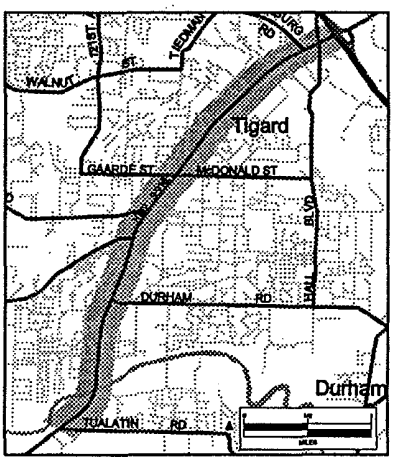
c. establishes performance standards for monitoring and implementing the action plan

The action plan shall consider land-use strategies, as well as transportation solutions for managing the effects of continued traffic growth.

For either strategy, the adopted approach and performance measures shall be incorporated into Appendix 3.6 of the RTP during the next scheduled update. For an Area of Special Concern, adopted performance measures consistent with this section are required at the time of a plan amendment that significantly affects a regional facility, consistent with OAR 660.012.0060.

The following Areas of Special Concern where refinement planning to establish performance measures shall occur as part of the local TSP process, in accordance with this section:

Highway 99W



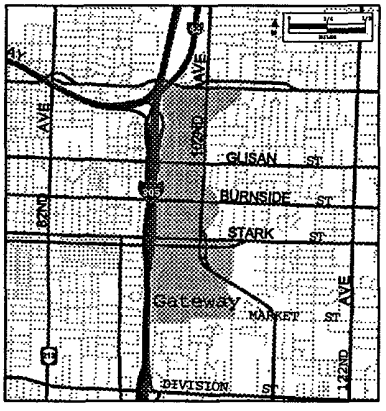
The Highway 99W corridor between Highway 217 and Durham Road is designated as a mixed-used corridor in the 2040 Growth Concept, and connects the Tigard and King City town centers. This route also experiences heavy travel demand. The City of Tigard has already examined a wide range of improvements that would address the strong travel demand in this corridor. The RTP establishes the proposed I-5 to 99W connector as the principal route connecting the Metro region to the 99W corridor outside the region. This emphasis is intended to change in the long term the function of 99W, north of Sherwood, to a major arterial classification, with less need to accommodate longer, through trips.

However, for much of Washington County, Highway 99W will still be a major connection, linking Sherwood and Tigard to the rest of the County and linking the rest of the County to the Highway 99W corridor outside of the region. A number of alternatives for relieving congestion have been tested as part of the RTP update, and by the City of Tigard in earlier planning efforts. These efforts led to the common conclusion the latent travel demand in the Highway 99W corridor is too great to be reasonably offset solely by capacity projects. While the RTP proposed new capacity on 99W between I-5 and Greenburg Road, no specific capacity projects are proposed south of Greenburg Road, due to latent demand and the impacts that a major road expansion would have on existing development. As a result, this section of Highway 99W is not expected to meet the region's motor vehicle level of service policies during mid-day and peak demand periods in the future, and an alternative approach to managing and accommodating traffic in the corridor is needed.

Since statewide, regional and local travel will still need to be accommodated and managed for sometime ODOT, Metro, Washington County and Tigard should cooperatively address the means for transitioning to the future role of the facility to emphasize serving circulation within the local community. This will include factoring in the social, environmental and economic impacts that congestion along this facility will bring. Additionally the analysis should specifically document the schedule for providing the alternatives for accommodating the regional and statewide travel. Similarly the local TSPs should include the agreed upon action plans and benchmarks to ensure the local traffic and access to Highway 99W is managed in a way that is consistent with broader community goals. Additional alternative mode choices should be ensured for Tigard and King City town centers. Tri-Met should be a major participant in the alternative mode analysis. The results of this cooperative approach should be reflected in the local TSPs and the RTP.

In addition, other possible solutions, such as ODOT's new program for local street improvements along highway corridors, may provide alternatives for managing traffic growth on 99W. Finally, the local TSPs should also consider changes to planned land use that would minimize the effects of growing congestion.

Gateway Regional Center

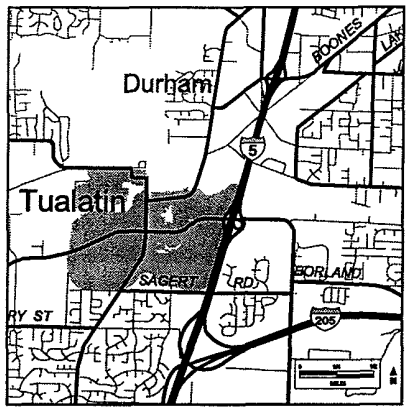


Gateway is at a major transportation crossroads, and suffers and benefits from the level of access that results. The Preferred System analysis shows that from the perspective of employers looking at labor markets, the Gateway area is the most accessible place in the Metro region. At the same time, spillover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

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

TSP should also consider strategies for providing better access to LRT, including park and ride facilities at station areas.

Tualatin Town Center



Tualatin town center is adjacent to an important industrial area and employment center. New street connections and capacity improvements to streets parallel to 99W and I-5 help improve local circulation and maintain adequate access to the industrial and employment area in Tualatin. However, the analysis of travel demand on regional streets shows that several streets continue to exceed the LOS policy established in Table 1.2, including Hall Boulevard and Boones Ferry Road.

The Tualatin transportation system plan should further evaluate ITS or other system management strategies to further address travel demands and peak-hour expected congestion along Hall Boulevard and Boones Ferry Road entering the town center. In addition, the local TSP should examine the ability of local streets in these areas to absorb travel demand to a degree that cannot be measured in the regional model. A traffic management plan for these streets should be integrated with the overall TSP strategy, but should establish specific action plans and benchmarks for facilities determined to exceed the LOS policy in the local analysis. Alternative mode choices should be identified to further reduce travel demand in addition to placing an emphasis on connectivity, including new development, retrofits and interconnected parking lots in commercial/employment areas. Overall, commuter rail is expected to be an important part of the modal mix of improvements for this part of the region because it offers separate right-of-way for transit service in a corridor that is expected to experience congestion during the morning and evening two-hour peak period. The local TSP should also consider strategies for providing better access to commuter rail.

6.8 Outstanding Issues

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

6.8.2 Damascus/Boring~~-Pleasant Valley TCSP~~ Concept Planning

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

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

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

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

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

- A land-use element that locates a combination of uses and densities that support local and regional housing and employment needs, provides a diverse range of housing, and identifies commercial and industrial employment opportunities that allow residents to work near their home
- A multi-modal transportation system element that serves interstate, regional and community travel needs and informs the Sunrise Corridor Unit 2 planning process
- A natural resources element that identifies natural resource areas and protection strategies
- A public infrastructure and facilities element for water, sewer, storm water, parks, schools, fire and police

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

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

6.8.3 Regional Transportation Model Enhancements

Multi-modal Performance Measure Development

Section 660.012.0060 of the state Transportation Planning Rule allows for the development of alternative measures for evaluating transportation function and efficiency. Though the principal measure in this plan measures motor vehicle performance, future updates to the plan should uses a multi-modal measure that better reflects transportation needs and potential solutions. Such measures are already used for Areas of Special Concern identified in Chapter 1 of this plan, but should also be considered in other areas to better evaluate both the need and relative effectiveness of multi-modal transportation solutions.

Tour-Based Modeling and TRO Enhancements

Tour-based modeling represents a departure from the current trip-based model used to develop the RTP. In contrast to the current model, tour-based modeling allows for a much more detailed analysis, since it does not rely on the somewhat generalized assumptions that accompany the current model. In the current system, land-use and transportation assumptions are created for each of 1,260 traffic zones that form the smallest building block for analysis. Tour-based modeling will allow data to be evaluated to the tax lot or parcel level, which will result in a much more detailed and flexible system for testing proposed transportation improvements.

The recently completed Traffic Relief Options (TRO) project was the first Metro effort to use tour-based modeling. This study tested the effects of congestion pricing on travel in the region, and allows relative pricing costs to be evaluated in terms of the ability to redistribute travel and manage congestion. The tour-based model with TRO enhancements could offer a unique new tool for future RTP updates, as the concepts of congestion pricing and tolling are likely to be considered as major transportation strategies.

Bicycle and Pedestrian Modeling

The existing regional transportation model probably underestimates bicycle and pedestrian trips, and does not predict bicycle travel according to the transportation network. Instead, the current model predicts bicycle and pedestrian trips as part of the "mode choice" step of the modeling process, but does not assign these trips to a network to predict how they might be distributed. While pedestrian trips are generally short enough to make a network assignment impractical, bicycle trips are of sufficient length to be assigned to a network and evaluated at this level. As part of a future update to the RTP or the Regional Bicycle Plan, Metro will develop a bicycle network modeling process that will improve the region's ability to plan for bicycle travel.

The ODOT Willamette Valley Model

ODOT has developed a more detailed set of travel zones for the Willamette Valley, which will allow Metro to better predict travel demand at "gateway" points where Willamette Valley traffic enters the region. Currently, the regional model simply projects historic traffic volumes on such routes, but is unable to evaluate how congestion, parallel routes, and distribution of employment in and outside the region affects travel demand at these "gateway" locations. The ODOT Valley

Model has been used in other Metro transportation projects, and should be considered for the next RTP update.

6.8.4 Connectivity Research

In1996, Metro completed the Regional Street Design study, a project that resulted in new regional street design classifications in the RTP and connectivity provisions in the UGMFP. The connectivity provisions were based on a series of five case studies of subareas within the Metro region. These areas averaged two square miles in area, and ranged from a very urbanized neighborhood in Portland, to developing areas in Clackamas and Washington counties. For each subarea, conceptual street systems were used to evaluate the benefits of varying levels of street connectivity. The results of this analysis are published in Metro's technical report Street Connectivity Analysis (1997).

The connectivity analysis in the 1996 study was limited to motor vehicles, and while the findings from the study are conclusive, the consultant for the project recommended an expanded analysis of one or two of the subareas to confirm the sensitivity analysis included in the original study.

A follow-up study is proposed to confirm the motor vehicle findings of the 1996 study, and expand the analysis to examine the effects of varying levels of connectivity on pedestrian, transit and bicycle travel. This follow-up study could result in proposed changes to existing UGMFP connectivity requirements. This follow-up study is scheduled to be conducted by Metro upon completion of the 2000 RTP update, and recommendations from the study could be considered for adoption in 2001.

6.8.5 Ramp Metering Policy and Implications

During the 1990s, ODOT has increasingly managed access to the principal arterial system (freeways and highways) with ramp metering. This system of signaled ramp controls allows ODOT to remotely manage traffic flows onto the system to streamline merges and prevent bottlenecks during peak travel periods. Ramp meters provide a low-cost alternative for adding system capacity and enhancing safety. However, as traffic volumes continue to increase on the principal arterial system as well as connecting major and minor arterial routes, the practice of ramp metering will become more complex. Already, local concerns about ramp "storage" capacity forcing backups onto local routes have required ramp expansions in some locations where metering is used.

As part of the next update of the RTP, the policy considerations raised by ramp metering should be addressed. The fundamental principle behind ramp metering is to maintain traffic flows on principal routes as a priority over local arterial routes. 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 street classifications and configurations evolving out of the Region 2040 growth concept.

6.8.6 Green Corridor Implementation

Green corridors were adopted as part of the 2040 Growth Concept. They are designated in rural areas where state-owned highways connect neighbor cities to the metro area. The purpose of green corridors is to prevent unintended urban development along these often heavily traveled routes, and

maintain the sense of separation that exists between neighbor cities and the Metro region. The green corridor concept calls for a combination of access management and physical improvements to limit the effects of urban travel on the routes on adjacent rural activities.

In several corridors, Metro has already developed inter-governmental agreements (IGAs) with local governments to address access management issues. However, IGAs are not in place in most corridors, and physical improvements, such as street and driveway closures, landscaping and public signage have not been implemented in any green corridors. During the next several years, Metro will continue to work with ODOT and affected local jurisdictions to complete IGAs for the remaining green corridors, and develop plans for necessary improvements. Such improvements should be incorporated into future updates of the RTP.

6.8.7 2040 Land-use and Transportation Evaluation

Though the RTP contains a number of land-use recommendations, more work is needed to further evaluate RTP and 2040 Growth Concept to determine potential land-use changes that would be beneficial to the transportation system. This evaluation would consider directing growth away from areas that do not have adequate transportation systems, and focusing growth in areas with surplus transportation capacity, as well as improving the balance of jobs and housing to reduce long-distance commuting on the principal arterial system. The evaluation would also include an analysis of the effect of relative wages on the mix of jobs and housing needed to realize transportation benefits.

- *Damascus & Pleasant Valley Urban Reserves:* The overall jobs/housing imbalance in Clackamas County results in heavy travel demand on routes like I-205 and Highway 224 that link Clackamas County to employment areas. A review of the Damascus and Pleasant Valley Urban Reserves should consider the potential for improving jobs/housing balance in these areas. This review should include areas in the Pleasant Valley areas that have been recently incorporated into the urban area, but are largely undeveloped.

- *Beavercreek Urban Reserves:* Urbanization of these reserves would require major improvements to Highway 213 and connecting arterial streets that may be inappropriate in scale and cost, and could negatively impact adjacent areas in Oregon City.

6.8.8 Industrial Lands Evaluation

Additional work is needed in Tier 2, 3 and 4 urban reserve lands to determine where strategic transportation improvements could be implemented to make industrial land more viable for development. This evaluation would identify key areas for industrial development where non-transportation actions would enable industrial development that complements the planned transportation system.

6.8.9 TDM Program Enhancements

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

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

6.8.10 Transportation Performance Measures

The 2000 RTP ~~marks~~ marked the first time in the 18-year evolution of the plan that a performance measure other than congestion is adopted as regional policy. The newly incorporated Area of Special Concern designation allows for a broader definition of performance in mixed use centers and corridors, where transportation solutions solely aimed at relieving congestion are inappropriate for functional, physical, financial or environmental reasons.

However, the Area of Special Concern designation is only a first step toward a more broadly defined set of performance measures. Future updates of the RTP should continue to expand the definition of performance to encompass all modes of travel as they relate to planned land uses. While congestion should be factored into a more diverse set of measures, it should be evaluated in a more comprehensive fashion to ensure that transportation solutions identified in future RTP updates represent the best possible approaches to serving the region's travel demand.

Section 6.8.11 Transit Stop Planning

Tri-Met, in cooperation with regional partners, defined most of the major transit stops as a part of the Primary Transit Network planning process in 1997. Planning for the location of transit station continues as Tri-Met and other transit providers participate in specific corridor planning or implements elements of their strategic plan. Amendments to Figure 1.16 will be necessary as these planning efforts continue. As these planning efforts will include participation from the affected local jurisdictions, amendments to their transportation system plans should be made as planning is completed.

As a part of these planning efforts, transit providers may consider policy standards for station spacing for particular types of service lines, amenities to be provided at transit stops and design standards for those amenities. Jurisdictions are also encouraged to undertake transit stop area plans at major transit stops on rapid bus lines, similar to previous planning efforts for light rail stations.

6.8.12 Job Access and Reverse Commute

The Transportation Efficiency Act (TEA-21) of 1998 included the Job Access and Reverse Commute Program to address the mobility challenges facing welfare recipients and low-income persons. This grant program requires States to develop solutions collaboratively with Metropolitan Planning Organizations (MPOs), local and regional transportation agencies and social service providers. The federal Job Access and Reverse Commute Program provides grants to help States and localities develop a coordinated, regional approach to new or expanded transportation services that connect welfare recipients and other low-income persons to jobs and other employment services. Job Access projects support developing new or expanded transportation services such as shuttles, vanpools, new bus routes, guaranteed ride home programs and other transit service expansion for welfare recipients and low-income persons. Reverse Commute projects provide transportation services to suburban employment centers from urban, rural and other suburban locations for all persons.

In response to the federal legislation, the purpose of the Portland Job Access Plan is to connect low-income persons and those receiving Temporary Assistance to Needy Families (TANF) with employment areas and related services in the Portland metropolitan region. The community to be served includes approximately 220,000 people with incomes 150 percent below the poverty level. In 1999, Phase I funding for Portland's Job Access Plan matched existing local resources with federal funds to provide over 87,000 new transit rides for low-income and welfare recipients in Washington, Clackamas and Multnomah counties. The new services improved connections and services to both urban and rural areas of the tri-county area using a combination of public, non-profit and private providers. This has allowed individuals with limited resources to enhance their access to the regional transit network and reduce their transportation burdens. The Regional Job Access Committee represents more than 20 organizations, including Metro, transit providers, social service agencies, child care providers and employers.

Many of today's entry-level positions do not work traditional work hours and the public transportation system is less efficient or non-existent during off-peak shift times. More than 75 employers, representing more than 25,000 employees, have new transportation options for these "hard to serve" shifts from the first year federal Job Access funds. New transportation options range

from carpool incentives to evening or early morning shuttle services which allow low-income job seekers access to otherwise unattainable employment locations.

While job training is a key to job placement, the Portland Job Access Plan recognizes that travel training is a key to job retention. Knowing how to use the available transportation services can ease the commute and provide options for childcare. The plan stresses regional coordination and information access as a key to preparing welfare recipients for their commute.

6.8.13 Financial Implementation

JPACT will convene a committee to address transportation funding issues. This committee will consider the information and concepts addressed in Section 5.4 and report back to JPACT with a funding implementation strategy and an analysis of how the strategy addresses the principles identified in Section 5.4.1. JPACT and its transportation funding committee will work with other government agencies, private sector and non-profit agency efforts to address transportation funding in the state and region as it considers its implementation strategy. This effort will lead to proposals for new sources of transportation revenue to build, operate and maintain the RTP Priority system.

6.8.14 RTP Modal Targets Implementation
Metro was recently awarded state Transportation/Growth Management funds to identify best practices and further clarify what constitutes a minimum requirements for local transportation system plans to meet the RTP modal targets. Metro's primary goal is to ensure that the planning programs be adopted, and that on-the-ground progress be demonstrated over time. However, progress toward the non-SOV modal targets is an output of the regional travel demand model, but cannot be generated by local jurisdictions. Progress would be periodically evaluated as part of RTP updates. The project will:

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

This effort could result in amendments to the RTP.

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

However, given that a XX percent funding shortfall between the preferred system and existing revenue projections exists, this methodology can result in plan amendments being justified by transportation improvements that are unlikely to occur in a timely period, due to the current funding shortfall. Under this scenario, a more realistic basis for evaluating the system might be the "financially constrained" system, which represents just XX percent of the larger "preferred" system, and is based on recent funding history. Conversely, using the much more conservative financially constrained system for this analysis risks turning away unanticipated economic development that is consistent with the general intent of a local plan, but requiring greater transportation infrastructure than is provided in the constrained scenario.

Prior to the next update to the 2004 RTP, the issue of defining an adequate system of improvements for the purpose of evaluating local plan amendments should be addressed in detail to ensure a balance between allowing desired development and preventing land use actions that outstrip the public ability to provide transportation infrastructure. This effort should include a cross-section of local and regional interests and state agency officials, and could lead to recommended RTP amendments that implement a new strategy for considering such proposals. The effort should be led jointly by Metro and the Oregon Department of Transportation.

6.8.16 Wilsonville I-5 South Corridor

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

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

to 99W Connector and/or a Stafford/I-205 Study in conjunction with possible urban growth boundary expansions and industrial land evaluations.

6.8.17 National Highway System (NHS) Routes Update

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

How to Comment on the update to the
2004 Regional Transportation Plan

The public comment period for the 2004 Regional Transportation Plan (RTP) begins on October 31, 2003 and concludes with a public hearing on December 4, 2003. You may submit comments online at Metro's website:

www.metro-region.org/rtp

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

Comments:

Submitted by:

Name

Street Address *City/Zip*

Phone *E-Mail*

Send me more info:

☐ *2000 RTP Document CD* *Other RTP Info:* _____

☐ *Please add me to the RTP interested citizens mailing/e-mail lists*

Regional Transportation Plan Update Calendar

October 31	Public comment period begins; staff recommendation on draft 2004 RTP released for 30-day public comment period; draft RTP and conformity determination submitted to FHWA and FTA to begin review
November 3	Air quality conformity analysis begins
November 5	MTAC comments on draft 2004 RTP
November 12	MPAC comments on draft 2004 RTP
November 13	JPACT tentative action on draft 2004 RTP
November 13	Metro Council first reading of Ordinance on draft 2004 RTP
November 26	TPAC review and discussion of draft 2004 RTP and air quality conformity analysis
December 4	Public hearing on draft 2004 RTP; public comment period ends at 5 p.m.
December 5	TPAC special meeting to comment on draft 2004 RTP
December 10	Tentative final MPAC action on 2004 RTP
December 11	Tentative final JPACT action on 2004 RTP
December 11	Metro Council second reading of Ordinance and consideration of adoption of 2004 Regional Transportation Plan

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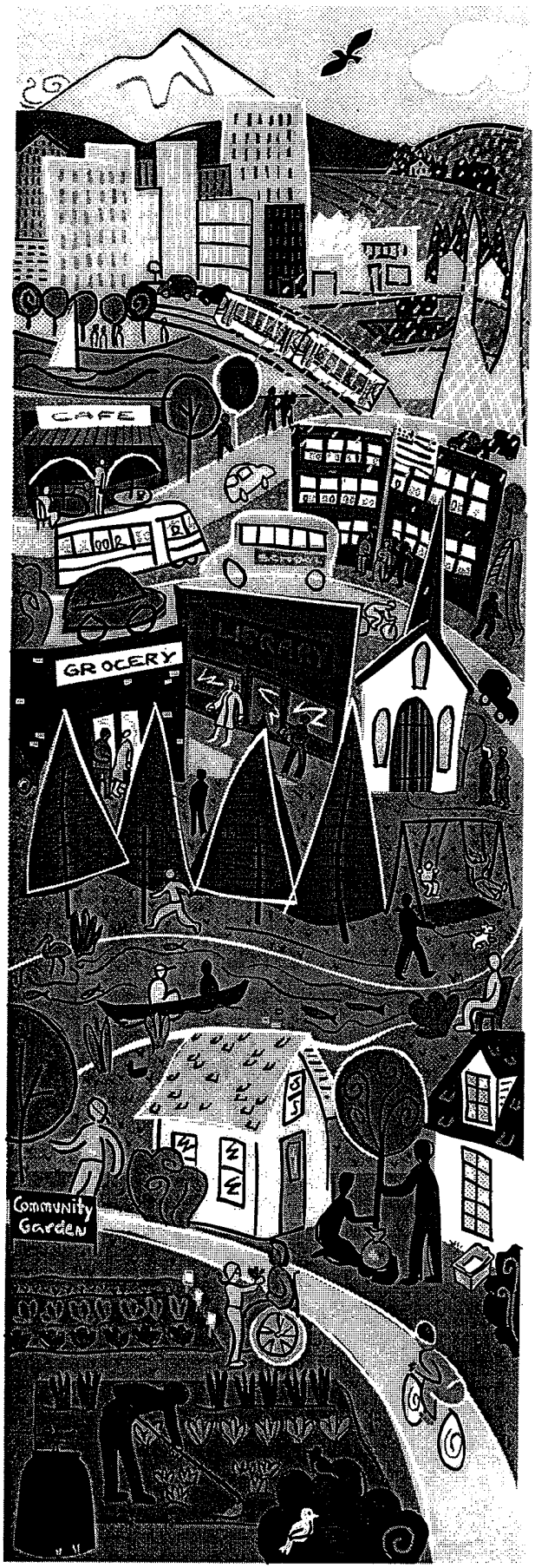

4

2004 Regional Transportation Plan

Air Quality Conformity

October 31, 2003

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2004 Regional Transportation Plan and 2004-07 Metropolitan Transportation Improvement Program

Conformity Determination Report

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2004 Regional Transportation Plan and 2004-07 Metropolitan Transportation Improvement Program Conformity Determination

A. Introduction

Background

The federal Clean Air Act provides the main framework for national, state and local efforts to protect air quality. Under the Clean Air Act, the Environmental Protection Agency (EPA) is responsible for setting standards, known as national ambient air quality standards (NAAQS), for pollutants considered harmful to people and the environment. These standards are set at levels that are meant to protect the health of the most sensitive population groups, including the elderly, children and people with respiratory diseases. Air quality planning in this region is focused on meeting the NAAQS and deadlines set by the federal Environmental Protection Agency and state Department of Environmental Quality for meeting the standards. Further, the United States Department of Transportation has established regulations which make failure to meet these standards result in a loss of transportation funding from state and federal sources and increased health risks to the region.

The 2004 Regional Transportation Plan (RTP) and 2004-07 Metropolitan Transportation Improvement Program are subject to an air quality conformity determination under federal regulation (40 CFR Parts 51 and 93) and state rule (OAR 340 Division 252). Metro, as the federally designated Metropolitan Planning Organization (MPO) for the Oregon portion of the Portland-Vancouver air shed, is the lead agency for the conformity determination. In addition, the Transportation Policy Alternatives Committee (TPAC) is called out under the state rule as the standing committee designated for "interagency consultation" as required by the rule. In order to demonstrate that the 2004 Regional Transportation Plan (RTP) and the 2004-07 MTIP meet federal and state air quality planning requirements, Metro must complete a technical analysis that is known as air quality conformity. The need for this analysis came from the integration of requirements in the Clean Air Act Amendments of 1990 and the Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991. These requirements were also included in the Transportation Equity Act for the 21st Century (TEA21) in 1998. Conformity is a regulation requiring that all transportation plans and programs in air quality non-attainment or maintenance areas conform to the State's air quality plan, known as the State Implementation Plan (SIP). Transportation plans and programs such as the 2004 RTP and the 2004-07 MTIP must not result in air quality violations.

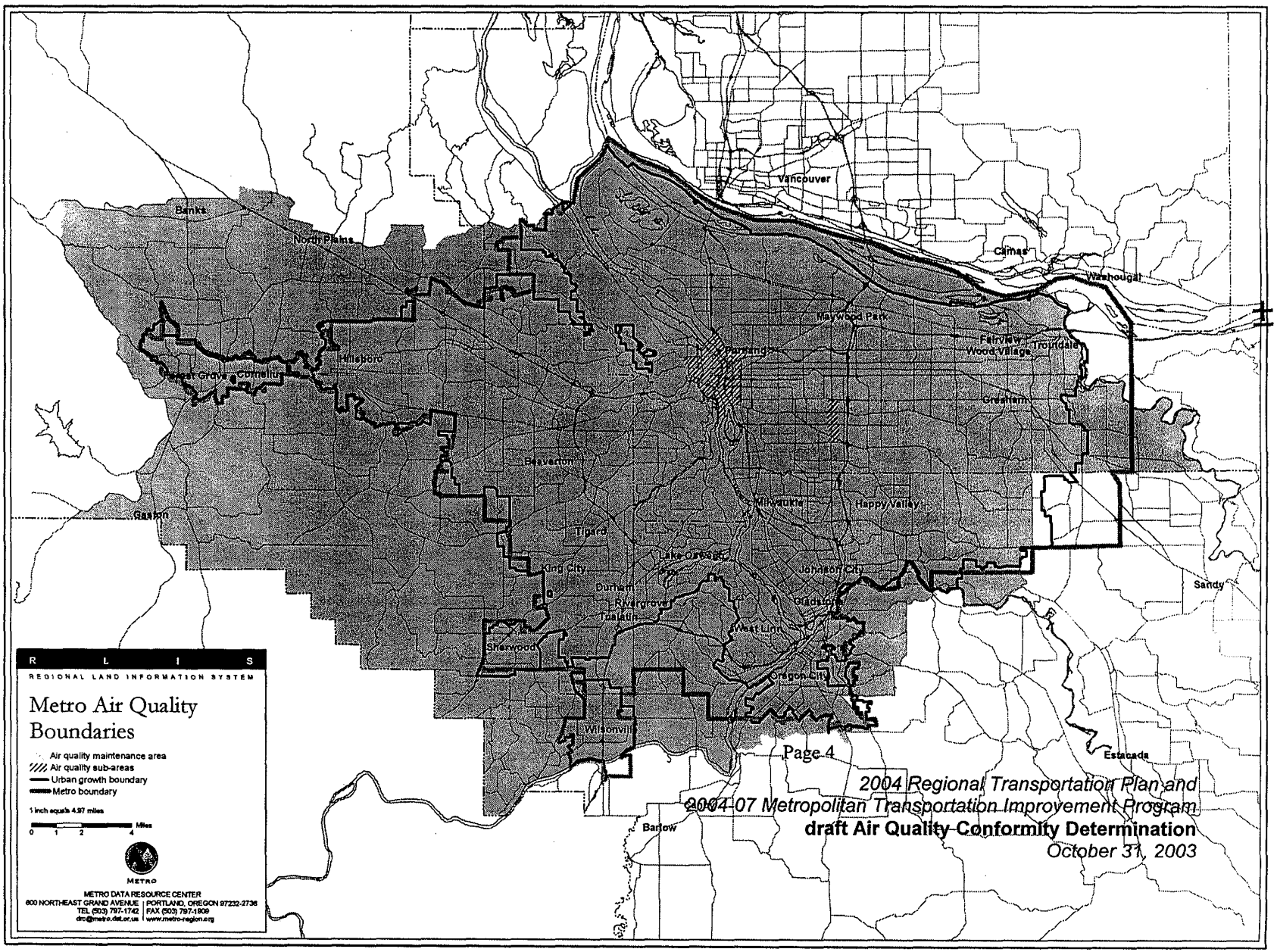
The Portland/Vancouver area has one interconnected airshed. However, given the State boundary along the Columbia River and the differing jurisdictions and state laws, the Federal government approved

each side of the airshed taking responsibility for its area. For the Oregon side a Portland Area Airshed was established. However, as there are several types of pollutants of concern in the Portland Area, several geographic areas were established for differing air pollutants.

For Carbon monoxide, the Metro jurisdictional boundary was established as the geographic extent of concern for which emission budgets (maximum pollutant levels) were created. Within that area, their were sub-areas established with their own emission budgets. These sub-areas were the Portland Central City sub-area and the 82nd Avenue subarea.

For precusors of ozone, commonly called smog, geographic boundaries were set that pertained to the level of hydrocarbons (also known as volatile organic compounds) and nitrogen oxide. The Portland Air Quality Maintenance Area was established for addressing ozone and the emission budgets for this area.

The following map shows these boundaries.



2004 Regional Transportation Plan and
2004-07 Metropolitan Transportation Improvement Program
draft Air Quality Conformity Determination
October 31, 2003

Plot time: Oct 28, 2003 J:\holsted\03283_Mark_Turpel_AQ_bdy\metro_air_quality_boundaries.mxd

Reason for Determination

Metro is the Portland area's designated Metropolitan Planning Organization (MPO). As the MPO, Metro is the lead agency for development of regional transportation plans and the scheduling of federal transportation funds in the Portland urban area. Regulations of the United States Department of Transportation (USDOT) require the MPO to develop a 20-year Regional Transportation Plan (RTP). The Plan must identify revenue that can be reasonably anticipated over a 20-year period for transportation purposes. It must also state the region's transportation goals and policies and identify the range of multi-modal transportation projects that are needed to implement them. Just as Metro is required to develop an RTP, it is also mandated to develop a Metropolitan Transportation Improvement Program (MTIP) for the Portland urban area. The MTIP "program" process is used to determine which projects included in the Plan will be given funding priority year by year.

The U.S. DOT and the U.S. Environmental Protection Agency (EPA) approved and acknowledged the 2000 RTP air quality conformity determination on January 26, 2001. Under federal regulations, the RTP must be updated every three years to ensure that the plan adequately addresses future travel needs and is consistent with the federal Clean Air Act. As a result, an update to the 2000 RTP began in September 2003.

On June 19, 2003, the Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Council approved Resolution No. 03-3335, approving a regional allocation of federal funds for the years 2006 and 2007, pending an air quality conformity analysis for the 2004-07 MTIP. The 2004-07 Metropolitan Transportation Improvement Program (MTIP) schedules spending of federal transportation funds in coordination with significant state and local funds in the Portland metropolitan region for the federal fiscal years 2004 through 2007. It also demonstrates how these projects relate to federal regulations regarding project eligibility, air quality impacts, environmental justice and public involvement.

On August 11, 2003 the U.S. DOT recommended that the 2004 RTP air quality conformity analysis and determination be completed jointly with the conformity analysis for the 2004-07 Metropolitan Transportation Improvement Program (MTIP).

On December 11, 2003, the Metro Council is scheduled to take action on the 2004 Regional Transportation Plan (RTP), the 2004-07 MTIP and the conformity determination for both plans. In order to ensure that the 2004 RTP is in compliance with air quality requirements, this Conformity Determination has been prepared for the financially constrained system of the 2004 Regional Transportation Plan (RTP) which also includes projects identified in the 2004-07 MTIP.[1] It has been prepared because the RTP and

[1] Defined in Chapter 5 of the 2004 Regional Transportation Plan and in Appendix 1 to this document, the financially constrained system responds to federal planning requirements. This system of projects and programs is limited to current funding sources, and those new sources that can be reasonably expected to be available during the 20-year plan period. As the federally recognized system, the financially constrained system is also the source of transportation projects that may be funded through the Metropolitan Transportation Improvement Program (MTIP). The MTIP allocates federal funds in the region. The 2004 RTP not only provides an updated set of financially constrained projects and programs for future MTIP allocations, but also establishes more formal procedures and

the MTIP must be conformed every three years, as described in OAR Chapter 340, Division 252, section 50. A new plan and MTIP demonstrating conformity with the Clean Air Act must approved and acknowledged by US DOT and US EPA in a formal conformity determination by January 26, 2004, when the current US DOT/US EPA conformity determination for the 2000 RTP expires.

Section B of this conformity determination provides an overview of the 2004 RTP and major changes to road and transit network assumptions. The State Transportation Conformity Rule requires that the air quality conformity determination comply with several subsections of OAR Chapter 340, Division 252, including:

1. OAR 340-252-0110 – Use of the Latest Planning Assumptions
2. OAR 340-252-0120 – Use of Latest Emissions Model
3. OAR 340-252-0130 – Consultation
4. OAR 340-252-0140 – Timely Implementation of Transportation Control Measures (TCMs)
5. OAR 340-252-0190 – Motor Vehicle Emissions Budget

Section C discusses the relevant conformity determination requirements and demonstrates that this Determination complies with each requirement. Metro's technical analysis indicates that regional emissions will remain within established budgets in all analysis and budget years (i.e., 2006, 2007, 2010, 2015, 2020 and 2025). The following analysis demonstrates how the conformity determination for the 2004 Regional Transportation Plan complies with applicable requirements of OAR Chapter 340, Division 252. Inapplicable subsections of Division 252 are not cited in this conformity determination.

This October 31, 2003 draft document contains the assumptions, methodology and budgets (maximum pollutant levels) for determining air quality conformity. However, the calculations to determine whether the proposed financially constrained 2004 RTP and the MTIP meet air quality conformity standards have not yet been completed. Accordingly, reviewers may comment on the assumptions and methodology. Where calculation results are being completed, there is text indicating "Results Pending". Conformity determination results will be made available at a later date for technical and public review. As the financially constrained system of the 2004 RTP is very similar to the 2000 RTP as amended in 2002 and 2003, it is assumed that the 2004 RTP and 2004-07 MTIP will meet conformity standards. Should the calculations result in findings that the 2004 RTP or 2004 MTIP not conform to air quality standards, the technical and public review schedule will be revised to allow for revisions to the RTP and MTIP, revision of air quality calculations and public and technical comment prior to MPO consideration and adoption.

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objectives for implementing long-range regional transportation policies through incremental funding decisions. These new MTIP provisions are set forth in Chapter 6 of the 2004 RTP.

B. OVERVIEW OF THE 2004 RTP AND MAJOR CHANGES IN NETWORK ASSUMPTIONS

The 2004 RTP Update represents a minor update to the 2000 RTP that focuses on meeting state and federal requirements, and incorporated new policy direction set by JPACT and the Metro Council as part of various corridor and special studies conducted since 2000. The update will also incorporate a number of "friendly amendments" proposed as part of local transportation plans being adopted over the past three years This update builds on the extensive planning work and analysis that was completed for the 2000 RTP. The 2004 RTP continues to implement the 2040 Growth Concept, the region's long-range plan for addressing expected growth while preserving the region's livability. The 2004 RTP represents a nearly 20-year evolution from a mostly road-oriented plan to a more balanced multi-modal plan that is closely tied to land use and the 2040 Growth Concept. The 2004 plan remains relatively unchanged in terms of the mix of projects, and continues to rely on greater emphasis on a multi-modal transportation system that enhances opportunities for walking, bicycling and use of transit, transportation demand management, street connectivity, and a 2040-based level of service policy that tolerates some congestion, particularly during two-hour peak period in select locations based on availability of other modes of travel such as walking, biking and transit.

The total reasonably expected revenue base assumed in the 2004 RTP for the road system is about...

Results Pending

The following section summarizes some of the more important similarities and distinctions between the two networks.

1. **Network Assumptions Carried Over the from 2000 RTP:**

- ❖ Annual average transit service increase of 1.5 percent through 2006;
- ❖ LRT extended from Milwaukie to Vancouver, Washington by 2020, including a first phase Interstate Avenue LRT alignment from the Rose Quarter to the Expo Center (though the opening day for Interstate MAX has changed from September 2004 to May 2004);
- ❖ LRT extended from Gateway Regional Center to Clackamas Regional Center and LRT extended along the Portland Transit Mall from the Steel Bridge to PSU along 5th and 6th Avenues.
- ❖ Early implementation of an interim "Rapid Bus" system in the 99E corridor on McLoughlin from downtown Portland to Milwaukie.
- ❖ Wilsonville/Beaverton Commuter Rail;
- ❖ Added freeway lanes:
  - I-5 from Greeley to Interstate Bridge;

- US 26 from Highway 217 to Murray Boulevard;
- Highway 217 from Tualatin Valley Highway to 72nd Avenue Interchange.

- Signal system interconnection on significant regional arterial streets.
- Implementation of the central city streetcar from NW Portland to the Macadam district in two phases.
- Improved bus headways and occupancy on numerous priority routes due to implementation of amenities and structural improvements (e.g., "coach-style" buses, dedicated transit lanes, queue jump lanes, signal priority systems, "real-time" on-street bus arrival information displays, etc.)
- Slightly reduced geographic coverage of bus service to emphasize service on the most productive routes;
- Phase 1 construction of the Sunrise Highway from I-205 to Rock Creek;
- Hogan Interchange construction at I-84 to Stark Street.
- The 2000 RTP plans for construction of 34 additional arterial lane miles and 108 more freeway lane miles than assumed in the 1995 RTP (which froze road construction at 2015 levels).

2. New 2004 RTP Network Assumptions:

- Base year of 2000.

Results Pending

The 2004 RTP builds on the policy direction established in the 2000 RTP, which was to use transportation investment as a means to implement and reinforce the region's land use goals, and more fully defines the methods and projects that will effect this purpose. Extensive interagency consultation was conducted to develop and refine the current financially constrained system project list. The resultant network continues to rely extensively on auto trip making (Results Pending percent of daily trips are single-occupant auto trips in 2025) and therefore continues to reflect significant investment in maintenance and expansion of the region's freeway and street facilities.

However, a more refined multi-modal approach is also exhibited in the 2004 RTP's specification of precise pedestrian and bike system improvements, and the identification of "boulevard-design" locations where the intent is to retrofit designated streets for walking, biking and transit. The retrofits of major streets include wider sidewalks, safer street crossings, bike lanes and improved bus stops and shelters along streets that serve the central city, regional centers, town centers and other areas. The 2004 RTP congestion level of service standards reflect a policy that the associated impacts of wider, faster streets and freeways needed to achieve the traditional service level are too often accompanied by unacceptable impacts on costs, surrounding neighborhoods and alternative travel modes. Some funds previously dedicated to attempts to meet the traditional level of service standard have been freed up to pursue more balanced system investment that is more reliant on system and demand management, walking, bicycling and transit to meet regional trip demand. And as the comparative data above, and in Section C.1(b), below, suggest, this approach yields meaningful reductions of auto trip dependency.

C. Relevant Conformity Requirements and Findings of Compliance

1. Consistency with the Latest Planning Assumptions (OAR 340-252-0110).

a. **Requirement:** *The State Rule requires that Conformity Determinations be based "on the most recent planning assumptions" derived from Metro's approved "estimates of current and future population, employment, travel and congestion."*

Finding of compliance: The *quantitative* analysis (see Section C.6) employs the transportation system planning assumptions completed for the 2004 RTP, and population, employment and development assumptions that reflect Metro adoption of the Regional Framework Plan and its implementing ordinances. The 2000 base year reflects Metro's official estimates of population and employment calibrated to 2000 Census data. Metro has completed a population/employment projection for 2025. The 2025 population/employment projection is the foundation for all analysis years used in this Conformity Determination.

Travel and congestion forecasts in the analysis years of 2000, 2010 and 2025 are derived from the population/employment data using Metro's regional travel demand model and the EMME/2 transportation planning software. Within subroutines of the regional travel demand model, Metro calculates the transit/bike/walk mode split for calculated travel demand based on a variety of factors, including trip distance, car per worker relationship, transit headways, total employment within one mile, intersection density and a zone-based mixed-use index of the ratio of total employment to total population (see Appendix 4). Both the population and employment estimates and the methodology employed by the EMME/2 model have been the subject of extensive interagency consultation and agreement (discussed further in Section C.3).

The resulting estimates of future year travel and motor vehicle congestion are then used with the outputs of the EPA approved MOBILE 5a-h emissions model to determine regional emissions. In all respects, the model outputs reflect input of the latest approved planning assumptions and estimates of population, employment, travel and congestion.

b. **Requirement:** *The State Rule requires that changes in transit policies and ridership estimates assumed in the previous conformity determination must be discussed.*

Finding of compliance: Changes in transit policies and ridership estimates are discussed below for each type of transit service assumed in the 2004 RTP transit network: light rail, commuter rail, rapid bus, frequent bus, regional bus and community bus.

LRT Extension. The *transit policies* which guide modeled implementation of light rail transit (LRT) service in the South/North corridor are consistent with previous Conformity

modeling of the Westside and Hillsboro LRT service starts. Bus resources providing downtown radial service are replaced with LRT service. Previous short-haul service between former radial trunk routes is reconfigured to support new LRT stations and surrounding neighborhoods. This represents continuation of *existing transit policy* and its extension to the expanded LRT system. The same principles are further extended to implementation of planned commuter rail in South Washington County.

Previous conformity determinations have reflected policy changes that call for the construction of the South Corridor LRT Project in two phases. The first phase to include I-205 LRT from Gateway Regional Center to Clackamas Regional Center and LRT on the downtown Portland Transit Mall by 2008. A second phase is assumed that would include LRT from downtown Portland to Milwaukie town center. A new assumption is more rapid implementation of the Interstate MAX from downtown Portland to the Expo Center to the Expo Center. LRT service extension from Expo Center to Vancouver, Washington continues to be assumed to be part of the Preferred System, but is now not included in the Financially Constrained RTP.

Commuter Rail. A previous Determination has assessed introduction of commuter rail into the regional transit service strategy. The 2004 RTP makes no changes to the assumptions previously modeled. Only one alignment and service parameter is identified: Wilsonville to Beaverton in Washington County during the a.m. and p.m. peak periods with supporting park and ride facilities and a slight increase and realignment of supporting feeder bus service. If other alignments should be determined to be feasible, amendment of the regionally defined system would be needed.

Bus Transit. The 2004 RTP carries forward a hierarchy of regional bus transit service described in the 2000 RTP. From a modeling perspective, one of the most significant factors effecting transit ridership is transit service headways. The 2000 RTP identified four gradations of bus service: Rapid bus, Frequent bus, Regional bus and Community bus which are continued in the 2004 RTP. Rapid bus service would most closely emulate LRT in speed, frequency and comfort serving major transit routes with limited stops. Rapid bus service is characterized by some dedicated rights-of-way, signal preemption capability, 15-minute headways and high quality station and passenger amenities. Passenger amenities are concentrated at transit centers such as schedule information, ticket machines, bicycle parking and covered shelters. The 2004 RTP continues with an approach of deploying a limited number of Rapid bus lines in high demand commuter corridors.

Frequent bus service is characterized by 10-minute headways, wider geographic coverage, utilization of some dedicated right-of-way (e.g., queue jumps, dedicated turn lanes, etc.), signal preemption capabilities, and enhanced passenger amenities that include covered bus shelters, special lighting. Some overlap of Rapid and Frequent bus service is conceivable. However, bus stops (rather than stations) would characterize the frequent bus system and much more frequent stops would occur. The vehicles would be typical transit buses.

Regional bus service would represent the majority of planned regional bus service. Radial trunk service would be provided on major arterials. Stops would be located every two to three blocks, and amenities would be prioritized to high ridership locations. Headways would not be more than 15-minutes during regular operating hours. The 2004 RTP continues the 2000 RTP approach which assumed expansion of the system to provide not only central city radial service but also to interconnect emerging regional and town centers, main streets and corridors with the central city and with one another.

The Community transit network is an innovation of the 2000 RTP that grew from Tri-Met's Transit Choices for Livability program. In addition to local bus service to neighborhoods and employment areas, community bus service includes decentralization of some transit services to a multitude of community-based transit providers dedicated to providing localized, "shuttle-like" service to destinations within a very limited geography. Vehicle types are expected to vary from traditional buses to van-type shuttles and taxi and car-share programs. The service is focused on more accessibility, frequency along the route and coverage to a wide range of land use options rather than on speed between two points. Community bus service generally is designed to serve travel with one trip end occurring within the 2040 Growth Concept town centers, main streets, station communities and corridors.

Transit Ridership. The broadest measure of ridership assumptions is revenue hours. The previous network, used to conform the 2000 RTP, as amended, reflected changes to the South/North alignment and timing. Also, it included introduction of Commuter Rail in Washington County.
The following data points highlight the practical effect of changed system configuration and funding assumed in the 2004 RTP relative to previous assumptions used in the 2000 RTP:

- Total projected revenue hours projected for the 2004 RTP is Results Pending
- The 2004 RTP projects Average Weekday (AWD) transit trips in 2025 ... Results Pending
- The 2004 RTP projects that the percent of regional daily trips that are transit is ...Results Pending)
- The 2004 RTP projects that, the percent of households and employment within 1/4-mile of transit service in 2025 to be Results Pending
- AWD originating riders per revenue hour are Results Pending

c. **Requirement:** *The State Conformity Regulations require that reasonable assumptions be used regarding transit service, and increases in fares and road and bridge tolls over time.*

Finding of compliance: There are no road or bridge tolls in place in the Portland

metropolitan area, and none are assumed in the 2004 RTP or proposed in the MTIP. No decision to deploy such a project has been made and this Determination does not model evaluation of such a program. However, in the future some of the projects included in the Financially Constrained System Project List may include value pricing considered during individual project evaluation and alternative selection.

Auto operating costs are factored into the mode choice subroutines of the regional travel model. These costs are held constant to 1985 dollars. Parking costs for the Central City and for Tier 1 regional centers are based on the South/North DEIS parking costs developed from survey data to reflect parking control strategies. Parking factors for the remaining regional centers, station communities, town centers and mainstreets are scaled back by 50 percent from these costs. No parking factors are assumed for corridors, neighborhoods, employment areas, industrial areas, greenspaces and areas outside the urban growth boundary. The three-zone transit fare structure adopted in 1992 is held constant through 2025. User costs (for both automobile and transit) are assumed to keep pace with inflation and are calculated in 1985 dollars. Free transit areas are assumed for the central business and Lloyd districts and Tier 1 regional centers and within Wilsonville town center.

Service assumptions (i.e., transit vehicle headways) also affect trip assignment to transit. The South Corridor LRT Project Locally Preferred Alternative has selected the I-205 LRT segment and the downtown Portland Transit Mall LRT segment as a first phase recommended for completion by 2007 and a downtown Portland to Milwaukie LRT segment as a second phase.

LRT along Interstate Avenue from the Rose Quarter to the Expo Center is ahead of schedule with startup now planned for May 2004. These service assumptions were previously modeled in the FY 02-05 Metropolitan Transportation Improvement Program (MTIP) Conformity Determination, approved January 20, 2000 and as amended August 14, 2003.

The 2000 RTP assumed a 1.5 percent annual service hour increase for regional bus service through 2006. The bulk of the increase was allocated to building a service base along the Interstate Avenue corridor. At 2007, these bus resources were assumed to be reallocated throughout the region and feeder service within the LRT Corridor was reinforced. Service increases were assumed to Results Pending

The 2004 RTP continues these early program assumptions. However, with added regional support in the FY 2002 – 2005 MTIP, earlier attention has been focused on building service in two of four newly identified priority rapid bus corridors: the Barbur/99W and McLoughlin corridors, which link downtown with southeast Washington County and west Clackamas County, respectively. Rather than general reallocation of the Interstate LRT service hours, service in these corridors will be expanded. In addition, the 2004 RTP (as did the 2000 RTP) extends the 1.5 percent increase through 2025. Finally, rapid bus

service is extended to the McLoughlin Boulevard/Highway 224 corridor and on Division Street to Gresham regional center in east Multnomah County.

d. **Requirement:** *The State Conformity Regulations require that the latest existing information be used regarding the effectiveness of TCMs that have already been implemented. It must also be demonstrated that the Plan does not delay or impede the implementation of TCMs*

The the Portland area maintenance plans for ozone and carbon monoxide include TCMS that are identical, except for section 2 of the non-funding based TCMs. Following are the TCM quoted verbatim (shown in italics) from the air quality maintenance plans and unless noted, are the same in each maintenance plan. The maintenance plan TCMs are followed by a description of actions taken by the region to comply:

"*Non-funding based Transportation Control Measures*

1. Metro 2040 Growth Concept

Metro's 2040 Growth Concept is included because it changes typical growth patterns to be less reliant on motor vehicle travel, thereby reducing motor vehicle emissions. Two elements of the land use plan (the Interim Measures and the Urban Growth Boundary) provide appropriate implementation mechanisms to meet FCAA enforceability requirements for control strategies.

a. Metro Interim Land Use Measures relating to:

- *Requirements for Accommodation of Growth;*
- *Regional Parking Policy; and*
- *Retail in Employment and Industrial Areas.*

The text of the interim land-use measures is included in Appendix D1-17 (for Ozone, Appendix D2-10 for CO).

b Urban Growth Boundary.

The Urban Growth Boundary (UGB) as currently adopted or amended before EPA approval of the maintenance plan, assuming an amendment does not significantly affect the air quality plan's transportation emission projections.

2. Central City Parking Requirements (Carbon Monoxide)

The Portland City Council adopted the Central City Transportation Management Plan, Plan and Policy, and other supporting documents on December 6, 1995. The Central City Transportation Management Plan (CCTMP) was adopted by Ordinance No. 169535, Resolution 35472. The Ordinance became effective January 8, 1996. A key supporting document was the Zoning Code Amendments, containing the maximum parking ratios for new development, the requirements for providing structured parking to serve older historic buildings and other regulations on parking.

Key elements of the Zoning Code Amendments related to CO air quality projections are incorporated into this document as given below.

The CCTMP replaced the former Downtown Parking and Circulation Policy, first adopted in 1975 and updated in 1980 and 1985. The 1980 update of the parking policy served as a foundation for the 1982 Portland area CO attainment plan. The CCTMP is designed to minimize new vehicle traffic in the Central City and encourage alternative travel modes by extending the downtown maximum parking ratio concept to the entire Central City area. The CCTMP provided for the lifting of the downtown parking lid upon EPA approval of the maintenance plan and the request" for attainment redesignation. However, until EPA approval, the CCTMP retains the parking lid.

The parking offset program (OAR 340-020-0400 through OAR 340-020-0430), designed to allow the city to increase the parking lid by up to a maximum of 1,370 spaces, was also retained until after EPA approval of the maintenance plan. The DEQ's emission projection figures for the CCTMP emissions inventory area include an estimate for the emissions associated with 827 parking spaces, as documented in Appendix D2-4-4. These are the parking spaces yet to be developed, but which were authorized by the parking offset program.

The following is a list of zoning code amendments that were incorporated directly into the Portland Carbon Monoxide Maintenance Plan. The text of critical code provisions (such as maximum parking ratios for new development and parking provisions for existing buildings) is contained in Appendix D2-8. A list of other zoning code amendments used as supporting documents for the maintenance plan is contained in Appendix D2-13 of Volume 3 of the Oregon State Implementation Plan.

Items in Volume 3 of the SIP are federally enforceable. With regard to Volume 3 items, EPA has allowed DEQ to make changes which are merely administrative, without requiring public process. DEQ and EPA make a determination as to whether a proposed change by the City of Portland is merely administrative rather than substantive.

Section 1: Incorporated Amendments to Chapter 33.510, Central City Plan District

Code Number	*Code Title*
33.510.261 -	*Parking*
33.510.261.E	*Site split by subdistrict or parking sector boundaries*
(33.510.261.E.1.a(1)-(2),b,E.2.a(1)-(2),b)	
33.510.263 -	*Parking in the Core Area*
33.510.263.A	*Growth Parking*
(33.510.263.A.1.a-c(1)-(4),A.2-4.a-b(1)-(3),A.5-7.a-d)	
33.510.263.B -	*Preservation Parking*
(33.510.263.B.1.a-c(1)-(2),B.2-4.a)	
33.510.263.E -	*Residential/Hotel Parking*
(33.510.263.E.1.a-b,E.3.a-c)	
33.510.263.G -	*All Parking*

33.510.263.G.4 - (33.510.263. G .4.a. (1)-(2), G .4.d(1)-(3»)	*Surface parking lots.*
33.510.264	*Parking in Lloyd District*
33.510.264.A (33.510.264.A.1.a-c(1)-(4),A.2.a,A.4.a)	*Growth Parking*
33.510.264.B 33.510.264.B.1.a-c(I)-(2),B.2.a-c,B.4.a-c)	*Preservation Parking*
33.510.264.F	*All Parking*
33.510.264.F.4 (33.510.264.F .4.e.(1)-(3)	*Surface parking lots*
33.510.265	*Parking in the Goose Hollow Subdistrict and Central Eastside Sectors 2 and 3*
33.510.265.A (33.510.265.A.1.a-c,A.2.a,A.4.a)	*Growth Parking*
33.510.265.B (33.510.265.B.1.a-c(1)-(4),B.2.a,b) (33.510.265.B.4.a-c)	*Preservation Parking*

Section 2: ***Incorporated Portion of New Chapter 33.808, Central City Parking Review***

Code Number	*Code Title*
33.808.050	*Loss of Central City Parking Review Status*
33.808.100	*General Approval Criteria for Central City Parking Review*
33.808.100.G	
33.808.100.J 33.808.100.J.2.a	*If the site is in the Core Area:*
33.808.100.M	

Section 3: ***Incorporated Maps***

Map Number	*Map Title*
510-8	*Core and Parking Sectors - EPA*

Section 4: ***Incorporated Portion of CCTMP Administration Section***

VI.D.1.a.(1)-(5) *Administration Section: Preservation Parking*

Unless it is a substitution of a Transportation Control Measure producing equivalent emission reduction, any change in the Portland Metro Area CO Maintenance Plan language will require adoption of a formal amendment by the EQC and approval by EP A. The City of Portland may make changes to City policies and regulations which are included in the Portland Metro Area CO Maintenance Plan provided they do not relax the stringency of the air quality control strategies. DEQ will work with the City to notify EPA of such changes. These changes will be incorporated into the Portland Metro Area CO Maintenance Plan at a future convenient time.

Changes to documents supporting the Portland Metro Area CO Maintenance Plan' (zoning code amendments not directly incorporated into the Portland Metro Area CO Maintenance Plan, but listed in Appendix D2-13 of Volume 3 of the Oregon State Implementation Plan) which do not affect the stringency of the air quality control strategies will not require adoption of a formal amendment by the EQC and approval by EP A. DEQ and the City of Portland will review potential changes to the supporting documents to determine whether they affect the stringency of the air quality strategies. If it is determined that stringency will not be affected, DEQ will submit those changes to EPA for concurrence and administrative incorporation into the Portland Metro Area CO Maintenance Plan.

2. ***DEQ Employee Commute Options Program*** *(ozone)*

A 10% trip reduction target is required for employers who employ more than 50 employees at the same work site. See discussion above and Appendix D1-13.

3. ***DEQ Voluntary Parking Ratio Program*** *(ozone)*

Implement a voluntary parking ratio program providing incentives to solicit participation, including exemption from the Employee Commute Options program. See discussion above and Appendix D1-14.

Funding based Transportation Control Measures

1. ***Increased Transit Service***

   a. *Regional increase in transit service hours averaging 1.5% annually.*

      This commitment includes an average annual capacity increase in the Central City area equal to the regional capacity increase. The level of transit capacity increase is based on the regional employment growth projections adopted by Metro Council on Dec. 21, 1995. These projections assume that the Central City will maintain its current share of the regional employment. Should less employment growth occur in the Region and/or the Central City, transit service increase may be reduced proportionately.

   b. *Completion of the Westside Light Rail Transit facility.*

   c. *Completion of Light Rail Transit (LRT) in the South/North corridor by the year 2007.*

2. ***Bicycle and Pedestrian Facilities***

   a. *Multimodal facilities.*

      Consistent with ORS 366.514 [2]*, all major roadway expansion or reconstruction projects on an arterial or major collector shall include pedestrian and bicycle improvements where such facilities do not currently exist. Pedestrian improvements are defined as sidewalks on both sides of the street. Bicycle improvements are defined as bikeways within the Metro boundary and shoulders outside the Metro boundary but within the Air Quality Maintenance Area.*

   b. *RTP Constrained Bicycle System.*

      In addition to the multimodal facilities commitment, the region will add at least a total of 28 miles of bicycle lanes, shoulder bikeways or multi-use trails to the Regional Bicycle System as defined in the Financially Constrained Network of Metro's Interim Federal RTP (adopted July 1995) by the year 2006. Reasonable progress toward implementation means a minimum of five miles of new bike lanes, shoulder bikeways or multi-use trails shall be funded in each two-year Transportation Improvement Program (TIP) funding cycle.

      Bike lanes are striped lanes dedicated for bicycle travel on curbed streets, a width of five to six feet is preferred; four feet is acceptable in rare circumstances. Use by autos is prohibited. Shoulder bikeways are five to six foot shoulders for bicycle travel and

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[2] This provides for the following exceptions:
- absence of any need;
- contrary to public safety; and
- excessively disproportionate cost.

emergency parking. Multi-use trails are eight to 12 foot paths separate from the roadway and open to non-motorized users.

c. *Pedestrian facilities.*

In addition to the multimodal facilities commitment, the region will add at least a total of nine miles of major pedestrian upgrades in the following areas, as defined by Metro's Region 2040 Growth Concept: Central City/Regional Centers, Town Centers, Corridors & Station Communities, and Main Streets. Reasonable progress toward implementation means a minimum of one and a half miles of major pedestrian upgrades in these areas shall be funded in each two-year TIP funding cycle."

Finding of compliance: All non funding and funding based TCMs are fully supported by local, regional and State actions as well as the 2004 RTP and MTIP. This includes:

Metro 2040 Growth Concept
Since its adoption in 1995, the Metro Growth Concept has continued to serve as a means of coordinating land use and transportation, emphasizing a compact urban form, mixed uses where high quality transit service is provided or planned, a balanced transportation system that serves the Growth Concept and providing for transportation choices. Both the Metro 2000 RTP and 2004 RTP use the transportation system to implement the 2040 Growth Concept. This includes using a 2040 land use hierarchy to guide transportation plans and MTIP criteria that direct transportation investment decisions with 2040 Growth Concept implementation in mind. The MTIP includes incentives for serving 2040 centers (mixed use areas) and reducing vehicle miles traveled. As a result, during the period 1990 to 2000, while total vehicle miles increased by 35 percent, TriMet ridership increased 49 percent. Further, from the local adoption of the air quality maintenance plan requirements (1996) to the year 2000 (the latest data available), vehicle miles per capita decreased from 21.7 vehicle miles traveled per capita (vmt/c) to 20 vmt/c - an eight percent decrease.

Metro Interim Land Use Measures
In 1996, the Metro Council adopted the Urban Growth Management Functional Plan, which was a set of recommendations and requirements for the twenty-four cities and the urban portions of three counties for implementing the 2040 Growth Concept. These regulations are not interim measures, rather, they provide lasting measures to address land use/transportation coordination. The Functional Plan set targets for cities and counties within the region for new jobs and housing as a means of encouraging land use patterns that are supportive of transit, walking and biking as well as setting standards for street connectivity and reducing the amount of land devoted to surface parking. As of January 2003, the Metro Council concluded (See appendix 8, which includes Metro Resolution No. 03-3299, compliance tables and the Functional Plan recommendations and requirements) that 25 of the 27 jurisdictions complied with the minimum density standards, all jurisdictions complied with land partitioning standards, all but one

complied with accessory dwelling unit standards. The total residential capacity demonstrated by the local jurisdictions was 94 percent of the total envisioned by the targets, without counting the capacity of the City of Wilsonville or unincorporated Multnomah County. The regional total for accommodating jobs was 107percent of the regional targets.

With regard to parking, all but one jurisdiction, as of January 2003, had complied with reviewing parking space sizes and ratios and lowering the total amount of land devoted to surface parking.

Finally, for Title 4, Retail in Employment and Industrial Areas, every city or county with employment or industrially zoned lands complied. In addition, Metro is currently looking at further protection of encroachment on employment and industrial lands with additonal regulations now being discussed by the Metro Council.

In addition, Metro adopted a Title 6, which pertained to transportation accessibility and connectively. While not included as a land use measure in the air quality maintenance plans, these regional requirements for local government implementation encouraged street systems that connected more frequently which, in turn, encourages walking, biking and transit use - all contributing to better air quality. All 27 jurisdictions complied with connectivity standards.

Urban Growth Boundary

As noted above, the 2040 Growth Concept was envisioned to encourage a more compact urban form and to provide for land use patterns that encourage transportation choice. The urban growth boundary was not intended to be static. Since the late 1970s, the boundary has been moved about three dozen times. Most of those moves were small - 20 acres or less. There were two times that Metro authorized more substantial additions:

- in 1998 about 3,500 acres were added to make room for approximately 23,000 housing units and 14,000 jobs. Acreage included areas around the Dammasch state hospital site near Wilsonville, the Pleasant Valley area in east Multnomah, the Sunnyside Road area in Clackamas County, and a parcel of land south of Tualatin.
- in 1999 another 380 acres were added based on the concept of "subregional need." An example of "subregional need" would occur when a community needed land to balance the number of homes with the number of jobs available in that area.

These expansions represented an increase of only about 2 percent, even though the Metro region's population has increased by about 17 percent since 1990.

In early 2002, the voters of the region approved ballot measure 26-29, which prohibits Metro from requiring higher densities within existing neighborhoods. Metro's goal is to locate higher density housing, such as townhouses and apartments, within "centers" such as the downtowns of Portland, Beaverton and Gresham, or along transportation corridors, particularly where there is a light-rail line.

Further, in 2002, the Metro Council completed a two-year process reviewing the region's capacity for housing and jobs by expanding the UGB by an additional 18,638 acres, with 2,851 acres dedicated to employment purposes.

As part of the 2002 UGB decision, the Metro Council adopted new policies that address the protection of existing neighborhoods and additional job land, and the improvement of downtown commercial centers and main streets. Accordingly, transportation and air quality modeling have assumed urban land use consistent with population, housing and job forecasts. In turn, transportation system improvements have also been assumed to serve the area. The air quality conformity determination, once modeling has been completed, will demonstrate the estimated future air quality results.

Central City Parking Requirements

Central City Parking Requirements were enacted as cited in the *Portland Area Carbon Monoxide Maintenance Plan* as a means of addressing concerns about concentrations of this pollutant in the Portland downtown area. A monitoring station located at 4th and Alder Streets in downtown Portland has provided actual measurements of carbon monoxide. The 1-hour and 8 hours averages for the years 1996 through 2001 expressed in parts per million (ppm) are as follows:

Table 1
Central City (4th and Alder) Carbon Monoxide Measurements

Year	1 Hour Oct-April Average	1 Hour Maximum	8 Hour Maximum
1996	1.36	8.6	6.4
1997	1.37	7.8	4.8
1998	1.13	8.4	4.6
1999	1.23	11.6	7.5
2000	1.14	9.3	5.4
2001	1.04	6.3	3.6

The 1 hour standard is 35 ppm and the 8 hour standard is 9 ppm. Because the actual carbon monoxide concentrations were so far below the standards, in 2002, the Oregon Department of Environmental Quality removed the air quality monitoring station.

Accordingly, it is concluded that carbon monoxide pollution in the Central City is no longer a significant problem, in part because of the array of transportation control measures that have been implemented.

DEQ Employee Commute Options Program

The ECO rule (OAR 340-242-0100 through 0290), applies to employers in the Portland area with *more than 50 employees* reporting to a single work site. Affected employers must provide incentives for employee use of alternative commute options. The incentives must have the potential to reduce commute trips to the work site by ten percent within three years. Annual employee surveys measure progress toward this goal.

Popular programs include transit subsidies, carpool matching and preferential parking for carpools, compressed work weeks (4/10's for example), telecommuting, and bike/walk programs. Most companies offer a guaranteed ride home for personal emergencies for commuters.

Failure to comply with the ECO rule is a Class II environmental violation and carries penalties that typically range from $500 - $2,000 for each day of violation.

Ongoing ECO rule implementation is the basis for concluding that this TCM has been fully implemented.

DEQ Voluntary Parking Ratio Program

The Metro Functional Plan adopted in 1996, provide a more rigorous parking ratio approach. See Metro Interim Land Use Measures, above. Accordingly, in 1999, the DEQ eliminated this program.

Because of the Metro Functional Plan requirements, this TCM has been fully implemented.

Transit Service

Table 2 below displays the total region-wide annual service hours for light rail and bus vehicles by year since the adoption of the region's transportation control measures (1996).

Table 2

Region-wide Annual Transit Service Hours

	Service Hours			Percent Change	
Fiscal Year	Rail	Bus	Total	cumulative from 1996	year-to-year
1996	59,544	1,821,120	1,880,664	0.0%	
1997	59,748	1,819,320	1,879,068	-0.1%	-0.0%
1998	66,708	1,869,324	1,936,032	2.9%	3.0%
1999	130,236	1,938,048	2,068,284	9.9%	6.8%
2000	143,100	2,009,148	2,152,248	14.4%	4.0%
2001	144,672	2,032,944	2,177,616	15.7%	1.1%
2002	183,648	2,048,484	2,232,132	18.6%	2.5%
2003	192,500	2,049,100	2,241,600	19.1%	0.4%
Average					2.6%

TriMet has actually increased transit service by an average of 2.6 percent since adoption of this transportation control measure. This is more than 1 percent greater than the 1.5 percent average transit service increase required annually. Furthermore, a large percentage of the increase in vehicle service hours have been provided on light rail vehicles which have three to six times the passenger carrying capacity of a bus, depending on whether a one or two car train is operating.

This level of transit service increase was made possible by large increases in payroll tax revenues within the TriMet district due to a favorable economic climate. It is unlikely TriMet will be able to sustain this level of growth over a long period of time. Service and financial planners at TriMet have forecast modest growth in service hours through the MTIP years, however, that will easily exceed the commitment to averaging 1.5 percent annual growth. Recently acquired authority from the 2003 State Legislature to increase the payroll tax rate once the recession has ended will further enable TriMet to meet this goal.

The corresponding change in transit service in the Portland Central City also showed that the annual capacity increase in the Central City increased by an average annual rate of 3.9 percent for seated capacity and by 5.7 percent for total capacity during the years 1996 and 2003, each well above the TCM mandate of 1.5 percent average annual increase. This is illustrated in Table 3, below.

Table 3
Transit Service in the Portland Central City

Mode	Seated Capacity			Total Capacity (seated and standing)		
	Fall 1996	Fall 2003	Annual Average % Increase	Fall 1996	Fall 2003	Annual Average % Increase
Bus	1,172,354	1,214,256		1,830,016	1,895,494	
Rail	163,328	486,524		423,632	1,261,922	
Total	1,335,682	1,700,780	3.9%	2,253,648	3,157,346	5.7%

Pedestrian System TCMs

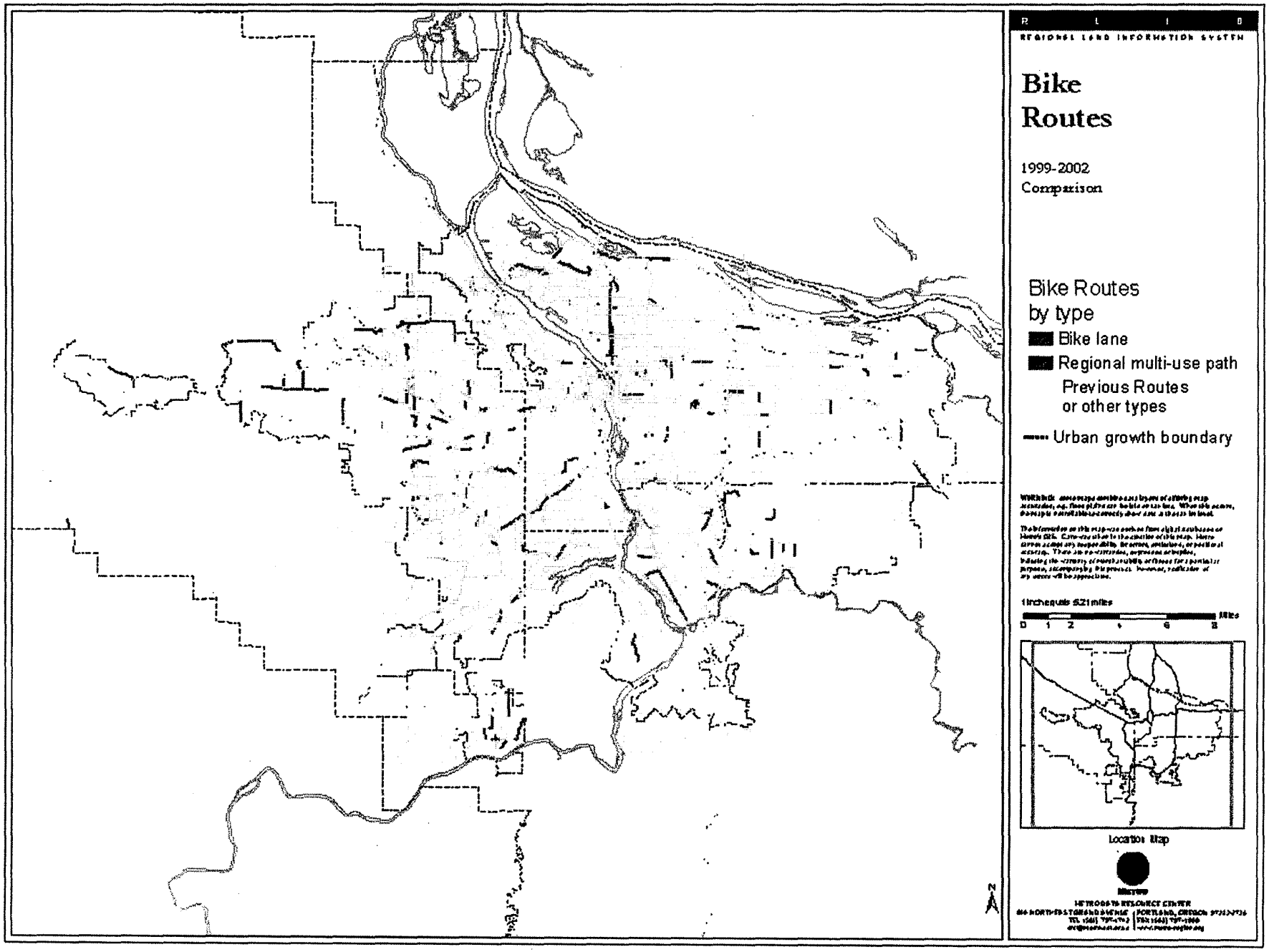
New pedestrian projects awarded funding in the most recent Transportation Priorities process focused on improving the safety of pedestrian crossings at intersections. This includes the Central Eastside bridge heads project (which also includes access from Water Avenue to the Morrison Bridge) and the St. John's town center pedestrian improvements. The length of the improvements across intersections and the new Morrison Bridge access are approximately .4 miles in length. The Forest Grove town center pedestrian improvement project will be providing approximately 1.2 miles of new sidewalks in the 2006-07 biennium. A data base and

map to illustrate these improvements is not currently available. However, Metro should complete such a database and map for future conformity determinations.

Bicycle System TCMs

A data base of constructed bike lanes and related facilities should be completed for future conformity determinations. As a surrogate, a map comparing the bike system in 1999 and 2002 was prepared from the Metro *Bike There!* maps. The below map shows the 103 miles of new bike lanes and multi-purpose paths added during the period 1999 to 2002. That is, from a 1999 total of 519 miles, 103 miles of bikeway were added for a 2002 total of 622 miles. Of the current 622 miles of bikeways, 512 are bike lanes, defined as "striped portions of the roadway designated as a bicycle travel lane". The balance, 110 miles are regional multi-use paths defined as "physically separated from motor vehicle traffic, used by bicyclists, pedestrians, skaters and other non-motorized travelers." Further review is in order and if the analysis is confirmed, the region will have achieved this TCM adopted in 1996 that "...the region will add at least a total of 28 miles of bicycle lanes, shoulder bikeways or multi-use paths to the Regional Bicycle System as defined in the Financially Constrained Network of Metro Interim Federal RTP (adopted July 1995) by the year 2006."

In addition to bike lanes constructed as part of associated road improvements, this Transportation Priorities process allocated funding for approximately 3.8 miles of new off-street multi-use paths for bicycle and pedestrian use in the 2006-07 biennium. Funding for the design of an additional 4.5 miles of multi-use path was also provided as a part of these projects.



R L I S

REGIONAL LAND INFORMATION SYSTEM

Bike Routes

1999-2002
Comparison

Bike Routes by type

- Bike lane
- Regional multi-use path

Previous Routes or other types

- Urban growth boundary

1 inch equals 0.21 miles

0 1 2 4 6 8 Miles

Location Map

METRO

METRO 600 NORTHEAST GRAND AVENUE | PORTLAND, OREGON 97232-2736
TEL (503) 797-1742 | FAX (503) 797-1909
oki@metro.dst.or.us | www.metro-region.org

Please recycle with/mixed paper

Other TCMs. Effectiveness of implemented and planned TCMs is also reflected in emission credits approved by DEQ for use in this Determination's calculation of daily regional emissions. Credits were assumed for compact land form called for in the Region 2040 Growth Concept, expansion of the I/M Boundary; implementation of enhanced I/M; and implementation of the Employee Commute Option (ECO) program. Credit for the region's Voluntary Parking Ratio program was eliminated in 1999 because very few businesses chose to participate in the program. All of these programs are founded in enforceable regulations.

In addition, the 2004 MTIP includes $125,000, which in conjunction with State of Washington contributions, would explore TDM/TSM policies for the I-5 Corridor. Metro has also initiated a Strategic Plan for TDM in the Metro area as a means of establishing a comprehensive approach throughout the Metro region.

2. Latest Emissions Model (OAR 340-252-0120)

a. **Requirement:** *The State Conformity Regulations require that the conformity determination must be based on the most current emission estimation model available.*

Finding of compliance: Metro employed EPA's recommended Mobile 5a-h emissions estimation model in preparation of this conformity determination. Additionally, Metro uses EPA's recommended EMME/2 transportation planning software to estimate vehicle flows of individual roadway segments. These model elements are fully consistent with the methodologies specified in OAR 340-252-0120.

In addition, Metro has begun running the MOBILE6 model in order to begin familiarization with this new model in anticipation of its use in future conformity determinations.

3. Consultation (OAR 340-252-0130)

a. **Requirement:** *The State Conformity Regulations require the MPO to consult with the state air quality agency, local transportation agencies, DOT and EPA regarding enumerated items. TPAC is specifically identified as the standing consultative body in OAR 340-225-0060(1)(b).*

Finding of compliance: Specific topics are identified in the Regulations that require consultation. TPAC is identified as the Standing Committee for Interagency Consultation. Most of the agencies defined as eligible to participate during interagency consultation for the Determination were participants in development of the 2004 RTP and the MTIP, (EPA and the Federal Transit Administration, whose closest offices are located in Seattle have not been able to participate at TPAC) including development of the financially constrained system, at both the region's technical and policy committee levels (TPAC and JPACT) during the development of the 2004 RTP. However, a special interagency meeting was

convened with all eligible participants in order to review an early draft of this document and discuss the conformity determination approach, schedule and assumptions (see Appendix 9)

Further, an independent analysis of the air quality conformity process throughout the nation (*Exhausting Options: Assessing SIP-Conformity Interations*, Resources for the Future, 2003) was completed and which included six case studies, including the Portland area. On page 88 regarding the Portland area, the Report states:

> *"DEQ has been aggressive in its role in conformity since the rule was first released. For example, it was DEQ that pushed through an interagency consultation agreement. DEQ also devised out-year motor vehicle emission budgets. To avoid the planning horizon mismatch, the MVEBs were allowed to increase in the out-years to allow for growth in vehicle emissions. DEQ has played a very active role in transportation planning in general and conformity in particular. Its staff has a good understanding of the analytical elements of the conformity process and especially how modeling assumptions can affect conformity determinations."*

It further states:

> *"...the air quality authority participates fully in transportation planning, and the interagency consultation process works well."*

i. Determination of which Minor Arterial and other transportation projects should be deemed "regionally significant."

Metro models virtually all proposed enhancements of the regional transportation network proposed in the MTIP, the 2004 RTP and by local and state transportation agencies. This level of detail far exceeds the minimum criteria specified in both the State Rule and the Metropolitan Planning Regulations for determination of a regionally significant facility. This detail is provided to ensure the greatest possible accuracy of the region's transportation system predictive capability. The model captures improvements to all principal, major and minor arterial and most major collectors. Left turn pocket and continuous protection projects are also represented. Professional judgment is used to identify and exclude from the model those proposed intersection and signal modifications, and other miscellaneous proposed system modifications, (including bicycle system improvements) whose effects cannot be meaningfully represented in the model. The results of this consultation were used to construct the analysis year networks identified in Appendix 1 of this Determination.

ii. Determine which projects have undergone significant changes in design concept and scope since the regional emissions analysis was performed.

All agencies defined as eligible to participate during interagency consultation for the Determination were participants in development of the 2004 RTP and 2004-07 MTIP and commented extensively on the Plan's preparation, including development of the 2004 RTP financially constrained system, at both the region's technical and policy committee levels (TPAC and JPACT).

iii. Analysis of projects otherwise exempt from regional analysis.

All projects capable of being modeled have been included in the Conformity Analysis quantitative networks, regardless of funding source or "degree of significance".

iv. Advancement of TCMs.

All past and present TCMs have been implemented on schedule. There exist no obstacles to implementation to overcome. See 1(d) in this section., above.

v. PM10 Issues.

The region is in attainment status for PM10 pollutants.

vi. forecasting vehicle miles traveled and any amendments thereto.

The forecast of vehicle miles is the product of the modeled road and transit network defined in the financially constrained system, which was approved during extensive consultation with all concerned agencies including DEQ as part of TPAC and JPACT.

vii. determining whether projects not strictly "included" in the TIP have been included in the regional emission analysis and that their design concept and scope remain unchanged.

All projects capable of being modeled have been included in the Conformity Analysis quantitative networks, regardless of funding source or "degree of significance".

viii. project sponsor satisfaction of CO and PM10 "hot-spot" analyses.

The MPO defers to ODOT staff expertise regarding project-level compliance with localized CO conformity requirements and potential mitigation measures which are considered on a project-by-project basis as a part of the environmental assessment. There exist no known PM_{10} hot spot locations of concern.

ix. evaluation of events that will trigger new conformity determinations other than those specifically enumerated in the rule.

This section is not applicable to the 2004 RTP or MTIP conformity determination.

x. evaluation of emissions analysis for transportation activities which cross borders of MPOs or nonattainment or maintenance areas or basins.

The Portland-Vancouver Interstate Maintenance Area (ozone) boundaries are geographically isolated from all other MPO and nonattainment and maintenance areas and basins. Emissions assumed to originate within the Portland-area (versus the Washington State) component of the Maintenance Area are independently calculated by Metro. The Clark County Regional Transportation Commission (RTC) is the designated MPO for the Washington State portion of the Maintenance area. Metro and RTC coordinate in development of the population, employment and VMT assumptions prepared by Metro for the entire Maintenance Area. RTC then performs an independent Conformity Determination for projects originating in the Washington State portion of the Maintenance Area.

Conformity of projects occurring outside the Metro boundary but within the Portland-area portion of the Interstate Maintenance Area were assessed by Metro as provided in State regulations. A request was made of each county to forward projects within the Maintenance Area boundary. While several projects were forwarded to Metro from Multnomah County for analysis, none of these projects was considered a regionally significant project. (see Appendix 12) No regionally significant projects outside the urban boundary have been declared to Metro for analysis.

xi. disclosure to the MPO of regionally significant projects, or changes to design scope and concept of such projects that are not FHWA/FTA projects.

In the process of updating the 2000 RTP and the 2004 RTP, local jurisdictions and regional and state agencies made changes to the projects. These changes will be reflected in the air quality modeling and considered in the conformity determination.

xii. the design schedule and funding of research and data collection efforts and regional transportation model development by the MPO.

This consultation occurs in the course of MPO development and adoption of the annual Unified Planning Work Program.

xiii. development of the TIP.

Development of the MTIP included review by TPAC, which is the designated body for interagency consultation.

xiv. development of RTPs.

Development of the 2004 RTP was directly reviewed by TPAC, which is the standing body for interagency consultation.

xv. *establishing appropriate public participation opportunities for project level conformity determinations.*

In line with other project-level aspects of conformity determinations, it is most appropriate that project management staff of the state and local operating agencies be responsible for any public involvement activities that may be deemed necessary in making project-level conformity determinations.

b. **Requirement:** *The State Conformity Regulations require a proactive public involvement process that provides opportunity for public review and comment by providing reasonable public access to technical and policy information considered by the agency at the beginning of the public comment period and prior to taking formal action on the conformity determination for all transportation plans.*

Finding: The 2004 RTP and 2004-07 MTIP had public outreach during November 2003, during a 30-day comment period. The 2004 RTP is, by and large, extending plans and approaches that were concluding during development of the 2000 RTP which was crafted during five years (1995-2000). Design of the 2000 RTP was also guided by input from a 21-member citizen advisory committee, local officials and staff from the region's cities and counties, residents, community groups and businesses throughout the region. Numerous opportunities for public comment were provided during the five-year process, which concluded with a 45-day public comment period prior to adoption by ordinance. Appendix 2 contains a timeline that describes key products and opportunities for public comment as part of the 2004 RTP. In addition, development of the MTIP included extensive public review and comment opportunities.

On September 29, 2003 a notice of Metro's intent to update the 2000 RTP and conduct an air quality conformity analysis of the 2004 RTP and 2004-07 MTIP was sent to affected governments and interested residents, businesses and community groups. This notice summarized the public process and a timeline for adoption of the 2004 RTP, the 2004-07 MTIP and a conformity determination for both plans. On October 31, 2003, a 30-day public comment period began on the draft 2004 RTP air quality conformity analysis procedures and methodologies. Metro's website and transportation hotline also supplied information on the plan update and conformity determination process, including opportunities for public comment. Appendix 2 contains copies of the 45-day kickoff notice and Oregonian notice. In addition, a post card was mailed to approximately 2,500 persons who had asked to be placed on either the RTP or MTIP interested persons mailing list. The post cards were also mailed to representatives of neighborhood organizations and community planning organizations. Finally, a email newsletter was also sent out to elected officials and representatives of local, regional and state officials. Table 4 describes the 2004 RTP and 2004-07 MTIP conformity process.

Table 4
2004 Regional Transportation Plan /2004-07 MTIP Conformity Analysis Timeline

September 29, 2003	Notification of 2004 RTP and joint 2004 RTP/2004-07 MTIP air quality conformity process to affected governments, interested citizens, community groups
October 31, 2003	Begin 30-day public comment period on draft 2004 RTP and draft conformity determination document for the 2004 RTP and 2004-07 MTIP
December 4, 2003	Metro Council Public hearing on 2004 RTP, 2004-07 MTIP and draft conformity determination; close of public comment period
December 5, 2003	Review of 2004 RTP and air quality conformity analysis results and tentative action by TPAC
December 11, 2003	Tentative action on 2004 RTP and joint 2004 RTP/2004-07 MTIP air quality conformity findings by JPACT and Metro Council

4. Timely Implementation of TCMs (OAR 340-252-0140).

a. Requirement: *The State Conformity Regulations require MPO assurance that "the transportation plan, [and] TIP... must provide for the timely implementation of TCMs from the applicable implementation plan."*

Finding: See C.1(d), above.

5. Support Achievement of NAAQS

a. **Requirement:** The State Implementation Plan (SIP) requires the 2004 RTP and 2004-07 MTIP to support achievement of NAAQS.

Finding: The 2004 RTP and 2004-07 MTIP were prepared by Metro. SIP provisions are integrated into the RTP and MTIP as described below, and by extension into subsequent TIPs, which implement the 2004 RTP. In addition, the 2004-07 MTIP is consistent with the 2004 RTP, and accordingly, both the 2004 RTP and MTIP are consistent with this requirement.

The scope of the 2004 RTP requires that it possess a guiding vision which recognizes the inter-relationship among (a) encouraging and facilitating economic growth through improved accessibility to services and markets; (b) ensuring that the allocation of increasingly limited fiscal resources is driven by both land use and transportation benefits; and (c) protecting the region's natural environment in all aspects of transportation planning process.
Chapter 1 of the 2004 RTP describes this guiding vision:

- balance transportation and land use plans to protect livability in the region
- reduce reliance on any single mode of travel by expanding transportation choices
- sustain economic health by providing access to jobs and industry
- target transportation investments to leverage the 2040 Growth Concept
- maintain access to the natural areas around the region
- protecting the region's natural environment in all aspects of transportation planning process

In addition, several policies and objectives in Section 1.3.4 of the 2004 RTP directly support achievement of National Ambient Air Quality Standards (NAAQS). These objectives are achieved through a variety of measures affecting transportation system design and operation, also described in Chapter 1 of the 2004 RTP. The plan sets forth goals and objectives for road, transit, freight, bicycle, and pedestrian improvements as well as for implementation of system and demand management strategies.

The highway system is functionally classified to ensure a consistent, integrated, regional highway system of principal routes, arterial and collectors. Acceptable level-of-service standards are set for maintaining an efficient flow of traffic. The RTP also identifies regional bicycle and pedestrian systems for accommodation and encouragement of non-vehicular travel. System performance is emphasized in the RTP and priority is established for implementation of transportation system management (TSM) measures.

The transit system is similarly designed in a hierarchical form of regional transitways, radial trunk routes and feeder bus lines. Standards for service accessibility and system performance are set. Park-and-ride lots are emphasized to increase transit use in suburban areas. The RTP also sets forth an aggressive demand management program to reduce the number of automobile and person trips being made during peak travel periods and to help achieve the region's goals of reducing air pollution and conserving energy.

In conclusion, 2004 RTP and the 2004-07 MTIP is in conformance with the SIP in its support for achieving the NAAQS. Moreover, the RTP provides adequate statements of guiding policies and goals with which to determine whether projects not specifically included in the RTP at this time may be found consistent with the RTP in the future. Section 1.3.7 in Chapter 1 of the 2004 RTP identifies key policies that guide the selection of projects and programs to implement the RTP. Conformity of such projects with the SIP would require interagency consultation.

6. Quantitative Analysis (OAR 340-252-0190)

1. Conduct a Quantitative Analysis

Requirement: *OAR 340-252-0190 requires that a quantitative analysis be conducted as part of the 2004 RTP conformity determination. The analysis must demonstrate that emissions resulting from the entire transportation system, including all regionally significant projects expected within the time frame of the plan, must fall within budgets established in the*

maintenance plan for criteria pollutants. In the Portland-Vancouver Air Quality Maintenance Area these include ozone precursors (HC and NOx) and carbon monoxide (CO). A specified methodology must be used to calculate travel demand, distribution and consequent emissions as required by OAR 340-20-1010. The Portland metropolitan area has the capability to perform such a quantitative analysis.

Finding: For the Oregon portion of the Portland-Vancouver airshed, emission budgets have been set for various sources of pollutants (mobile, point, area) and are included in the SIP and in the region's Ozone and Carbon Monoxide Maintenance Plans. The 2004 RTP and 2004-07 MTIP must conform to the SIP mandated mobile emission budgets. Mobile emission budgets are set for winter carbon monoxide (CO) and for two summer ozone precursors: nitrogen oxides (NOx), and hydrocarbons (HC).

The region's approved Maintenance Plans identify two sets of analysis years, one set for winter CO and one set for summer ozone precursors (NOx and HC). The CO budget years are 2007, 2010, 2015 and 2020. The ozone analysis years are 2006, 2010, 2015 and 2020. In addition, a plan horizon year must also be evaluated. For the 2004 RTP, the horizon year is 2025. Table 5 shows the budget years and associated emissions budgets. The 2004-07 MTIP is a subset of the financially constrained system described in the 2004 RTP.

Table 5
2004 RTP/2004-07 MTIP Mobile Emissions Budgets[1]

	Winter CO	Summer HC	Summer NOx
	(thousand pounds/day)	(tons/day)	(tons/day)
2006	*n/a*	41	51
2007	775	*n/a*	*n/a*
2010	760	40	52
2015	788	40	55
2020	842	40	59
2025	842	40	59

[1] Budgets are from the Maintenance Plan adopted in 1996 except as noted. Year 2025 budget based on Ozone Maintenance Plan emission budget "for years 2020 and beyond".
Source: Metro

The network that was analyzed is summarized in Appendix 1. The protocol for definition of the Determination's analysis and budget years is summarized in Appendix 3, including discussion of why each analysis year was selected. Appendix 4 contains a summary of the principle model assumptions, including a discussion of assumed transit costs, parking factors, and intersection density and the impact of these factors on travel mode selection by 2040 design type (e.g., central city, regional centers, town centers, station communities, mainstreets, employment areas, corridors, etc.). A detailed description of the network assumptions coded into Metro's regional model is contained in a 2004 RTP Financially Constrained System Atlas, available for review at Metro located at 600 NE Grand Avenue, Portland, OR 97232. The Atlas

includes information about system and individual link capacities in the 2000 base year and capacities assumed after planned improvements as well as the year of expected operation of each planned improvement. The results of the quantitative analysis are shown in Table 3 and Figures 1, 2 and 3. In summary, Metro's analysis indicates that, with regard to the established budgets in all budget years (i.e., 2006, 2007, 2010, 2015, 2020 and 2025), that regional emissions will... Results Pending.

2. Determine Analysis Years.

a. **Requirement:** *The State Conformity Regulations) require the first analysis year to be no later than 10 years from the base year used to validate the transportation demand planning model (340-252-0070), that subsequent analysis years be no greater than 10 years apart and that the last year of the 2004 RTP must be an analysis year (340-252-0070).*

Finding: See Appendix 3 regarding selection of analysis and budget years, including discussion of why each analysis year was selected.

3. Perform the Emissions Impact Analysis.

a. **Requirement:** *The State Conformity Regulations) require Metro to conduct the emissions impact analysis.*

Finding: Calculations were prepared, pursuant to the methods specified at OAR 340-20-1010, of CO and Ozone precursor pollutant emissions assuming travel in each analysis year on networks that have been previously described. A technical summary of the regional travel demand model, the EMME/2 planning software and the Mobile 5a-h methodologies is available from Metro upon request. The methodologies were reviewed by TPAC.

4. Determine Conformity.

a. **Requirement:** *Emissions in each analysis year must be consistent with (i.e., must not exceed) the budgets established in the maintenance plan for the appropriate criteria pollutants (OAR 340-252-0190).*

Finding: Metro's analysis indicates that regional emissions will remain within established budgets in all budget years (i.e., 2006, 2007, 2010, 2015, 2020 and 2025). Table 6 provides a summary of these emissions and shows that the 2004 RTP and 2004-07 MTIP, conform with the SIP.

Table 6
2004 RTP/2004-07 MTIP Conformity Results[1]

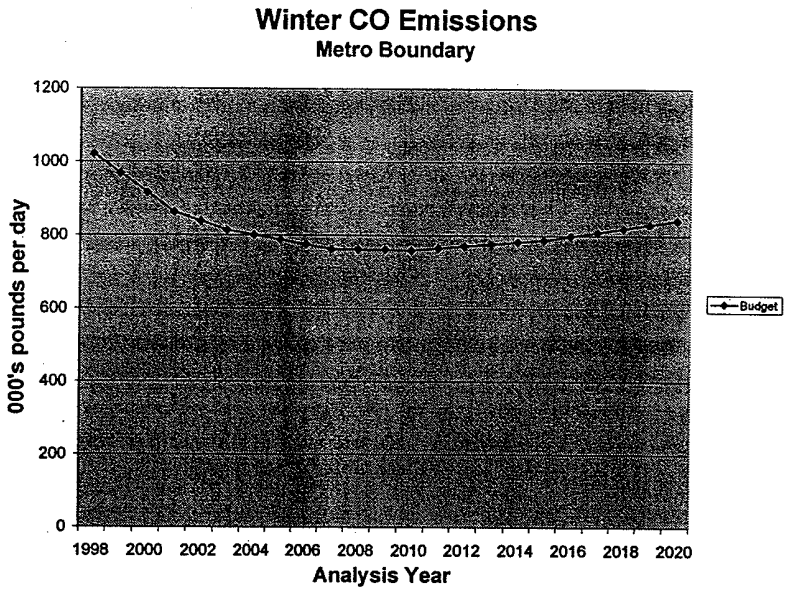
	Winter CO (thousand pounds/day)		Summer HC (tons/day)		Summer NOx (tons/day)	
	Budget	*Model Result*	*Budget*	*Model Result*	*Budget*	*Model Result*
2006	*n/a*	*Results Pending*	41	*Results Pending*	51	*Results Pending*
2007	775	*Results Pending*	*n/a*	*Results Pending*	*n/a*	*Results Pending*
2010	760	*Results Pending*	40	*Results Pending*	52	*Results Pending*
2015	788	*Results Pending*	40	*Results Pending*	55	*Results Pending*
2020	842	*Results Pending*	40	*Results Pending*	59	*Results Pending*
2025	842	*Results Pending*	40	*Results Pending*	59	Results Pending

[1] Budgets are from the Maintenance Plan adopted in 1996. Year 2025 budget should be adjusted based on emission budget input factors.

Source: Metro

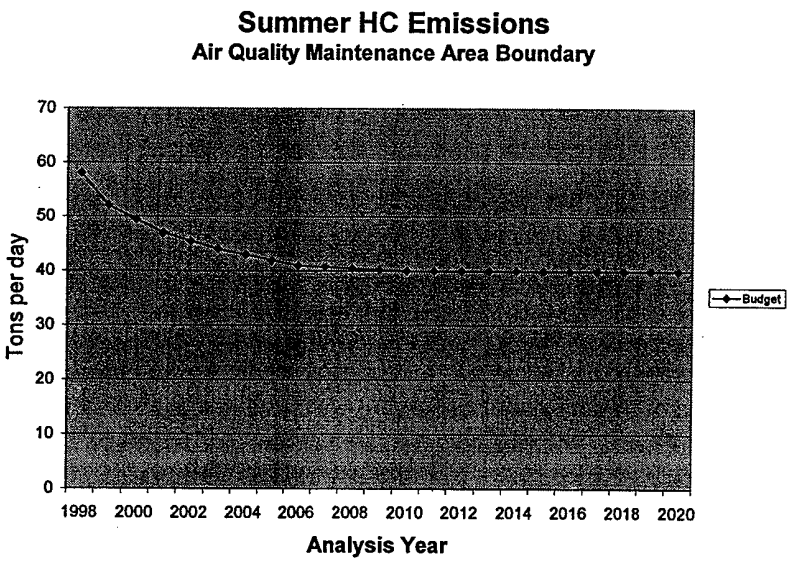
Figures 1, 2 and 3 show graphs of the conformity results that compare the emissions budgets with the modeled results for each analysis year for winter carbon monoxide (CO) and for two summer ozone precursors: nitrogen oxides (NOx), and hydrocarbons (HC) respectively. Figures 4 and 5 show graphs of the conformity results that compare the emissions budgets with the modeled results for each analysis year for winter carbon monoxide (CO) in the Portland central city subarea and 82nd Avenue subarea.

Figure 1 - Add forecast emissions including 2025 numbers

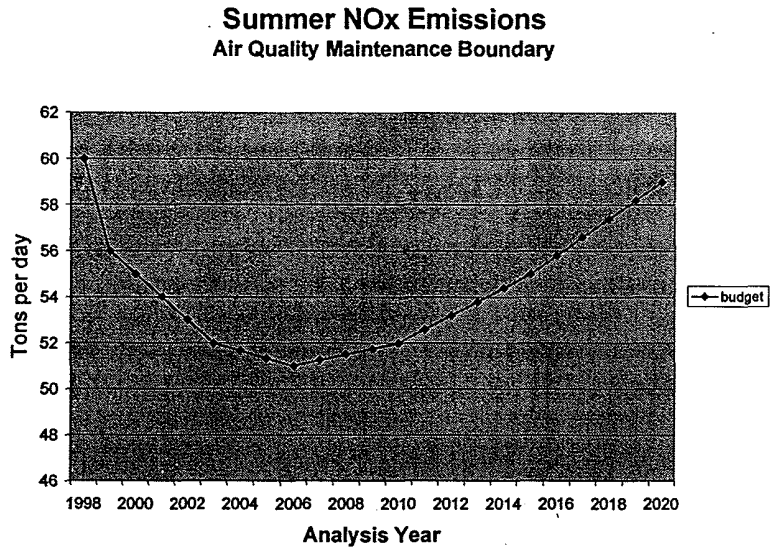


Based on RTP Financially Constrained System.and 2004-07 MTIP
Source: Metro

Figure 2 - Add forecast emissions including 2025 numbers



Source: Metro
Figure 3 - Add forecast emissions including 2025 numbers



Source: Metro

Figure 4 Add forecast emissions including 2025 numbers

Based on RTP Financially Constrained System and 2004-07 MTIP.

Source: Metro

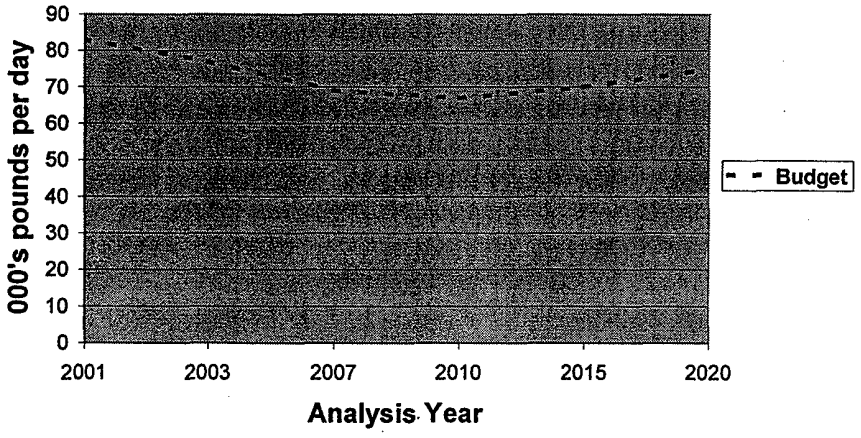
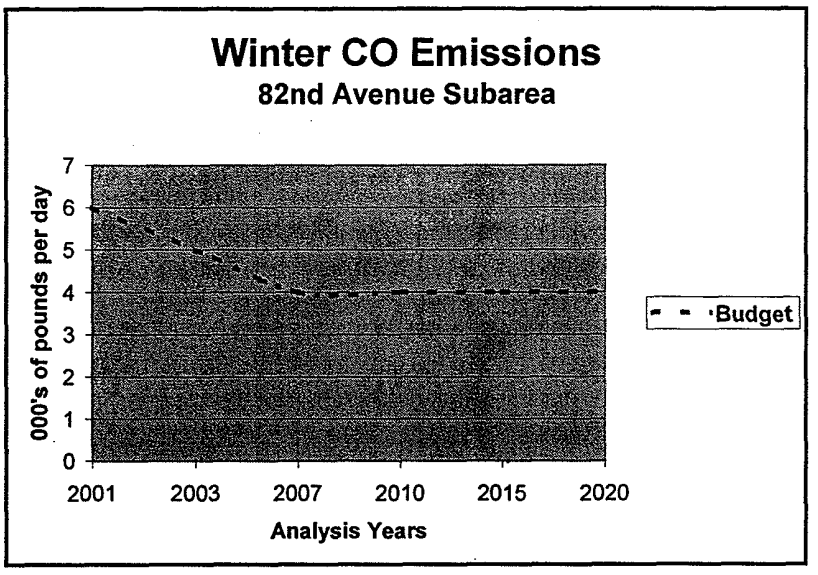


Figure 5 - Add forecast emissions including 2025 numbers



Based on RTP Financially Constrained System and 2004-07 MTIP.
Source: Metro

Appendix 1

METRO

2004 Regional Transportation Plan and 2004-07 Metropolitan Transportation Improvement Program

Financially Constrained System Project List

(Note: because RTP Packet 2 - Project Amendments contains the identical information and is being distributed with this draft conformity determination, please see RTP Packet 2. The final conformity determination will include this list.)

Appendix 2

METRO

2004 RTP UPDATE

Calendar of Activities

September 5	TPAC review and discussion on RTP Work Program
September 9	Metro meeting with TriMet on RTP finance and project assumptions
September 16	Council Work Session review of RTP Work Program
September 18	JPACT review of RTP Work Program
September 18	Metro meeting with City of Portland and Port of Portland on RTP finance and project assumptions
September 23	Metro meeting with Clackamas County Coordinating Committee TAC on RTP finance and project assumptions
September 24	Metro meeting with East Multnomah County Transportation Committee on RTP finance and project assumptions
September 25	Metro meeting with Washington County Coordinating Committee TAC on RTP finance and project assumptions
September 25	Metro meeting ODOT and other MPOS on State finance assumptions
September 26	TPAC discussion on defining the preferred system and financial constraint analysis
October 2	FTA/FHWA/DEQ/EPA and TPAC interagency consultation on air quality conformity
Early October	Preferred system analysis begins
October 7	TPAC Workshop – Finalize Preferred RTP System and continue discussion on Financially Constrained RTP System
October 14	TPAC Workshop – Finalize Financially Constrained RTP System ***9:30-noon, Cooper Mountain Room (Rm 370 A)***
Mid-October	Financially constrained system analysis begins
October 22	TPAC Workshop – General amendments to the RTP ***9:30-noon, Cooper Mountain Room (Rm 370 A)***

Updated October 8, 2003

October 28	Metro Council work session on draft 2004 RTP
October 31	Staff recommendation on "technical" draft 2004 RTP released at TPAC to kick-off public comment period; draft RTP and conformity determination (not including emissions results) documents submitted to FHWA and FTA to begin review
November 3	Air quality conformity analysis begins
November 5	MTAC discussion on draft 2004 RTP
November 12	MPAC discussion on draft 2004 RTP
November 13	JPACT discussion on draft 2004 RTP
November 13	First Metro Council reading of Ordinance on draft 2004 RTP
November 19	MTAC comments on draft 2004 RTP *(tentative)*
November 26	TPAC discussion on draft 2004 RTP; review and discussion of air quality conformity analysis
December 4	Public hearing on draft 2004 RTP and air quality conformity procedures; public comment period ends at 5 p.m.
December 5	TPAC Special Meeting - comments on draft 2004 RTP
December 10	MPAC consideration of 2004 RTP
December 11	JPACT consideration of 2004 RTP
December 11	Second Council reading of Ordinance and Resolution, and consideration of adoption of 2004 RTP
December 12	RTP and final conformity determination submitted to FHWA and FTA for Federal review, pending approval by Metro Council
January 26	2000 RTP expires; deadline for federal conformity finding on 2004 RTP and conformity analysis to prevent lapse of RTP

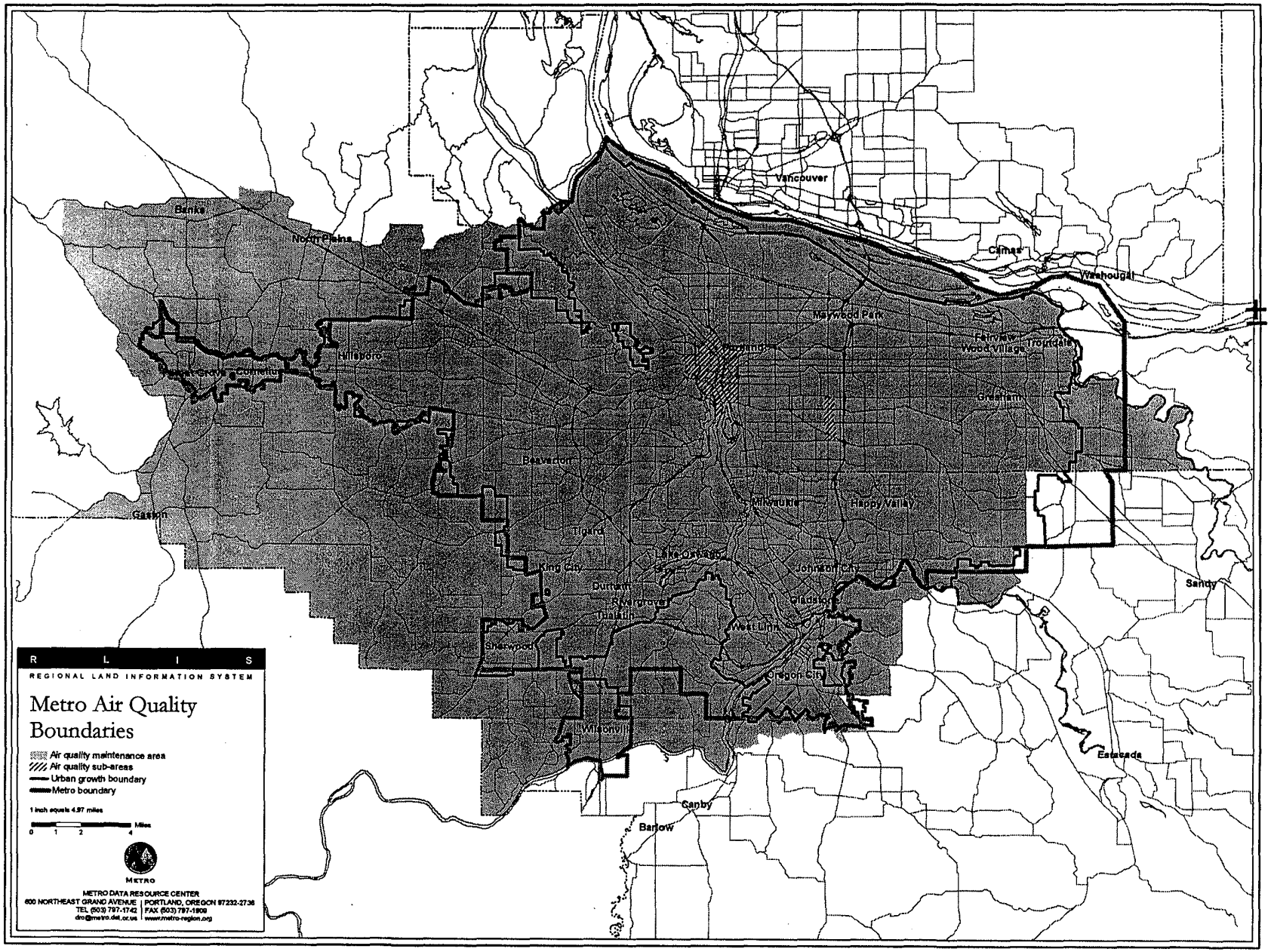
METRO

Appendix 3

2004 Regional Transportation Plan and 2004-07 Metropolitan Transportation Improvement Program Air Quality Conformity Analysis Protocols

Transportation Emissions Budget Years

For the Oregon portion of the Portland-Vancouver airshed, emission budgets (maximum air pollutant levels) have been set for various sources of pollutants (mobile, point, and area) and are included in the State Implementation Plan (SIP) and in the region's Ozone and Carbon Monoxide Maintenance Plans. The 2004 Regional Transportation Plan (RTP) and 2004-07 Metropolitan Transportation Improvement Program (MTIP) must conform to the SIP mandated transportation emissions budgets. Transportation emissions budgets are set for winter carbon monoxide (CO) and for two summer ozone precursors: nitrogen oxides (NOx), and hydrocarbons (HC). The geographic extent of the carbon monoxide transportation emission budget is the Metro jurisdictional boundary. For the carbon monoxide transportation emission budget, the geographic extent is the Air Quality Maintenance Area (AQMA) . However, emission budgets for carbon monoxide have also been established for the Central City Transportation Management Plan area (the central city of Portland) as well as an area along SE 82nd Avenue area from SE Division Street to SE Woodstock Avenue in southeast Portland. These areas are shown in the following map.



Plot time: Oct 28, 2003 J:\holsted\03283_Mark_Turpel_AQ_bdy\metro_air_quality_boundaries.mxd

The region's approved Maintenance Plans identify two sets of budget years, one set for winter CO and one set for summer ozone precursors (NOx and HC). The CO budget years are 2007, 2010, 2015 and 2020. The ozone budget years are 2006, 2010, 2015 and 2020. In addition, a plan horizon year must also be evaluated. For the 2004 RTP, the horizon year is 2025. Table 1 shows the budget years and associated emissions budgets.

Table 1
2004 RTP Transportation Emissions Budgets[1]

	Winter CO (thousand pounds/day)			Summer HC (tons/day)	Summer NOx (tons/day)
	Region (Metro boundary)	PDX Central City Sub-area	82nd Ave Sub-area	Region (AQMA)	Region (AQMA)
2006	*n/a*	n/a	n/a	41	51
2007	775	*70*	*4*	*n/a*	*n/a*
2010	772	68	4	40	52
2015	801	71	4	40	55
2020	856	76	4	40	59
2025	856	76	4	40	59

Relationship of Budget Years to Analysis Years

On October 2, 2003, Metro, DEQ, EPA, FHWA and FTA staff met and reviewed the conformity requirements. The process is technically complex, requires extensive staff and computer time and is, therefore, expensive. Metro fully models as few analysis years as possible to the degree the rules allow. As permitted by the conformity rule, Metro identifies and models key analysis years and interpolates between them to establish that regional mobile emissions meet all established emissions budgets. As noted in the table below, full transportation model runs, include forecasts of trip characteristics such as trip origin and destinations, time, length and duration. These full transportation model runs are completed for years 2000, 2010 and 2025. These transportation models are based on assumptions about future transportation improvements, the location and amount of future population and job growth and transportation facility characteristics (propensity to drive, use transit, etc). Future air quality conditions using air quality software (MOBILES5a-h) are then estimated using the output of the transportation model results. For the year 2015, a partial transportation model run is used. This approach uses the trip tables from the 2010 and 2020 full model runs and assesses the results of these trips on a transportation network with improvements assumed to be made by 2015. Then the air quality model is run to estimate the air quality conditions in the year 2015.

This approach is acceptable under the federal rule and is called out in its preamble as follows: "A full regional emissions analysis must be performed for each pollutant and precursor for the last year of the transportation plan's forecast period (i.e., 2025)..." as well as for intervening years, not to exceed 10 years between analyses. For the other years for which the *budget test* is required to be demonstrated, the

[1] Budgets are from the Maintenance Plan adopted in 1996. The maintenance plans include no specific year emission budget after year 2020, but other transportation planning requirements mandate that the planning forecast year also be conformed. The planning forecast year is 2025. The year 2025 budget uses the same budget as year 2020, as both the ozone and carbon monoxide maintenance plans call for the same budget "For Years 2020 and Beyond".

estimate of regional emissions does not necessarily need to be based on a full regional emissions analysis performed for the specific year; the estimate of regional emissions may be based on an interpolation between the years for which the full regional emissions analysis was performed.

Table 2 identifies the years for which a full conformity analysis was performed and the years for which interpolation was performed for both summer ozone precursors and winter carbon monoxide. Sub-area analyses are derived from the regional results.

Table 2

2004 Regional Transportation Plan Conformity Analysis Years

			Winter CO	**Ozone** (HC and NOx)
Year	**Budget Established**	**Modeling**	**Emission Calculation**	**Emission Calculation**
2006	Ozone		None - not required	Emission Interpolation*
2007	Winter CO		Emission Interpolation*	None - not required
2010	Both	Full Model run	MOBILE5a-h	MOBILE5a-h
2015	Both	Trip Assignment (Partial Model run)	MOBILE5a-h	MOBILE5a-h
2020	Both		Emission Interpolation	Emission Interpolation
2025	All years after 2020 to use 2020 budget	Full Model run	MOBILE5a-h	MOBILE5a-h

* A full model run was performed for year 2000. Emissions for 2006 and 2007 were interpolated using the 2000 and 2010 model runs.

Regional Travel Demand Model Inputs, Assumptions and Methodology

For a full analysis, air quality conformity requires demand model outputs such as vehicle miles traveled, trip ends, and network speeds. Emissions calculations are performed on a link-by-link and matrix basis for stabilized emissions and trip end emissions, respectively. Metro's model requires the following inputs to be assembled or created, if not already available (for a given year):

- Population and employment forecasts
- Transit fare and parking cost data
- Transit network assumptions (PM peak, Midday; including bus routes and park & ride sheds)
- Highway network definitions (PM peak, Midday)
- Vehicle emission factors

The model run consists of the following steps:

- Trip generation (e.g., how many total trips are expected in the region)
- Destination choice (e.g., determination of where each of the approximately 5 million daily trips are coming from and going to)
- Mode choice
- Time of day identifications (AM peak, PM peak, midday, rest of the day)

- Assignment of trips to the network (path choice)

In addition, air quality conformity model runs require stratification of the trips by inspection maintenance area (Oregon I/M, Washington State I/M, and Non-inspected). Once the data are assembled and the demand model steps are completed, the results are used for the calculation of emissions. Ozone and CO gases are computed, and then reported in various geographies depending on the project requirements.

To summarize, a full model analysis was performed for year 2000, 2010 and the 2004 RTP horizon year of 2025. New trip assignments were prepared for 2015. Data for all other budget years were interpolated between these four analysis years. The interpolated results were then compared to actual emission budgets to establish that the 2004 Regional Transportation Plan and 2004-07 Metropolitan Transportation Improvement Program conform to the emissions budgets in all years for which they are established in the region's CO and Ozone maintenance plans.

MOBILE5a-h Air Quality Model Assumptions

The MOBILE5a-h air quality computer model is used to estimate the future air quality conditions for the Portland area should the 2004 RTP and 2004-2007 MTIP be implemented. More specifically, on-road motor vehicle emissions of carbon monoxide and precursors of ozone and will be determined using EPA's Mobile5a_h Emissions Factor Model and the following parameters:

Fleet Data: Vehicle registration distribution and vehicle age distribution for Light Duty Gas Vehicles (LDGV) and Light Duty Diesel Vehicles (LDDV) will be derived from Oregon Dept. of Motor Vehicles registration records for Clackamas, Multnomah and Washington Counties 2002. Vehicle type and age distributions for other vehicle groups will be determined by national averages. Vehicles originating in Clark County, Washington will be characterized the same way if possible. If 2002 registration data are not available, national averages will be used to describe that portion of the fleet.

I/M Program: Vehicles registered in the Portland Metropolitan area are subject to Oregon DEQ's Inspection/Maintenance (Emissions Testing) Program. Details of the I/M program reflected in the Mobile5a_h model are:

OBD Test: 1996 and newer vehicles are subject to On Board Diagnostics testing.

Enhanced Test: 1981 through 1995 model year vehicles are subject to BAR 31 "enhanced" emissions testing (modeled as EPA's I/M 240 enhanced test).

Basic Test: 1975 through 1980 model year vehicles are subject to the 2500 two speed idle emissions test.

Exemption: Most vehicles are not subject to emissions testing until they become four years old.

Waiver Rate: There is no repair cost threshold at which a vehicle does no have to meet the emissions test requirement.

I/M Program Start Year: 1975

Program Type: Centralized

Compliance Rate: 90%

Inspection Frequency: Biennial

Tampering Rates: Mobile5 rates.

Speed: One average speed used for all vehicle types.

Basic Emission Rates: derived from Mobile5 Basic Emission Rates.

Refueling Emissions: None calculated. (Accounted for under "Area Sources")

Summer Temperatures: Min: 61 deg. F; Max: 98 deg. F

Winter Temperature: Ambient = 39.8 deg. F

Summer Reid Vapor Pressure: 7.8 psi

Winter Reid Vapor Pressure: 13.6 psi

Winter Fuel Type: 2.7% Oxygen

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Appendix 4

2004 Regional Transportation Plan
Transportation Analysis Zone Assumptions

2040 Grouping	2040 Group Characteristics	2025 Intersection Density *(connections per mile)*	2025 Parking Factors *(indexed to CBD in '94 dollars)*	2025 Transit Pass Factor *(% of Full Fare)*	2025 Fareless Areas *(for internal trips)*
		FC	FC	FC	FC
Central City 1 Downtown Business District	Highest planned employment and housing density in the region, with highest level of access by all modes. LRT exists and current land uses reflect planned mix and densities.	20	6.08	60%	X
Central City 2 Lloyd District	Highest planned employment and housing density in the region, with highest level of access by all modes. LRT exists and current land uses reflect planned mix and densities.	20	3.94	60%	X
Central City 3 River District and Northwest	Planned high employment and housing density, with highest level of access by all modes. LRT exists and current land uses approach planned mix and densities.	20	3.94	65%	
Central City 4 Central Eastside Industrial District	Planned high employment and housing density, with highest level of access by all modes. LRT exists and current land uses do *not reflect planned mix and* densities.	20	2.96	65%	
Central City 5 South Waterfront District	Planned high employment and housing density, with highest level of access by all modes. LRT exists and current land uses do not reflect planned mix and densities.	18	3.04	65%	
Regional Centers - Tier 1 Gresham Gateway Beaverton Hillsboro Clackamas	Planned high employment and housing density, with highest level of access by all modes. LRT exists and current land uses approach planned mix and densities.	>14	0.80	80%	X
Regional Centers - Tier 2 Washington Square Oregon City	Planned high employment and housing density, with highest level of access by all modes; planned LRT. Current land uses do not reflect planned mix and densities.	>10	0.60	95%	

(FC) 2025 Financially Constrained System

2040 Grouping	Group Characteristics	2025 Intersection Density *(connections per mile)*	2025 Parking Factors *(indexed to CBD in '94 dollars)*	2025 Transit Pass Factor *(% of Full Fare)*	2025 Fareless Areas *(for internal trips)*
		FC	FC	FC	FC
Station Communities Tier 1 Banfield Corridor Westside Corridor	High housing density mixed with commercial services; highest level of access for transit, bike and walk; existing LRT.	>12	0.80	80%	
Station Communities Tier 2 South/North Corridor	Planned high housing density mixed with commercial services, with high level of transit, bike and walk; planned LRT. Current land uses do not reflect planned mix and densities.	>10	0.60	95%	
Town Centers - Tier 1 St. Johns Hollywood Lents Fairview/Wood Village Troutdale Rockwood Lake Oswego Tualatin Forest Grove Milwaukie Sherwood Wilsonville	Moderate housing and employment density planned, with high level of access by all modes. Currently has good mix of uses, well connected street system and good transit.	>16	0.45	85%	
Town Centers - Tier 2 West Portland Raleigh Hills Hillsdale Gladstone West Linn Sunset Cornelius Orenco	Moderate housing and employment density planned, with high level of access by all modes. Currently has some mix of uses, moderately connected street system and some transit. Existing topography or physical barriers may limit bike and pedestrian travel.	>10	0.36	100%	
Town Centers - Tier 3 Happy Valley Lake Grove Cedar Mill Tannasbourne	Moderate housing and employment density planned, with high level of access by all modes. Currently has modest mix of uses, poorly connected street system and poor transit. Existing topography or physical barriers may limit bike and pedestrian travel.	>8	0.28	100%	
Town Centers - Tier 4 Pleasant Valley Damascus Bethany Murrayhill	Moderate housing and employment density planned, with high level of access by all modes. Currently undeveloped or developing urban uses, with skeletal street system and poor transit. Existing topography or physical barriers may limit bike and pedestrian travel.	>8	0.18	100%	
Mainstreets - Tier 1 Eastside Portland to 60th	Moderate housing and employment density planned, with high level of access by all modes. Currently has good mix of uses, well connected street system and good transit.	>14	0.45	100%	

(FC) 2025 Financially Constrained System

2040 Grouping	Group Characteristics	2025 Intersection Density *(connections per mile)*	2025 Parking Factors *(indexed to CBD in '94 dollars)*	2025 Transit Pass Factor *(% of Full Fare)*	2025 Fareless Areas *(for internal trips)*
		FC	FC	FC	FC
Mainstreets - Tier 2 Remaining Region	Moderate housing and employment density planned, with high level of access by all modes. Currently has some mix of uses, moderate connectivity and some transit.	>8	0.36	100%	
Corridors Full Region	Moderate housing and employment density planned, with high level of access by all modes. Currently has modest mix of uses, moderate connectivity and some transit.	>10	None	100%	
Inner Neighborhoods Full Region	Low density housing planned, with moderate level of access by all modes. Currently has moderate connectivity and some transit.	>10	None	100%	
Outer Neighborhoods - Tier 1 Current Urban Areas	Low density housing planned, with moderate level of access by all modes. Currently has poorly connected street system and little transit.	>8	None	100%	
Outer Neighborhoods - Tier 2 Urban Reserve Areas	Low density housing planned, with moderate level of access by all modes. Currently has skeletal street system and no transit.	>6	None	100%	
Employment Areas Full Region	Low density employment planned, with moderate level of access by all modes. Currently has poorly connected street system and limited transit.	>8	None	100%	
Industrial Areas - Tier 1 Rivergate Swan Island Airport	Low density employment planned, with high level of access by rail and truck freight, and moderate access by other modes. Currently has somewhat connected street system and some transit.	>10	None	100%	
Industrial Areas - Tier 2 South Shore Clackamas Tualatin Beaverton Sunset	Low density employment planned, with high level of access by rail and truck freight, and moderate access by other modes. Currently has developing street system and poor transit.	>8	None	100%	
Greenspaces Same as Tier 2 Outer Neighborhoods.	Recreational uses are planned, with moderate level of access by all modes	>6	None	100%	
Rural Reserves Same as Tier 2 Outer Neighborhoods.	Urban uses are not planned in the foreseeable future. Currently has skeletal street system and no transit.	>6	None	100%	
Special Area 1 Portland International Airport		*	6.14	60%	

(FC) 2025 Financially Constrained System

Special Area 2 Oregon Health Sciences University	*These places are relatively small geographic areas with special characteristics.*	*	1.86	60%	
Special Area 3 Oregon Zoo		*	1.86	100%	
Special Area 4 SMART (Wilsonville)		*	*	*	X

* Use parent zone values.

10/29/03

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Appendix 5

2004-07 Metropolitan Transportation Improvement Program (MTIP)
Calendar of Activities

June 19	Council action on final Transportation Priorities program, pending air quality analysis.
September 26	TPAC review of draft MTIP report.
October 2	MTIP/RTP Air Quality interagency consultation meeting. ***10-11:30a.m., Cooper Mountain Room (Rm 370 A)***
October 9	JPACT Review of draft MTIP report.
October	Draft RTP financially constrained system defined and analyzed.
October 31	Draft conformity determination (not including emissions results) submitted to FHWA/FTA to begin review. Public comment period begins on 2004-07 MTIP and draft conformity determination.
November 3	Joint RTP/MTIP air quality conformity analysis begins.
November 14	Public comment period on draft conformity determination (RTP and MTIP) begins
November 26	TPAC review and discussion of air quality conformity analysis.
December 4	Public hearing on 2004 RTP and 2004-07 MTIP air quality conformity determination at Metro Council. Public comment period closes at 5:00 pm.
December 11	Final JPACT action on 2004-07 MTIP and air quality conformity
December 11	Metro Council action on 2004-07 MTIP and air quality conformity determination (by Resolution).
December 12	2004 RTP and 2004-07 MTIP final conformity determinations submitted to FHWA and FTA for Federal review, pending approval by Metro Council.
January 26	Anticipated federal approval of 2003 RTP and 2004-07 MTIP air quality conformity determinations.

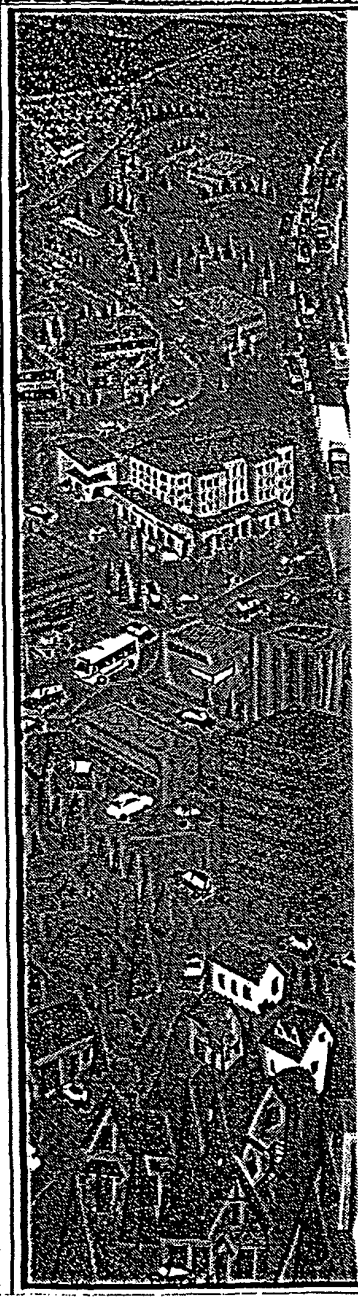
September 10, 2003

Appendix 6

METRO
2004 Regional Transportation Plan and 2004-07 Metropolitan Transportation Improvement Program

Published Notice

Oregonian Metro Section 9-29-03



Transportation plan update begins

Metro is starting a periodic update of the Regional Transportation Plan (RTP) in order to maintain continued compliance with the Federal Clear Air Act and state guidelines. The update will include both 2004 RTP and 2004-07 Metropolitan Transportation Improvement Program air quality analyses.

The plan, updated every three years to ensure that it addresses future travel needs, will focus on projects for roads and freight movement, bicycling, transit and walking. These projects already have been adopted in local and regional plans and corridor studies through a public process.

Public comment will be taken Oct. 31 to Dec. 4. The staff recommendation on the technical draft of the plan will be available for public review on Oct. 31.

Comments will be taken Dec. 4

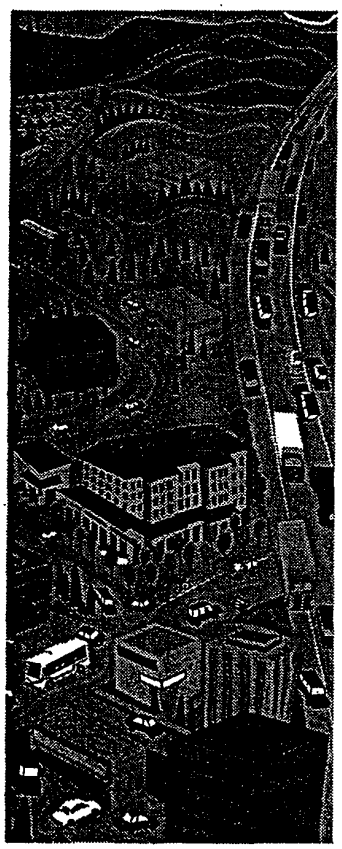
A public hearing will be held during the Thursday, Dec. 4, Metro Council meeting. The meeting begins at 2 p.m. at Metro Regional Center, 600 NE Grand Ave., Portland. The council will take action on the update on Dec. 11 (tentative). For more information, visit www.metro-region.org or call (503) 797-1839.

Other ways to comment

Phone (503) 797-1900 option 2
Fax (503) 797-1911
E-mail trans@metro.dst.or.us
Mail Kim Ellis, Metro
600 NE Grand Ave.
Portland, OR 97232

METRO
PEOPLE PLACES
OPEN SPACES

Copy of Post Card sent via US Mail to about 2,500 people (RTP & MTIP Interested Persons mailing list and neighborhood and community planning organizations within the region)



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The plan, updated every three years to ensure that it addresses future travel needs, will focus on projects for roads and freight movement, bicycling, transit and walking. These projects already have been adopted in local and regional plans and corridor studies through a public process.

Public comment will be taken Oct. 31 through Dec. 4. The staff recommendation on the technical draft of the plan will be available for public review on Oct. 31.

Public hearing will be held Dec. 4

A public hearing will be held during the Thursday, Dec. 4, Metro Council meeting. The meeting begins at 2 p.m. at Metro Regional Center, 600 NE Grand Ave., Portland.

The council will take action on the update on Dec. 11 (tentative). For more information, visit **www.metro-region.org** or call (503) 797-1839.

Other ways to comment

Phone (503) 797-1900 option 2
Fax (503) 797-1911
E-mail trans@metro.dst.or.us
Mail Kim Ellis, Metro
600 NE Grand Ave.
Portland, OR 97232

October 2003

METRO'S REGIONAL PLANNING E-NEWSLETTER

Welcome to Metro's Regional Planning e-newsletter. It is e-mailed periodically to interested persons. Check the end of the newsletter for "subscription" information.

FEATURED IN THIS ISSUE:

- Periodic update of Regional Transportation Plan
- Downtown Mall revitalization comments solicited
- Powell/Foster Corridor Study recommendation due
- TGM grant received for Centers and Corridors Study
- Fish and wildlife habitat protection events

UPDATE BEGINS ON REGIONAL TRANSPORTATION PLAN

Metro is starting a periodic update of the Regional Transportation Plan (RTP), in order to maintain continued compliance with the Federal Clean Air Act and state guidelines. The update will include both a 2004 RTP and 2004-07 Metropolitan Transportation Improvement Program (MTIP) air quality analysis.

The RTP is updated every three years to ensure the plan addresses future travel needs. For this update, the plan will focus on projects for roads and freight movement, bicycling, transit and walking that have already been adopted in local and regional plans and corridor studies through a public process.

Public comment will be taken Oct. 31 through Dec. 4, 2003. The staff recommendation on the technical draft of the plan and the air quality analysis will be available for public review on Friday, Oct. 31.

Comments will be taken at a public meeting at 2 p.m. Thursday, Dec. 4 at Metro, 600 NE Grand Avenue in Portland.

The Metro Council is scheduled to take action on the RTP update on Thursday, Dec. 11 (tentative). For more information, visit www.metro-region.org or call (503) 797-1839.

PUBLIC COMMENT SOLICITED ON THE DOWNTOWN MALL REVITALIZATION PROJECT

Metro, TriMet and the City of Portland are considering adding light rail to the Portland Mall as part of an effort to revitalize Fifth and Sixth avenues.

Appendix 7

METRO

2004 Regional Transportation Plan and 2004-07 Metropolitan Transportation Improvement Program

Evaluation of emissions analysis for transportation activities which cross borders of MPOs or nonattainment or maintenance areas or basins

The following maps and data were forwarded from Multnomah County. They constitute all projects within Multnomah County and inside the Air Quality Maintenance Area and outside the Metro boundary.

These projects were not considered regionally significant as they do not appear to add to the road capacity and therefore should have no air quality impact.

Fish Passage Culvert Project - Field Form

Culvert ID No.	Road Name, Culvert #, Mile Point, Size	Easting	Northing	Stream Name	Stream Milepoint	Priority	Owner	USGS Quad MapName
493-06	282ND Av, SE - # 2 - MP: 2.046 84 x 40 IRIS: 493	*549250*	*5034300*	Johnson Creek	3.5	High	Multnomah County	Sandy

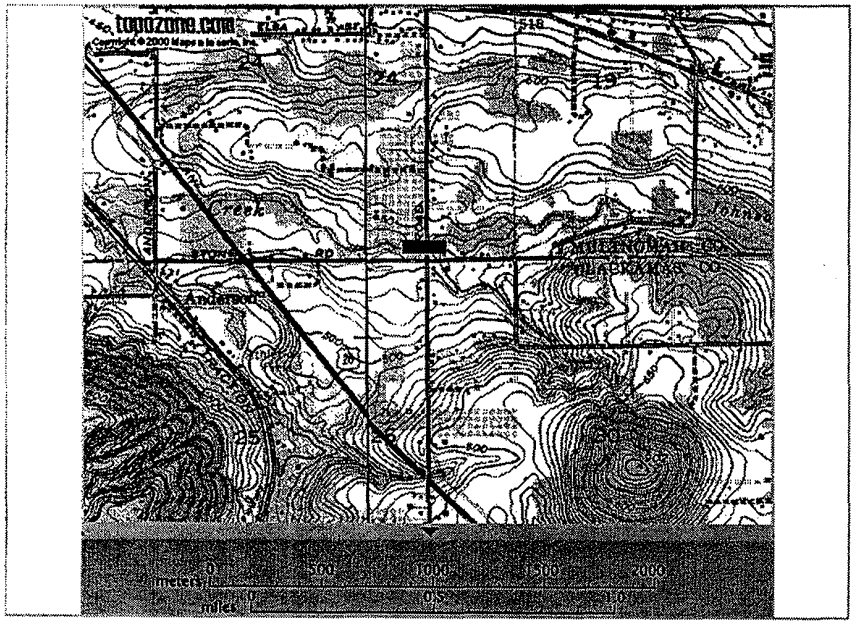
Preliminary Assessment
☑ Retrofit ☐ Replace

IRIS Stats										
Material Type: CP	Inlet Treatment: BH	Offset Distance:	16	Slope:	0	Rise Height:	84	Drainage Adequacy: A	
Coating Type: C	Outlet Treatment: BH	Cover Depth:	2	Skew:	45	Span Width:	84	Condition: G	Road MP 2.046

Coho Salmon: Verified | Cutthroat Trout: Verified | Steelhead: None | Winter Steelhead: Verified | Rainbow Trout: None

Oregon Dept. Fish and Wildlife Data | Slope: 0.0 | Habitat Quality: Unknown

Biologist's Note: High velocity. Just north of Clackamas Co line. Eleven plus upstream obstructions as well as agricultural channelization and culverting. At least 4 downstream obstructi



\\dscd-yeon\fishpassageimages\FPCM493-06.jpg

Notes: _____

Measurements - Outfall Drop: **Depth of Pool:**

Date: **Signature:**

☐ Land Use Planning ☐ Engineering ☐ Road Maintenance ☐ Consultant

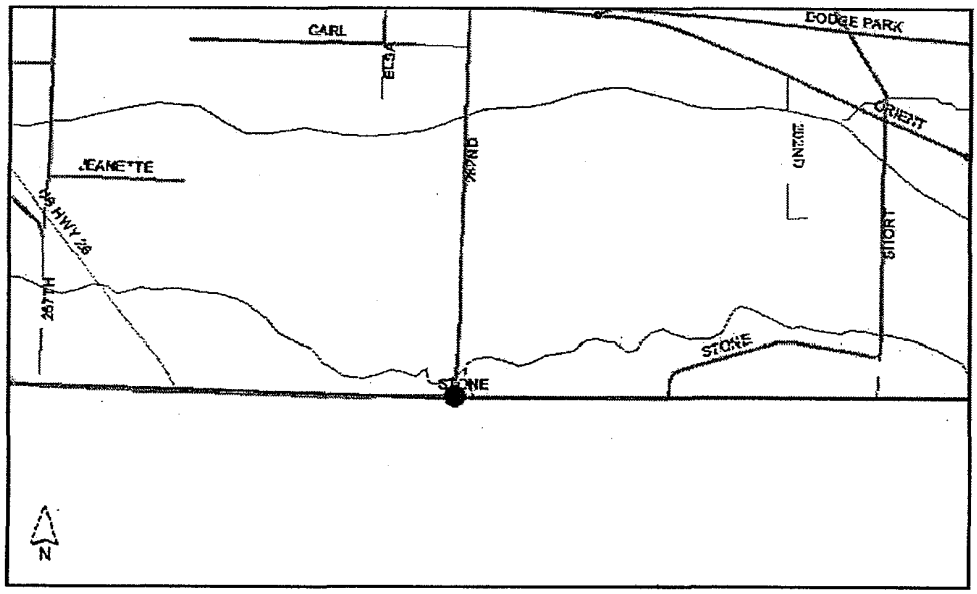
Road Fund Capital Projects

Project Nam 282nd Ave/Stone Rd

Project #: 705 Category: Signal/Intersection Functional Class: Rural Arterial

Project Description: Widen 282nd Ave to create left turn pockets to Stone Rd. Widen Stone Rd to reduce offset of east and west legs.

RTP No:		IRIS #: 493	Mile Point:	2.09	ROW Cost:	$20,000
TIF	☐				Construction Cost:	$150,000
Score:	5				Total Cost:	$170,000



Map not to Scale

	Existing	New
Travel Lanes:	2	3
Sidewalks:	No	No
Bike Lanes:	No	
Drainage:	Ditch	Ditch
Illumination:	No	No
Turn Lanes:	No	Yes
Intersection:	No	Yes

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Road Fund Capital Projects

Project Nam Beaver Creek Bridge on Historic Columbia River Hwy

Project #: 724 Category: Bridge Functional Class: Major Collector

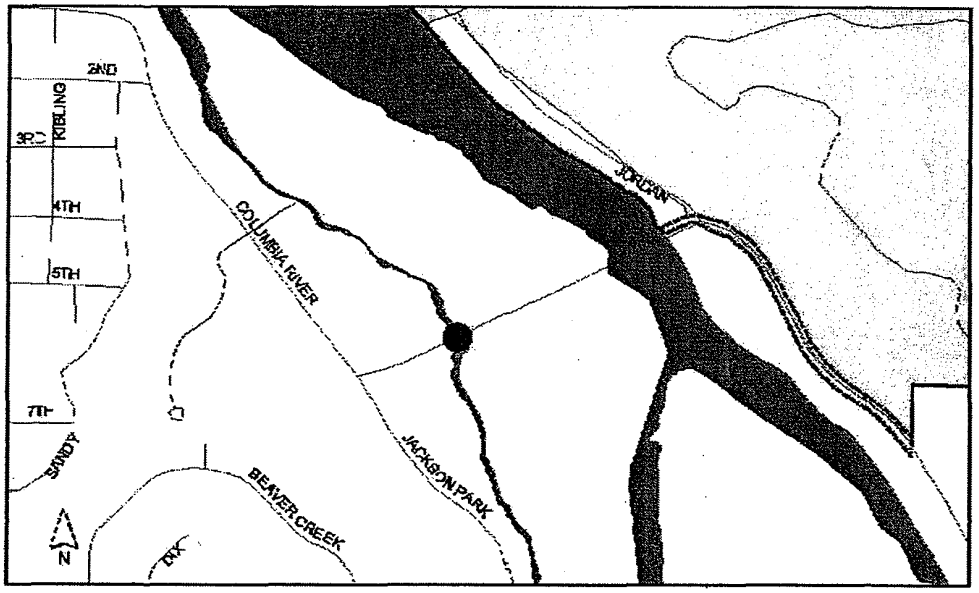
Project Description: Replace Bridge

RTP No: IRIS #: 490

TIF ☐

Score: 30

ROW Cost:	$60,000
Construction Cost:	$987,000
Total Cost:	$1,047,000



Map not to Scale

	Existing	New
Travel Lanes:	2	2
Sidewalks:		Yes
Bike Lanes:	No	Yes
Drainage:	Storm	Storm
Illumination:	No	No
Turn Lanes:	No	No
Intersection:	Yes	No

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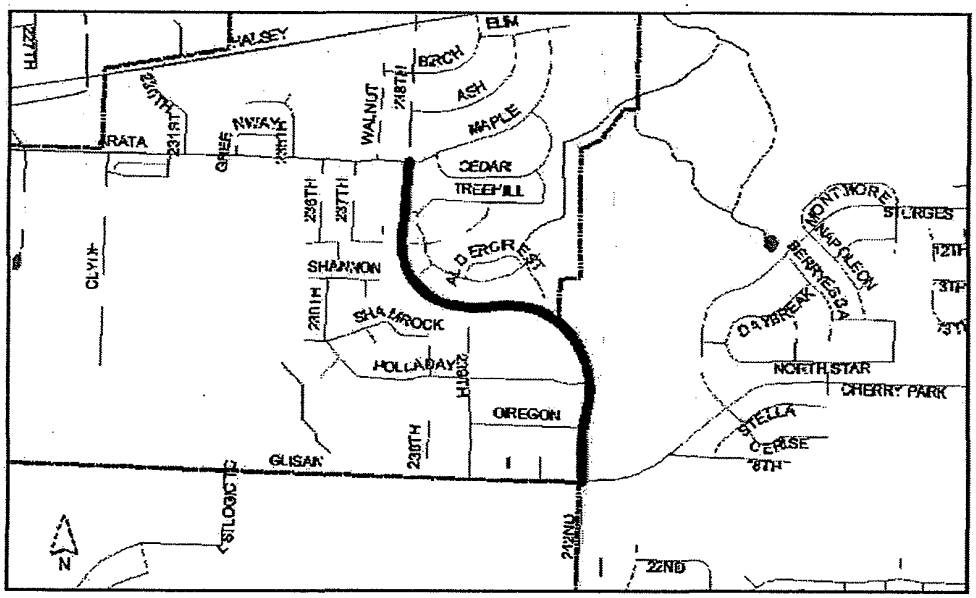
Road Fund Capital Projects

Project Nam 238th Dr: Glisan St–Arata Rd Safety Improvements

Project #: 722 Category: Arterial Functional Class: Minor Arterial

Project Description: Widen existing pavement near entrance to Tree Hill Condominiums, and install signal ahead sign with beacons.

RTP No:		IRIS #: 403		ROW Cost:	$0
TIF	☐	From Mile Point:	0.000	Construction Cost:	$125,000
Score:	20	To Mile Point:	0.641	Total Cost:	$125,000



Map not to Scale

	Existing	New
Travel Lanes:	3	3
Sidewalks:		No
Bike Lanes:	No	No
Drainage:	Storm	Storm
Illumination:	Yes	Yes
Turn Lanes:	Yes	Yes
Intersection:	Yes	Yes

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Road Fund Capital Projects

Project Nam Stark St Viaduct

Project #: 736 Category: Bridge Functional Class: Rural Arterial

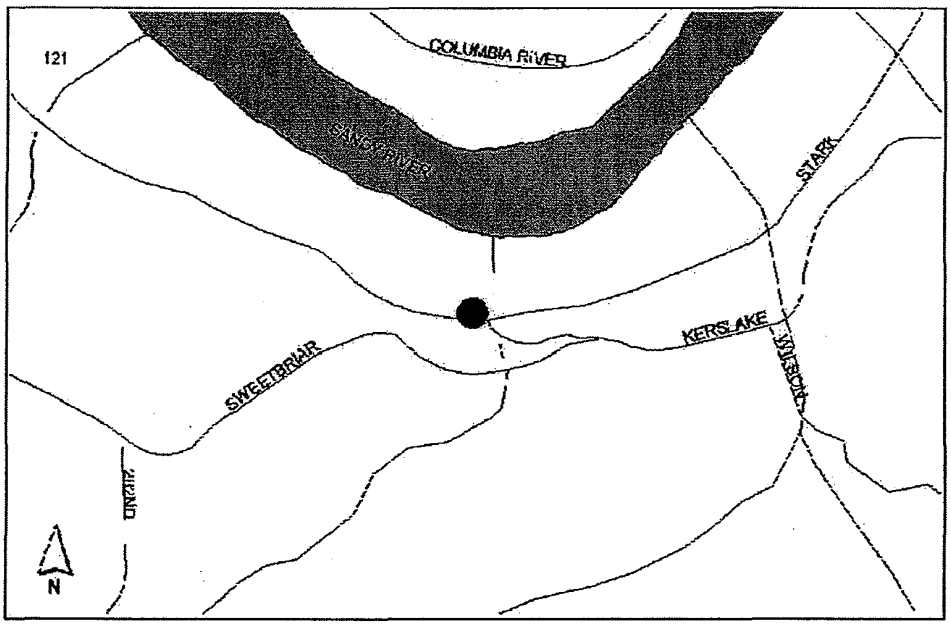
Project Description: Reconstruct Stark St Viaduct

RTP No: IRIS #: 404 Mile Point: 2.64

TIF ☐

Score: 10

ROW Cost:	$0
Construction Cost:	$679,000
Total Cost:	$679,000



Map not to Scale

	Existing	New
Travel Lanes:	2	
Sidewalks:		
Bike Lanes:	No	No
Drainage:	Ditch	Ditch
Illumination:	No	No
Turn Lanes:	No	No
Intersection:	No	No

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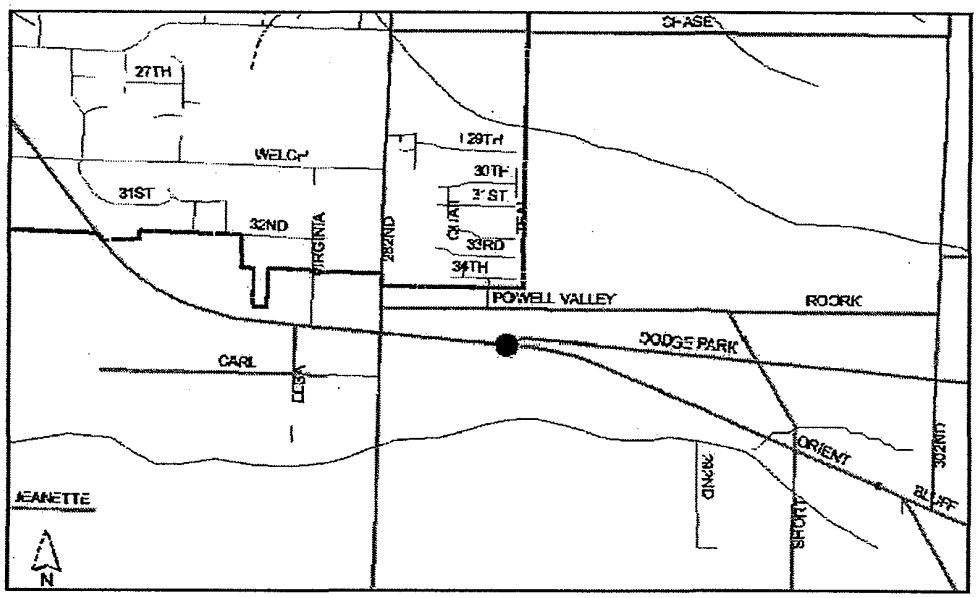
Road Fund Capital Projects

Project Nam Orient Dr/Dodge Park Blvd

Project #: 703 Category: Signal/Intersection Functional Class: Rural Arterial

Project Description: Widen Orient Dr to create eastbound left turn lane.

RTP No:		IRIS #: 434	Mile Point:	2.06	ROW Cost:	$10,000
TIF	☐				Construction Cost:	$90,000
Score:	5				Total Cost:	$100,000



Map not to Scale

	Existing	New
Travel Lanes:	2	3
Sidewalks:	No	No
Bike Lanes:	No	No
Drainage:	Ditch	Ditch
Illumination:	No	No
Turn Lanes:	No	Yes
Intersection:	No	Yes

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Appendix 8

METRO

2004 Regional Transportation Plan and 2004-07 Metropolitan Transportation Improvement Program

Evidence of Compliance with Metro Interim Land Use Measures

Attached is Metro Resolution No. 03-3299, which documents the results of the Metro Urban Growth Management Functional Plan. The air quality maintenance plans for the Portland area call for "Metro Interim Land Use Measures relating to: Requirements for Accommodation of Growth; Regional Parking Policy; and Retail in Employment and Industrial Areas."

The relevant portions of the The Urban Growth Management Functional Plan (titles 1, 2 and 4) are also attached to document the recommendations and requirements of the Functional Plan and how they concern the cities and counties of the region.

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF ENTERING AN ORDER RELATING TO COMPLIANCE WITH THE URBAN GROWTH MANAGEMENT FUNCTIONAL PLAN	))))	RESOLUTION NO. 03-3299 Introduced by Councilor Rod Park

WHEREAS, Title 8 of the Urban Growth Management Functional Plan ("UGMFP") requires the Metro staff to submit to the Metro Council a report on the status of compliance of each local government with each requirement of the UGMFP, and to provide public notice of the report; and

WHEREAS, the Executive Officer submitted two reports jointly entitled "2002 Urban Growth Management Functional Plan Compliance Reports", one part on the status of compliance with UGMFP Titles 1 through 6 and a second part on the status of compliance with Title 7, to the Council on December 2, 2002, and provided public notice of the reports; and

WHEREAS, Title 8 requires the Council to hold a public hearing for the purpose of taking testimony on the question whether cities and counties have complied with the UGMFP; and

WHEREAS, the Council held a hearing for that purpose on January 30, 2003, and heard testimony from interested persons, and from the staff on actions to comply with the UGMFP taken by local governments after the December 2, 2002, reports; and

WHEREAS, Title 8 requires the Council to enter an order that determines the status of each city's and county's compliance with the requirements of the UGMFP, and to send a copy of the order to all cities and counties and all persons who participated at the hearing; now, therefore,

BE IT RESOLVED:

1. That the Council adopt Order No. 03-001, with its attachments, as the Council's determination of the status of city and county compliance with the UGMFP, pursuant to subsection 3.07.880C.

2. That the Council direct the Metro staff to send a copy of Order No. 03-001 to all cities and counties and all persons who participated at the hearing, pursuant to subsection 3.07.880C.

ADOPTED by the Metro Council this 10th day of April 2003.

David Bragdon, Council President

Approved as to Form:

Daniel B. Cooper, Metro Attorney

APPROVED METRO COUNCIL CONSEIL METROPOLITAIN METRO

m:\attorney\confidential\7.4.3.7.3\03-3299.004
OMA/RPB/kvw (03/28/03)

Order No. 03-001

RELATING TO COMPLIANCE WITH THE
URBAN GROWTH MANAGEMENT FUNCTIONAL PLAN

IT IS ORDERED THAT:

1. The Council accepts the December 2, 2002, combined reports from the Executive Officer entitled "2002 Urban Growth Management Functional Plan Compliance Reports" and the January 24, 2003, hearing report presented by staff at the January 30, 2003, public hearing as fulfilling the requirement of Urban Growth Management Functional Plan (UGMFP) Title 8, section 3.07.880A. The reports are attached and incorporated into this order as Exhibits A and B, respectively.

2. Based upon the staff reports described in section 1 of this order and testimony received at the public hearing, the Council adopts Exhibit C, entitled "Status of Compliance by Jurisdiction – 2002", attached and incorporated into this order, as its determination of the status of city and county compliance with UGMFP requirements of Titles 1 through 7, as required by Title 8, section 3.07.880C.

3. Based upon the determinations in Exhibit C, the Council concludes that the cities of Beaverton, Durham, Johnson City, King City, Lake Oswego, Maywood Park, Milwaukie, Troutdale and Wilsonville and Clackamas and Washington Counties have not achieved the target housing capacities required by Title 1 (Requirements for Housing and Employment Accommodation). The Council further concludes that the cities of Beaverton, Happy Valley, Johnson City, Maywood Park, Milwaukie, Oregon City, Rivergrove and Wilsonville and Clackamas County have not achieved the target employment capacities required by Title 1. However, in 1998 and 1999, the Council expanded the urban growth boundary (UGB) to add housing and employment capacity, in part because it was not possible for some cities to achieve their targets. As a result of UGB expansion and actions taken by local governments after the expansion, the region as a whole has achieved and exceeded the housing and employment targets set in Title 1. Given this achievement, on December 5, 2002, the Council adopted Ordinance No. 02-969B, amending Title 1 to replace the housing and employment targets of Table 3.07-1 with zoned capacity. Revised Table 3.07-1 displays actual zoned capacities for housing and employment achieved by city and county actions taken to comply with Title 1. Revised Title 1 accepts these capacities and prohibits net reductions. Having considered these past actions by the Council, the Council concludes that no further action need be taken by cities or counties or the Council to achieve the housing or employment targets specified in the now-repealed version of Table 3.07-1.

4. The staff reports do not indicate whether cities and counties have complied with the requirement in Title 1, section 3.07.140A, to report on density of residential development between 1990 and 1995, and to take action if actual density fell below 80 percent of maximum zoned density. The Council assumes, therefore, that cities and counties have not complied with the reporting requirement. However, all cities and counties except the cities of Durham and Oregon City have now adopted minimum densities that prevent development below 80 percent of maximum zoned density (both Durham and Oregon City reported to Metro that residential development in their cities is taking place at least at 80 percent of maximum zoned densities).

These minimum densities are the basis for the zoned capacity for each city and county displayed on Table 3.07-1. Accordingly, Ordinance No. 02-969B amended Title 1 to revise the requirements of section 3.07.140A. Hence, the Council concludes that no further action need be taken by cities or counties or the Council to achieve compliance with the reporting requirement of section 3.07.140 as it read prior to revision by Ordinance No. 02-969B.

5. The staff reports do not indicate whether cities and counties reported on actions to achieve the target housing or employment capacities in mixed-use areas, or whether they achieved the target capacities, as required by Title 1, section 3.07.160B. The Council assumes, therefore, that cities and counties have not complied with the reporting requirement. The Council notes, however, that the target capacities for mixed-use areas are subsumed by each city's and county's overall targets for housing and employment. Ordinance No. 02-969B amended Title 1 to replace the housing and employment targets of Table 3.07-1 with zoned capacity and to remove from that table separate targets or capacities for mixed-use areas. In place of targets or capacities for mixed-use areas, the Council adopted a new Title 6 for Centers (Central City, Regional and Town Centers, Station Communities) and a program to facilitate increased housing and employment capacities in Centers. For these reasons, the Council concludes that no further action need be taken by cities or counties or the Council to achieve compliance with the requirements of section 3.07.160B as it read prior to revision by Ordinance No. 02-969B.

6. The staff reports ask the Council to interpret language in subsection 3.07.730B of Title 7 that requires cities and counties to consider amendment of their comprehensive plans to adopt affordable housing strategies. The Council interprets the subsection to mean that the governing body of the city or county must consider each strategy listed in the subsection and either amend its land use regulations to adopt the strategy or explain why it has decided not to adopt the strategy.

ENTERED this 10th day of April, 2003.

David Bragdon, Council President

Approved as to Form:

Daniel B. Cooper, Metro Attorney

APPROUVÉ APPROVED METRO COUNCIL CONSEIL MÉTROPOLITAINE METRO

Status of Compliance by Jurisdiction - January 2003

Title 1: Housing and Employment Accommodation					
	2.A minimum density	2.B partitioning standards	2.C accessory dwelling units	3.A map of design types	5.A capacity analysis
Beaverton	in compliance	in compliance	in compliance	in compliance	housing, employment low
Cornelius	in compliance	in compliance	in compliance	in compliance	in compliance
Durham	**exception requested**	in compliance	in compliance	in compliance	housing low
Fairview	in compliance	in compliance	in compliance	in compliance	in compliance
Forest Grove	in compliance	in compliance	in compliance	in compliance	in compliance
Gladstone	in compliance	in compliance	in compliance	in compliance	in compliance
Gresham	in compliance	in compliance	in compliance	in compliance	in compliance
Happy Valley	in compliance	in compliance	in compliance	in compliance	employment low
Hillsboro	in compliance	in compliance	in compliance	in compliance	in compliance
Johnson City	in compliance	in compliance	in compliance	in compliance	housing low employment low
King City	in compliance	in compliance	in compliance	in compliance	housing low
Lake Oswego	in compliance	in compliance	in compliance	in compliance	in compliance
Maywood Park	in compliance	in compliance	in compliance	in compliance	housing low, employment low
Milwaukie	in compliance	in compliance	in compliance	in compliance	housing low, employment low
Oregon City	**extension to 12/02**	in compliance	**extension to 12/02**	in compliance	employment low
Portland	in compliance	in compliance	in compliance	in compliance	in compliance
Rivergrove	in compliance	in compliance	in compliance	in compliance	employment low
Sherwood	in compliance	in compliance	in compliance	in compliance	in compliance
Tigard	in compliance	in compliance	in compliance	in compliance	in compliance
Troutdale	in compliance	in compliance	in compliance	in compliance	housing low
Tualatin	in compliance	in compliance	in compliance	in compliance	in compliance
West Linn	in compliance	in compliance	in compliance	in compliance	in compliance
Wilsonville	in compliance	in compliance	in compliance	**extension to 09/02**	**extension to 09/02**
Wood Village	in compliance	in compliance	in compliance	in compliance	in compliance
Clackamas C.	in compliance	in compliance	in compliance	in compliance	housing low, employment low
Multnomah C.	in compliance	in compliance	in compliance	in compliance	targets to Portland Gresham, Troutdale
Washington C.	in compliance	in compliance	in compliance	in compliance	housing low

	Title 2: Regional Parking Policy		
	2.A.1&2 Minimum/Maximum standards	2.A.3 Variance Process	2.B Blended Ratios
Beaverton	in compliance	in compliance	in compliance
Cornelius	in compliance	in compliance	in compliance
Durham	**scheduled for February 2003 adoption**	**scheduled for February 2003 adoption**	**scheduled for February 2003 adoption**
Fairview	in compliance	in compliance	in compliance
Forest Grove	in compliance	in compliance	in compliance
Gladstone	in compliance	in compliance	in compliance
Gresham	in compliance	in compliance	in compliance
Happy Valley	in compliance	in compliance	in compliance
Hillsboro	in compliance	in compliance	in compliance
Johnson City	in compliance	in compliance	in compliance
King City	in compliance	in compliance	in compliance
Lake Oswego	in compliance	in compliance	in compliance
Maywood Park	in compliance	in compliance	in compliance
Milwaukie	in compliance	in compliance	in compliance
Oregon City	in compliance	in compliance	in compliance
Portland	in compliance	in compliance	in compliance
Rivergrove	in compliance	in compliance	in compliance
Sherwood	in compliance	in compliance	in compliance
Tigard	in compliance	in compliance	in compliance
Troutdale	in compliance	in compliance	in compliance
Tualatin	in compliance	in compliance	in compliance
West Linn	in compliance	in compliance	in compliance
Wilsonville	in compliance	in compliance	in compliance
Wood Village	in compliance	in compliance	in compliance
Clackamas County	in compliance	in compliance	in compliance
Multnomah County	in compliance	in compliance	in compliance
Washington County	in compliance	in compliance	in compliance

	Title 3: Water Quality, Flood Mgmt and Fish and Wildlife Conservation		
	4.A Flood Mgmt Performance Standards	4.B Water Quality Performance	4.C Erosion and Sediment Control
Beaverton	in compliance	in compliance	in compliance
Cornelius	in compliance	in compliance	in compliance
Durham	in compliance	in compliance	in compliance
Fairview	in compliance	in compliance	in compliance
Forest Grove	in compliance	in compliance	in compliance
Gladstone	in compliance	in compliance	in compliance
Gresham	in compliance	in compliance	in compliance
Happy Valley	in compliance	in compliance	in compliance
Hillsboro	in compliance	in compliance	in compliance
Johnson City	in compliance	in compliance	in compliance
King City	in compliance	in compliance	in compliance
Lake Oswego	in compliance	**extension to 12/02**	in compliance
Maywood Park	N/A	N/A	in compliance
Milwaukie	in compliance	in compliance	in compliance
Oregon City	in compliance	in compliance	in compliance
Portland	in compliance	in compliance	in compliance
Rivergrove	in compliance	in compliance	in compliance
Sherwood	in compliance	in compliance	in compliance
Tigard	in compliance	in compliance	in compliance
Troutdale	in compliance	in compliance	in compliance
Tualatin	in compliance	in compliance	in compliance
West Linn	in compliance	**extension to 12/02**	in compliance
Wilsonville	in compliance	in compliance	in compliance
Wood Village	N/A	in compliance	in compliance
Clackamas County	in compliance	**extension to 12/02**	in compliance
Multnomah County	in compliance	in compliance	in compliance
Washington County	in compliance	in compliance	in compliance

	Title 4: Retail in Employment and Industrial Areas		Title 5: Neighbor Cities and Rural Reserves	
	2.A Retail Restrictions - Industrial Areas	2.B Retail Restrictions – Employment Areas	2. Rural Reserves	2. Green Corridors
Beaverton	in compliance	in compliance	N/A	N/A
Cornelius	in compliance	in compliance	N/A	N/A
Durham	in compliance	in compliance	N/A	N/A
Fairview	in compliance	in compliance	N/A	N/A
Forest Grove	in compliance	in compliance	N/A	N/A
Gladstone	N/A	in compliance	N/A	N/A
Gresham	in compliance	in compliance	N/A	in compliance
Happy Valley	N/A	N/A	N/A	N/A
Hillsboro	in compliance	in compliance	N/A	in compliance
Johnson City	N/A	N/A	N/A	N/A
King City	N/A	N/A	N/A	N/A
Lake Oswego	in compliance	in compliance	N/A	N/A
Maywood Park	N/A	N/A	N/A	N/A
Milwaukie	in compliance	in compliance	N/A	N/A
Oregon City	in compliance	in compliance	N/A	**extension to 12/02**
Portland	in compliance	in compliance	N/A	N/A
Rivergrove	N/A	N/A	N/A	N/A
Sherwood	in compliance	in compliance	N/A	in compliance
Tigard	in compliance	in compliance	N/A	N/A
Troutdale	in compliance	in compliance	N/A	N/A
Tualatin	in compliance	in compliance	N/A	in compliance
West Linn	N/A	in compliance	N/A	in compliance
Wilsonville	in compliance	in compliance	N/A	in compliance
Wood Village	in compliance	in compliance	N/A	N/A
Clackamas County	in compliance	in compliance	in compliance	in compliance
Multnomah County	in compliance	in compliance	N/A	in compliance
Washington County	in compliance	in compliance	in compliance	in compliance

	Title 6: Regional Accessibility	
	2. Regional Street Designs	3. Design Standards for Connectivity
Beaverton	in compliance	in compliance
Cornelius	in compliance	in compliance
Durham	in compliance	in compliance
Fairview	in compliance	in compliance
Forest Grove	in compliance	in compliance
Gladstone	in compliance	in compliance
Gresham	in compliance	in compliance
Happy Valley	in compliance	in compliance
Hillsboro	in compliance	in compliance
Johnson City	in compliance	in compliance
King City	in compliance	in compliance
Lake Oswego	in compliance	in compliance
Maywood Park	in compliance	in compliance
Milwaukie	in compliance	in compliance
Oregon City	in compliance	in compliance
Portland	in compliance	in compliance
Rivergrove	in compliance	in compliance
Sherwood	in compliance	in compliance
Tigard	in compliance	in compliance
Troutdale	in compliance	in compliance
Tualatin	in compliance	in compliance
West Linn	in compliance	in compliance
Wilsonville	**extension to 09/02**	in compliance
Wood Village	in compliance	in compliance
Clackamas County	in compliance	in compliance
Multnomah County	in compliance	in compliance
Washington County	in compliance	in compliance

Title 7: Affordable Housing										
Jurisdiction	Progress Reports (Title 7: 3.07.740)	Voluntary Goals (Title 7: 3.07.720)	Comprehensive Plan and Implementing Ordinances						Other strategies (Title 7: 3.07.760)	
			Diversity Strategy (Title 7: 3.07.730.A.1)	Maintain Supply and Increase Dispersion (Title 7: 3.07.730.A.2)	Supply for All Income Levels (Title 7: 3.07.730.A.3)	Land Use Strategies (Seven) (Title 7: 3.07.730.B)				
						Existing	Discussed	Considered	Metro list (five)	Local initiative
Beaverton	Yes	Discussed	NAR	NAR	NAR	NAR	NAR	NAR	2	1
Cornelius										
Durham	Yes	NAR	NAR	NAR	NAR	NAR	NAR	NAR	NAR	NAR
Fairview										
Forest Grove										
Gladstone										
Gresham	Yes	Discussed	NAR	NAR	NAR	2	7	6	2	NAR
Happy Valley										
Hillsboro	Yes	NAR	NAR	NAR	NAR	1	NAR	NAR	1	NAR
Johnson City										
King City	Yes									
Lake Oswego										
Maywood Park										
Milwaukie	Requested Extension									
Oregon City										
Portland	Yes	NAR	NAR	NAR	NAR	6	7	NAR	5	16
Rivergrove										
Sherwood										
Tigard	Yes	Discussed	NAR	NAR	NAR	2	2	1	2	5
Troutdale										
Tualatin	Yes	NAR	NAR	NAR	NAR	2	NAR	NAR	NAR	
West Linn										
Wilsonville										
Wood Village	Yes	NAR	NAR	NAR	NAR	NAR	NAR	NAR	NAR	1
Clackamas County	Yes	Consider in 2003	NAR	NAR	NAR	5	NAR	NAR	3	3
Multnomah County										
Washington County	Yes		NAR	NAR	NAR	2	0	NAR	1	NAR

Definitions:

Discussed = Discussed after January 2001

Existing = Adopted prior to January 2001.

Considered = Discussed at a local elected officials public meeting after January 2001, and adoption of an ordinance which amends the comprehensive plan and implementing ordinances to include new tools and strategies or tools and strategies which were considered but not adopted and the revision(s) not adopted.

NAR = No action reported

Title 1, Table 1 Compliance –May 29, 2002 - Dwelling Unit Capacity

	Table 1 Target		Capacity Analysis	Difference	% of Jurisdiction Target	% Short of Total Region Target	Notes
Beaverton		15,021	13,635	(1,386)	91%	0.6%	
Cornelius		1,019	1,285	266	126%		
Durham		262	243	(19)	93%	0.008%	
Fairview		2,921	2,929	8	100%		
Forest Grove		2,873	3,054	181	106%		
Gladstone		600	880	280	146%		
Gresham		16,817	16,920	103	101%		
Happy Valley		2,030	2,558	528	126%		does not include newly annexed areas
Hillsboro		14,812	14,896	84	101%		
Johnson City		168	38	(130)	23%	0.05%	allocation process did not account for existing mobile homes
King City		182	100	(82)	55%	0.03%	
Lake Oswego	3,353	4,212[1]	4,049	(163)	96%	0.07%	859 units from Clackamas County
Maywood Park		27	12	(15)	44%	0.006%	
Milwaukie		3,514	3,188	(326)	90%	0.1%	
Oregon City	6,157	10,630[1]	7,994	(2,836)	75%	1.2%	City's preliminary estimate – will submit a revised capacity analysis – 4,473 units from the County
Portland		70,704	71,036	332	100%		mid point between zoned capacity of 66,994 and comp. plan capacity of 75,078.
Rivergrove		(15)	20	35	233%		
Sherwood		5,010	5,216	206	104%		
Tigard		6,073	6,308	235	104%		
Troutdale		3,789	3,260	(529)	86%	0.2%	
Tualatin		3,635	4,009	374	110%		
West Linn	2,577	3,226[1]	3,732	506	116%		649 units from Clackamas County
Wilsonville		4,425	N/A	(4,425)	N/A	1.8%	capacity analysis not available
Wood Village		423	458	35	108%		
Clackamas C.	19,530	13,549[1]	12,540	(1,007)	93%	0.4%	5,983 to be included in LO OC and WL
Multnomah C.		3,089	N/A	(3,089)	N/A	1.3%	need to coordinate with cities
Washington C.		54,999	51,649	(3,350)	94%	1.4%	
Regional Total		**243,995**	**230,009**	**(13,986)**	**94%**	**6.0%**	Wilsonville, Multnomah to report; Oregon City to submit revised capacity analysis

[1]Clackamas County allocated a portion of its targets for the areas where Lake Oswego, Oregon City and West Linn have planning jurisdiction over unincorporated areas.

Title 1, Table 1 Compliance –May 29, 2002 - Employment Capacity

	Table 1 Target		Capacity Analysis	Difference	% of Jurisdiction Target	% Short of Total Region Target	Notes
Beaverton		25,122	21,368	(3,754)	85%	0.8%	
Cornelius		2,812	3054	242	109%		
Durham		498	522	24	105%		
Fairview		5,689	7,063	1,374	124%		
Forest Grove		5,488	5,943	455	108%		
Gladstone		1,530	1,569	39	103%		
Gresham		23,753	24,579	826	103%		
Happy Valley		1,767	510	(1,257)	29%	0.3%	includes 304 jobs from newly annexed areas
Hillsboro		58,247	59,082	835	101%		
Johnson City		180	82	(98)	45%	0.02%	allocation process did not account for existing mobile homes
King City		241	350	109	145%		
Lake Oswego	8,179	10,587[1]	13,268	2,681	125%		2,408 jobs from County
Maywood Park		5	5	0	100%		
Milwaukie		7,478	3,650	(3,828)	49%	0.8%	
Oregon City	8,185	11,172[1]	7,665	(3,507)	68%	0.8%%	City's preliminary estimate – will submit a revised capacity analysis – 2,987 jobs from County
Portland		158,503	208,115	49,612	131%		mid point between zoned capacity of 191,913 and comp. plan capacity of 224,318.
Rivergrove		41	0	(41)	0%	0.009%	
Sherwood		8,156	9,518	1,362	117%		
Tigard		14,901	17,801	2,900	119%		
Troutdale		5,570	7,222	1,652	130%		
Tualatin		9,794	12,286	2,492	125%		
West Linn	2,114	2459[1]	2,935	476	119%		345 jobs from County
Wilsonville		15,030	N/A	(15,030)	N/A	3.3%	
Wood Village		736	1,074	338	145%		
Clackamas C.	42,685	36,945[1]	31,101	(5,844)	84%	1.2%	5,670 jobs to LO, OC and WL
Multnomah C.		2,381	N/A	(2,381)	N/A	0.5%	
Washington C.		52,578	55,921	3,343	106%		
Regional Total		**461,663**	**494,683**	**33,020**	**107%**		Wilsonville, Multnomah to report; Oregon City to submit revised capacity analysis

[1] Clackamas County allocated a portion of its targets for the areas where Lake Oswego, Oregon City and West Linn have planning jurisdiction over unincorporated areas.

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CHAPTER 3.07

URBAN GROWTH MANAGEMENT FUNCTIONAL PLAN

NOTE: The Urban Growth Management Functional Plan was adopted by the Metro Council by Ordinance No. 96-647C, and amended by Ordinance No. 97-691C, prior to being codified as Metro Code Chapter 3.07 by Ordinance No. 97-715B.

3.07.010 Purpose

The regional policies which are adopted by this Urban Growth Management Functional Plan recommend and require changes to city and county comprehensive plans and implementing ordinances. The purpose of this functional plan is to implement regional goals and objectives adopted by the Metro Council as the Regional Urban Growth Goals and Objectives (RUGGO), including the Metro 2040 Growth Concept and the Regional Framework Plan. The comprehensive plan changes and related actions, including implementing regulations, required by this functional plan as a component of the Regional Framework Plan, shall be complied with by cities and counties as required by Section 5(e)(2) of the Metro Charter.

Any city or county determination not to incorporate all required functional plan policies into comprehensive plans shall be subject to the conflict resolution and mediation processes included within the RUGGO, Goal I provisions, prior to the final adoption of inconsistent policies or actions.

(Ordinance No. 97-715B, Sec. 1.)

3.07.020 Regional Policy Basis

The regional policies adopted in this Urban Growth Management Functional Plan are formulated from, and are consistent with, the RUGGOs, including the Metro 2040 Growth Concept. The overall principles of the Greenspaces Master Plan are also incorporated within this functional plan. In addition, the updated Regional Transportation Plan (RTP)[1], when adopted, will serve as the primary transportation policy implementation of the 2040 Growth Concept. However, early implementation land use policies in this functional plan are integrated with early implementation transportation policies derived from preparation of the 1996 Regional Transportation Plan, and consistent with the Metro 2040 Growth Concept.

(Ordinance No. 97-715B, Sec. 1. Amended by Ordinance No. 02-972A, Sec. 1.)

3.07.030 Structure of Requirements

The Urban Growth Management Functional Plan is a regional functional plan which contains "requirements" that are binding on cities and counties of the region as well as recommendations that are not binding. "Shall" or other directive words are used with requirements. The words "should" or "may" are used with recom-

[1] Metro has an adopted Regional Transportation Plan. However, because of changing local and regional conditions, as well as state and federal requirements, the RTP is scheduled to be amended in 1997.

mendations. In general, the plan is structured so that local jurisdictions may choose either performance standard requirements or prescriptive requirements. The intent of the requirements is to assure that cities and counties have a significant amount of flexibility as to how they meet requirements. Performance standards are included in most titles. If local jurisdictions demonstrate to Metro that they meet the performance standard, they have met that requirement of the title. Standard methods of compliance are also included in the plan to establish one very specific way that jurisdictions may meet a title requirement, but these standard methods are not the only way a city or county may show compliance. In addition, certain mandatory requirements that apply to all cities and counties are established by this functional plan.

(Ordinance No. 97-715B, Sec. 1.)

REGIONAL FUNCTIONAL PLAN REQUIREMENTS

TITLE 1: REQUIREMENTS FOR HOUSING AND EMPLOYMENT ACCOMMODATION

3.07.110 Purpose and Intent

One goal of the Framework Plan is the efficient use of land. Title 1 intends to use land within the UGB efficiently by increasing its capacity to accommodate housing and employment. Title 1 directs each city and county in the region to consider actions to increase its capacity and to take action if necessary to accommodate its share of regional growth as specified in this title.

(Ordinance No. 97-715B, Sec. 1. Amended by Ordinance 02-969B, Sec. 1.)

3.07.120 Housing and Employment Capacity

A. Each city and county shall determine its capacity for housing and employment in order to ensure that it provides and continues to provide at least the capacity for the city or county specified in Table 3.01-7. Local governments shall use data provided by Metro unless the Metro Council or the Chief Operating Officer determines that data preferred by a city or county is more accurate.

B. A city or county shall determine its capacity for dwelling units by cumulating the minimum number of dwelling units authorized in each zoning district in which dwelling units are authorized. A city or county may use a higher number of dwellings than the minimum density for a zoning district if development in the five years prior to the determination has actually occurred at the higher number.

C. If a city annexes county territory, the city shall ensure that there is no net loss in regional housing or employment capacity, as shown on Table 3.07-1, as a result of amendments of comprehensive plan or land use regulations that apply to the annexed territory.

D. After completion of its initial determination of capacity, each city or county shall report changes in its capacity by April 15 of the first calendar year following completion of its initial determination and by April 15 of every following year.

(Ordinance No. 97-715B, Sec. 1. Amended by Ordinance No. 02-972A, Sec. 1; Ordinance No. 02-969B, Sec. 1.)

3.07.130 Design Type Boundaries Requirement

For each of the following 2040 Growth Concept design types, city and county comprehensive plans shall be amended to include the boundaries of each area, determined by the city or county consistent with the general locations shown on the 2040 Growth Concept Map:

Central City--Downtown Portland is the Central City which serves as the major regional center, an employment and cultural center for the metropolitan area.

Regional Centers--Seven regional centers will become the focus of compact development, redevelopment and high-quality transit service and multimodal street networks.

Station Communities--Nodes of development centered approximately one-half mile around a light rail or high capacity transit station that feature a high-quality pedestrian environment.

Town Centers--Local retail and services will be provided in town centers with compact development and transit service.

Main Streets--Neighborhoods will be served by main streets with retail and service developments served by transit.

Corridors--Along good quality transit lines, corridors feature a high-quality pedestrian environment, convenient access to transit, and somewhat higher than current densities.

Employment Areas--Various types of employment and some residential development are encouraged in employment areas with limited commercial uses.

Industrial Areas--Industrial area are set aside primarily for industrial activities with limited supporting uses.

Regionally Significant Industrial Areas--Industrial areas with site characteristics that are relatively rare in the region that render them especially suitable for industrial use.

Inner Neighborhoods--Residential areas accessible to jobs and neighborhood businesses with smaller lot sizes are inner neighborhoods.

Outer Neighborhoods--Residential neighborhoods farther away from large employment centers with larger lot sizes and lower densities are outer neighborhoods.

(Ordinance No. 97-715B, Sec. 1. Amended by Ordinance No. 02-969B, Sec. 1.)

3.07.140 Measures to Increase Development Capacity

A. Each city and county shall adopt a minimum dwelling unit density, as prescribed in this subsection, for each zoning district in which dwelling units are authorized inside the UGB:

1. Any city or county minimum density standard deemed to comply with the Urban Growth Management Functional Plan pursuant to Section 3.07.810 prior to January 1, 2003, shall be deemed to comply with this subsection.

2. A city or county shall not approve a subdivision or development application that will result in a density below the minimum density for the zoning district.

3. A city or county may change the dwelling unit density of any zoning district so long as the zoning district continues to comply with this subsection and so long as the city or county continues to provide at least the overall capacity for housing for the city or county specified in Table 3.07-1.

B. A city or county shall not prohibit the partition or subdivision of a lot or parcel that is at least twice the size of the minimum size for new lots or parcels in any zoning district in which dwelling units are authorized.

C. A city or county shall authorize the establishment of at least one accessory dwelling unit for each detached single-family dwelling unit in a zoning district and for each detached or attached single-family dwelling unit in a Regional Center or Station Community. The authorization may be subject to reasonable regulation for siting and design purposes.

D. In order to assist Metro to evaluate the effectiveness of Title 1 in aid of accomplishment of the 2040 Growth Concept, and to comply with state progress reporting requirements in ORS 197.301, by April 15 of each even-numbered year beginning 2004, each city and county shall report to Metro the actual density of new residential development per net developed acre authorized in those zoning districts that allow residential development in the preceding 24 months.

(Ordinance No. 97-715B, Sec. 1. Amended by Ordinance No. 02-969B, Sec. 1.)

3.07.150 Transfer of Capacity

A. A city or county may amend its comprehensive plan and land use regulations to transfer capacity for housing or employment shown on Table 3.07-1 to another city or county inside the UGB upon a demonstration that:

1. The transfer complies with the policies of the Regional Framework Plan;

2. The transfer will not reduce the capacity of the region for housing or employment specified on Table 3.07-1;

3. The housing or employment capacity to be transferred is reasonably likely to occur at the receiving site within the 20-year planning period of Metro's last UGB capacity review under ORS 197.299; and

4. The transfer does not move capacity from a designated Center to an Inner or Outer Neighborhood, or from a Regional Center to a Town Center.

B. A city or county may seek a transfer of capacity as authorized in subsection A by filing an application on a form provided for that purpose by Metro. After receipt of a complete application, Metro shall set the matter for a public hearing before the Metro Council and shall notify MPAC and those persons who request notification of requests for transfers of capacity.

C. The Metro Council shall hold a public hearing to consider the request for a transfer of capacity. Any person may participate in the hearing. The Metro Council may set terms and conditions upon approval of a transfer so long as they relate to the criteria in subsection A and are incorporated into the Metro Council's order.

D. The Metro Council shall issue an order with its conclusions and analysis and send a copy to the local governments involved in the transfer and any person who participated in the hearing before the Metro Council. Any person who participated in the hearing may seek review of the Metro Council's order as a land use decision under ORS 197.015(10)(a)(A).

(Ordinance No. 97-715B, Sec. 1. Amended by Ordinance No. 01-925E, Sec. 4; Ordinance No. 02-972A, Sec. 1; Ordinance No. 02-969B, Sec. 1.)

3.07.160 Local Plan Accommodation of Expected Growth Capacity for Housing and Employment—Performance Standard

All cities and counties within Metro shall demonstrate that:

A. The provisions required in Section 3.07.140 of this title have been included in comprehensive plans and implementing ordinances; and

B. Using the computation method in Section 3.07.120, calculated capacities will achieve the target capacities for dwelling units and full-time and part-time jobs contained in Table 3.07-1; and

C. Effective measures have been taken to reasonably assure that the calculated capacities will be built for dwelling units and jobs; and

D. Expected development has been permitted at locations and densities likely to be achieved during the 20-year planning period by the private market or assisted housing programs, once all new regulations are in effect.

(Ordinance No. 97-715B, Sec. 1. Amended by Ordinance No. 02-969B, Sec. 1.)

3.07.170 Design Type Density Recommendations

A. For the area of each of the 2040 Growth Concept design types, the following average densities for housing and employment are recommended to cities and counties:

Central City - 250 persons per acre
Regional Centers - 60 persons per acre
Station Communities - 45 persons per acre
Town Centers - 40 persons per acre
Main Streets - 39 persons per acre
Corridor - 25 persons per acre
Employment Areas - 20 persons per acre
Industrial Areas - 9 employees per acre
Regionally Significant Industrial Area - 9 employees per acre
Inner Neighborhoods - 14 persons per acre
Outer Neighborhoods - 13 persons per acre

(Ordinance No. 97-715B, Sec. 1. Amended by Ordinance No. 02-969B, Sec. 1.)

Table 3.07-1
Zoned Capacity for Housing and Employment Units – Year 1994 to 2017
Section 3.07.120(A)(1)(b)

City or County	Dwelling Unit Capacity	Job Capacity
Beaverton	13, 635	21,368
Cornelius	1,285	3,054
Durham	243	522
Fairview	2,929	7,063
Forest Grove	3,054	5,943
Gladstone	880	1,569
Gresham[3]	20,020	27,679
Happy Valley[4]	5,705	1,418
Hillsboro[5]	16,106	59,566
Johnson City	38	82
King City[6]	461	470
Lake Oswego	4,049	13,268
Maywood Park	12	5
Milwaukie	3,188	3,650
Oregon City	9,750	8,298
Portland[3]	72,136	209,215
Rivergrove	20	0
Sherwood	5,216	9,518
Tigard	6,308	17,801
Troutdale	3,260	7,222
Tualatin[7]	4,054	12,301
West Linn	3,732	1,935
Wilsonville[2]	4,425	15,030
Wood Village	458	1,074
Clackamas County[1,3]	13,340	31,901
Multnomah County[8]	0	0
Washington County[1]	51,649	55,921
Regional Total	**246,053**	**516,873**

[1]Standards apply to the urban unincorporated portion of the county only.
[2] Wilsonville has not completed its capacity analysis (as of October 2002), 1996 Title 1 data used.
[3]Includes capacity for Pleasant Valley Concept Plan, former Urban Reserve Nos. 4 and 5.
[4]Includes capacity for former Urban Reserve Nos. 14 and 15.
[5]Includes capacity for former Urban Reserve No. 55.
[6]Includes capacity for former Urban Reserve No. 47.
[7]Includes capacity for former Urban Reserve No. 43.
[8]Capacity for unincorporated Multnomah County is included in the capacities of the Cities of Gresham, Portland and Troutdale.

(Ordinance No. 97-715B, Sec. 1. Amended by Ordinance No. 02-969B, Sec. 1.)

TITLE 2: REGIONAL PARKING POLICY

3.07.210 Intent

The State's Transportation Planning Rule calls for reductions in vehicle miles traveled per capita and restrictions on construction of new parking spaces as a means of responding to transportation and land use impacts of growth. The Metro 2040 Growth Concept calls for more compact development as a means to encourage more efficient use of land, promote non-auto trips and protect air quality. In addition, the federally mandated air quality plan adopted by the state relies on the 2040 Growth Concept fully achieving its transportation objectives. Notably, the air quality plan relies upon reducing vehicle trips per capita and related parking spaces through minimum and maximum parking ratios. This title addresses these state and federal requirements and preserves the quality of life of the region.

A compact urban form requires that each use of land is carefully considered and that more efficient forms are favored over less efficient ones. Parking, especially that provided in new developments, can result in a less efficient land usage and lower floor to area ratios. Parking also has implications for transportation. In areas where transit is provided or other non-auto modes (walking, biking) are convenient, less parking can be provided and still allow accessibility and mobility for all modes, including autos. Reductions in auto trips when substituted by non-auto modes can reduce congestion and increase air quality.

(Ordinance No. 97-715B, Sec. 1.)

3.07.220 Performance Standard

A. Cities and counties are hereby required to amend their comprehensive plans and implementing regulations, if necessary, to meet or exceed the following minimum standards:

1. Cities and counties shall require no more parking than the minimum as shown on Table 3.07-2, Regional Parking Ratios, attached hereto; and

2. Cities and counties shall establish parking maximums at ratios no greater than those listed in the Regional Parking Ratios Table and as illustrated in the Parking Maximum Map. The designation of A and B zones on the Parking Maximum Map should be reviewed after the completion of the Regional Transportation Plan and every three years thereafter. If 20-minute peak hour transit service has become available to an area within a

one-quarter mile walking distance for bus transit or one-half mile walking distance for light rail transit, that area shall be added to Zone A. If 20-minute peak hour transit service is no longer available to an area within a one-quarter mile walking distance for bus transit or one-half mile walking distance for light rail transit, that area shall be removed from Zone A. Cities and counties should designate Zone A parking ratios in areas with good pedestrian access to commercial or employment areas (within 1/3 mile walk) from adjacent residential areas.

3. Cities and counties shall establish an administrative or public hearing process for considering ratios for individual or joint developments to allow a variance for parking when a development application is received which may result in approval of construction of parking spaces either in excess of the maximum parking ratios; or less than the minimum parking ratios.

Cities and counties may grant a variance from any maximum parking ratios through a variance process.

B. Free surface parking spaces shall be subject to the regional parking maximums provided for Zone A and Zone B. Parking spaces in parking structures, fleet parking, parking for vehicles that are for sale, lease, or rent, employee car pool parking spaces, dedicated valet parking spaces, spaces that are user paid, market rate parking or other high-efficiency parking management alternatives may be exempted from maximum parking standards by cities and counties. Sites that are proposed for redevelopment may be allowed to phase in reductions as a local option. Where mixed land uses are proposed, cities and counties shall provide for blended parking rates. It is recommended that cities and counties count adjacent on-street parking spaces, nearby public parking and shared parking toward required parking minimum standards.

C. Cities and counties may use categories or measurement standards other than those in the Regional Parking Ratios Table, but must provide findings that the effect of the local regulations will be substantially the same as the application of the Regional Parking Ratios.

D. Cities and counties shall monitor and provide the following data to Metro on an annual basis:

1. The number and location of newly developed parking spaces; and

2. Demonstration of compliance with the minimum and maximum parking standards, including the application of any variances to the regional standards in this title. Coordination with Metro collection of other building data should be encouraged.

(Ordinance No. 97-715B, Sec. 1.)

Table 3.07-2 - Regional Parking Ratios

(Section 3.07.220(A)(1))

(parking ratios are based on spaces per 1,000 sq. ft of gross leasable area unless otherwise stated)

Land Use	Minimum Parking Requirements (See Central City Transportation Management Plan for downtown Portland stds)	Maximum Permitted Parking - Zone A:	Maximum Permitted Parking Ratios - Zone B:
	Requirements May Not Exceed	Transit and Pedestrian Accessible Areas[1]	Rest of Region
General Office (includes Office Park, "Flex-Space", Government Office & misc. Services) (gsf)	2.7	3.4	4.1
Light Industrial Industrial Park Manufacturing (gsf)	1.6	None	None
Warehouse (gross square feet; parking ratios apply to warehouses 150,000 gsf or greater)	0.3	0.4	0.5
Schools: College/ University & High School (spaces/# of students and staff)	0.2	0.3	0.3
Tennis Racquetball Court	1.0	1.3	1.5
Sports Club/Recreation Facilities	4.3	5.4	6.5
Retail/Commercial, including shopping centers	4.1	5.1	6.2
Bank with Drive-In	4.3	5.4	6.5
Movie Theater (spaces/number of seats)	0.3	0.4	0.5
Fast Food with Drive Thru	9.9	12.4	14.9
Other Restaurants	15.3	19.1	23
Place of Worship (spaces/seats)	0.5	0.6	0.8
Medical/Dental Clinic	3.9	4.9	5.9
Residential Uses			
Hotel/Motel	1	none	none
Single Family Detached	1	none	none
Residential unit, less than 500 square feet per unit, one bedroom	1	none	none
Multi-family, townhouse, one bedroom	1.25	none	none
Multi-family, townhouse, two bedroom	1.5	none	none
Multi-family, townhouse, three bedroom	1.75	none	none

[1] Ratios for uses not included in this table would be determined by cities and counties. In the event that a local government proposes a different measure, for example, spaces per seating area for a restaurant instead of gross leasable area, Metro may grant approval upon a demonstration by the local government that the parking space requirement is substantially similar to the regional standard.

(Ordinance No. 97-715B, Sec. 1.)

TITLE 4: INDUSTRIAL AND OTHER EMPLOYMENT AREAS

3.07.410 Purpose and Intent

The Regional Framework Plan calls for a strong economic climate. To improve the region's economic climate, the plan seeks to protect the supply of sites for employment by limiting incompatible uses within Industrial and Employment Areas. To protect the capacity and efficiency of the region's transportation system for movement of goods and services and to promote the creation of jobs in centers, the plan encourages efficient patterns and mixes of uses within designated Centers and discourages certain kinds of commercial retail development outside Centers. It is the purpose of Title 4 to achieve these policies. Metro will consider amendments to this title in order to make the title consistent with new policies on economic development adopted as part of periodic review.

(Ordinance No. 97-715B, Sec. 1. Amended by Ordinance 02-969B, Sec. 5.)

3.07.420 Protection of Regionally Significant Industrial Areas

A. Regionally Significant Industrial Areas are those areas that offer the best opportunities for family-wage industrial jobs. Each city and county with land use planning authority over areas shown on the Generalized Map of Regionally Significant Industrial Areas adopted in Ordinance No. 02-969 shall derive specific plan designation and zoning district boundaries of the areas from the Map, taking into account the location of existing uses that would not conform to the limitations on non-industrial uses in subsections C, D and E of this section and the need of individual cities and counties to achieve a mix of types of employment uses.

B. Each city and county with land use planning authority over an area designated by Metro on the 2040 Growth Concept Map, as amended by Ordinance No. 02-969, as a Regional Significant Industrial Area shall, as part of compliance with Section 3.07.1120 of the Urban Growth Management Functional Plan, derive plan designation and zoning district boundaries of the areas from the Growth Concept Map.

C. After determining boundaries of Regionally Significant Industrial Areas pursuant to subsections A and B, the city or county shall adopt implementing ordinances that limit development in the areas to industrial uses, uses accessory to industrial uses, offices for industrial research and development and large corporate headquarters in compliance with subsection E of this section, utilities, and those

non-industrial uses necessary to serve the needs of businesses and employees of the areas. Ordinances shall not allow financial, insurance, real estate or other professional office uses unless they are accessory to an industrial or other permitted use.

D. Notwithstanding subsection C, a city or county shall not approve:

1. A commercial retail use with more than 20,000 square feet of retail sales area in a single building or in multiple buildings that are part of the same development project; or

2. Commercial retail uses that would occupy more than five percent of the net developable portion of all contiguous Regionally Significant Industrial Areas.

E. As provided in subsection C of this section, a city or county may approve an office for industrial research and development or a large corporate headquarters if:

1. The office is served by public or private transit; and

2. If the office is for a corporate headquarters, it will accommodate for the initial occupant at least 1,000 employees.

F. A city or county may allow division of lots or parcels into smaller lots or parcels as follows:

1. Lots or parcels less than 50 acres may be divided into any number of smaller lots or parcels;

2. Lots or parcels 50 acres or larger may be divided into smaller lots and parcels so long as the resulting division yields the maximum number of lots or parcels of at least 50 acres;

3. Notwithstanding paragraphs 2, 3 and of this subsection, any lot or parcel may be divided into smaller lots or parcels or made subject to rights-of-way for the following purposes:

a. To provide public facilities and services;

b. To separate a portion of a lot or parcel in order to protect a natural resource, to provide a public amenity, or to implement a remediation plan for a

site identified by the Oregon Department of Environmental Quality pursuant to ORS 465.225;

c. To separate a portion of a lot or parcel containing a nonconforming use from the remainder of the lot or parcel in order to render the remainder more practical for a permitted use;

d. To reconfigure the pattern of lots and parcels pursuant to subsection G of this section; or

e. To allow the creation of a lot for financing purposes when the created lot is part of a master planned development.

G. A city or county may allow reconfiguration of lots or parcels less than 50 acres in area if the reconfiguration would be more conducive to a permitted use and would result in no net increase in the total number of lots and parcels. Lots or parcels 50 acres or greater in area may also be reconfigured so long as the resulting area of any such lot or parcel would not be less than 50 acres.

H. Notwithstanding subsections C and D of this section, a city or county may allow the lawful use of any building, structure or land at the time of enactment of an ordinance adopted pursuant to this section to continue and to expand to add up to 20 percent more floor area and 10 percent more land area. Notwithstanding subsection F of this section, a city or county may allow division of lots or parcels pursuant to a master plan approved by the city or county prior to December 31, 2003.

I. By December 31, 2003, Metro shall, following consultation with cities and counties, adopt a map of Regionally Significant Industrial Areas with specific boundaries derived from the Generalized Map of Regionally Significant Industrial Areas adopted in Ordinance No. 02-969, taking into account the location of existing uses that would not conform to the limitations of non-industrial uses in subsections C, D and E of this section and the need of individual cities and counties to achieve a mix of types of employment uses. Each city and county with land use planning authority over the area shall use the map in the application of the provisions of this section until the city or county adopts plan designations and zoning district boundaries of the area as provided by subsection A of this section.

(Ordinance No. 97-715B, Sec. 1. Amended by Ordinance No. 02-969B, Sec. 5.)

3.07.430 Protection of Industrial Areas

A. In Industrial Areas mapped pursuant to Metro Code section 3.07.130 that are not Regionally Significant Industrial Areas, cities and counties shall limit new and expanded retail commercial uses to those appropriate in type and size to serve the needs of businesses, employees and residents of the Industrial Areas.

B. In an Industrial Area, a city or county shall not approve:

1. A commercial retail use with more than 20,000 square feet of retail sales area in a single building or in multiple buildings that are part of the same development project; or

2. Commercial retail uses that would occupy more than ten percent of the net developable portion of the area or any adjacent Industrial Area.

C. Notwithstanding subsection B of this section, a city or county may allow the lawful use of any building, structure or land at the time of enactment of an ordinance adopted pursuant to this section to continue and to expand to add up to 20 percent more floorspace and 10 percent more land area.

(Ordinance No. 97-715B, Sec. 1. Amended by Ordinance No. 02-969B, Sec. 5.)

3.07.440 Protection of Employment Areas

A. Except as provided in subsections C, D and E, in Employment Areas mapped pursuant to Metro Code Section 3.07.130, cities and counties shall limit new and expanded commercial retail uses to those appropriate in type and size to serve the needs of businesses, employees and residents of the Employment Areas.

B. Except as provided in subsections C, D and E, a city or county shall not approve a commercial retail use in an Employment Area with more than 60,000 square feet of gross leasable area in a single building, or commercial retail uses with a total of more than 60,000 square feet of retail sales area on a single lot or parcel, or on contiguous lots or parcels, including those separated only by transportation right-of-way.

C. A city or county whose zoning ordinance applies to an Employment Area and is listed on Table 3.07-4 may continue to authorize commercial retail uses with more than 60,000 square feet of gross leasable area in that zone if the ordinance authorized those uses on January 1, 2003.

D. A city or county whose zoning ordinance applies to an Employment Area and is not listed on Table 3.07-4 may continue to authorize commercial retail uses with more than 60,000 square feet of gross leasable area in that zone if:

1. The ordinance authorized those uses on January 1, 2003;

2. Transportation facilities adequate to serve the commercial retail uses will be in place at the time the uses begin operation; and

3. The comprehensive plan provides for transportation facilities adequate to serve other uses planned for the Employment Area over the planning period.

E. A city or county may authorize new commercial retail uses with more than 60,000 square feet of gross leasable area in Employment Areas if the uses:

1. Generate no more than a 25 percent increase in site-generated vehicle trips above permitted non-industrial uses; and

2. Meet the Maximum Permitted Parking - Zone A requirements set forth in Table 3.07-2 of Title 2 of the Urban Growth Management Functional Plan.

Table 3.07-4
(Section 3.07.420(B))

Clackamas County unincorporated
- Commercial
- Commercial Industrial

Lake Oswego
- General Commercial
- Highway Commercial

Troutdale
- General Commercial

Hillsboro
- General Commercial

Sherwood
- General Commercial

Tigard
- General Commercial
- Commercial Professional

Tualatin
- Commercial General

Wilsonville
- Planned Development Commercial

(Ordinance No. 97-715B, Sec. 1. Amended by Ordinance No. 02-969B, Sec. 5.)

Appendix 9

METRO

2004 Regional Transportation Plan and 2004-07 Metropolitan Transportation Improvement Program

Interagency Coordination - October 2, 2003 Meeting Summary

Meeting Summary

Interagency Consultation Meeting

Air Quality Conformity &

the 2004 RTP/2004-2007 MTIP

October 2, 2003

Subcommittee Participation. The meeting commenced at approximately 10:08am and began with completing teleconferencing connections with Wayne Elson, US Environmental Protection Agency, and Rebecca Reyes-Alicea and Jennifer Bowman, Federal Transit Administration. Those in attendance in room 370 A at Metro included: Fred Patron and Michelle Eraut, Federal Highways Administration; Dave Nordberg and Marianne Fitzgerald, Oregon Department of Environmental Quality; Chris Smith, TPAC citizen member; Robin McArthur, Vince Carrow and Thomas Picco, Oregon Department of Transportation; Phil Sellinger, TriMet; and Andy Cotugno, Tom Kloster, Dick Walker, Kim Ellis, Ted Leybold, Jean Alleman, John Mermin and Mark Turpel, Metro. These individuals representing their respective agencies constituted the Interagency Consultation subcommittee (Subcommittee).

Reference Documents. Several documents were discussed and made available at the meeting including: *Interagency Consultation Draft Air Quality Conformity Determination*, (Determination) dated September 25, 2003, *Interagency Consultation Agenda* dated October 2, 2003, *Interagency Consultation Meeting Summary of Responses to Agenda Items* dated October 2, 2003 (Summary), and a one-page excerpt from page 2, Appendix 3 of the *Interagency Consultation Draft Air Quality Conformity Determination* (Excerpt).

Agenda. Discussion began with a query as to whether there were other items that should be discussed beyond the 13 items included in the Summary. The status of the Vancouver, Washington airshed and technical comments on the Determination were added.

Air Quality Model to be Used. Discussion of the Summary commenced with no disagreement on the responses in the Summary for item 1, MOBILE (air quality software) model to be used. However, Wayne Elson noted that MOBILE5b could also be used in addition to the MOBILE5a-h Metro has been using.

Subcommittee Conclusions:

- MOBILE5a-h is suitable for use in the air quality conformity determination for the 2004 RTP/2004-07 MTIP, MOBILE5b could also be used;
- Metro staff have begun testing MOBILE6 in order to transition to its use in the future.

Analysis Years. The second agenda item, analysis years, was discussed and the subcommittee agreed that changes were need for both the Determination and Excerpt documents. The Subcommittee discussed Table 2 of Appendix 3 in detail.

Subcommittee Conclusions:

- the year 2000 should be clarified that there is no CO or Ozone Budget established for this year;
- the type of budget (CO or Ozone) should be specified;
- no analysis would be completed for CO for the year 2006 as there is no emission budget for this pollutant for that year;
- an explanation about the difference between a full analysis and an analysis based on trip assignments was suggested;

These changes are reflected in a revised Table 2 below, and which also will be reflected in other tables and references in the Determination.

Table 2

2004 Regional Transportation Plan Conformity Analysis Years

			Winter CO	**Ozone** (HC and NOx)
Year	**Budget Established**	**Modeling**	**Emission Calculation**	**Emission Calculation**
2006	Ozone		None - not required	Emission Interpolation*
2007	Winter CO		Emission Interpolation*	None - not required
2010	Both	Full Model run	MOBILE5a-h	MOBILE5a-h
2015	Both	Trip Assignment (Partial Model run)	MOBILE5a-h	MOBILE5a-h
2020	Both		Emission Interpolation	Emission Interpolation
2025	All years after 2020 to use 2020 budget	Full Model run	MOBILE5a-h	MOBILE5a-h

* A full model run was performed for year 2000. Emissions for 2006 and 2007 were interpolated using the 2000 and 2010 model runs.

Motor Vehicle Emission Budgets Agenda item 3 addresses the State Implementation Plan (SIP) and MVEB (motor vehicle emission budget). There was no disagreement with the statements in the Summary. However, there was discussion of the subregional budget included in the Winter CO Maintenance Plan.

Subcommittee Conclusions:

- the Determination should clearly state the source of the emission budgets;
- sub- area CO budgets should not be ignored, rather, some response was needed;
- CO pollution levels in the Portland Central City area and 82nd Avenue areas (the sub-areas specifically included in the CO Maintenance Plan with their own emission budgets) have not been a problem. In fact, for the Central City area, actual Winter CO rates were only about ½ the allowed maximum and DEQ has removed the monitoring station because of the relatively low levels of actual CO.
- Marianne Fitzgerald, DEQ, agreed to investigate the SIP and Federal regulations to see whether separate sub-area budget analyses were absolutely required;
- Metro would likely prepare, unless the DEQ investigation showed no sub-area analysis was needed, an analysis of the sub-areas that addressed sub-area budgets, but the sub-area analysis may be less rigorous that the region-wide analysis based on subcommittee review.

Geographic Area Analysis The subcommittee discussed the statements in the Summary.

Subcommitee Conclusions:

- The statements about the geographic analysis area in the Summary are correct;
- Maps of these areas and sub-areas should be provided and included in the Determination.

Transportation Control Measures Agenda item 5, listed transportation control measures in EPA approved State Implementation Plans and their status was discussed.

Subcommittee Conclusions:

- This section of the Determination should be substantially improved by quoting each maintenance plan's TCMs and then documenting what has been done, noting those TCMs that may have been completed and future planned actions to implement those that have not yet been completed.
- Phil Sellinger, TriMet, noted that Table 1, page 11 of the Determination did not include street car service and that he would provide this data. He further noted that the Ozone Maintenance Plan included a TCM for transit service levels in the Portland Central City and that he would also provide this data.
- The first bullet on page 10 under the heading of "increased transit" should be revised to note that the annual service increase is on average and the last phrase beginning with question marks referring to a time period after the year 2020 should be deleted.
- It was noted that the first sentence below Table 1 on page 11 should be revised to clarify that the TCM is for transit service to increase by an average of 1.5 percent

per year, that TriMet had increased it by 2.6 percent per year, the result being actual transit service levels 1 percent more than the required TCM.

Latest Planning Assumptions This item, number 6 on the Agenda, was briefly discussed by the Subcommittee.

Subcommittee Conclusions:

- The Subcommittee concurred with the responses in the Summary.

Motor Vehicle Fleet Information. The Subcommittee discussed this item.

Subcommittee Conclusions:

- The Subcommittee concluded that specific fleet assumptions, especially the date of the data, must be included in Determination.

Public Comment Period. There was very substantial discussion of this item by the Subcommittee. FHWA and FTA representatives expressed concern about the schedule and the fact that while the October 31 Draft Determination would have descriptions of assumptions and methodology, it would not have the resulting air quality modeling output. Specifically the data that would show whether the region would meet emission budgets would not be available during most of the public comment period. Metro staff noted that the schedule was designed, in part, to be responsive to a letter from FHWA and FTA asking that the conformity information be provided 60 days or more before the lapse date, January 26, 2004. In addition, Metro recognized USDOT concerns expressed in the letter about the risks involved with a conformity lapse. Metro further stated that the schedule would only be implemented if the modeling, based on the stated assumptions and methodology available for public review and comment, met emission budgets. If the emission budgets were not met, then Metro would have to make revisions to the RTP and MTIP, rerun the analysis and revise the schedule accordingly. Discussion of preparation of an interim RTP, showing those projects that could proceed in the event of an air quality conformity lapse was suggested by FHWA representatives.

Subcommittee Conclusions:

- A draft interim RTP project list by analysis year assumptions should be prepared to illustrate the consequences of a conformity lapse and meet Federal reporting requirements. This task will be completed in a coordinated effort among Metro, ODOT and USDOT representatives. Ideally, this list should be circulated to the Subcommittee prior to its inclusion in the October 31 revised Determination.
- the *2004 RTP Update Calendar of Activities,* dated September 26, 2003 which includes public outreach and comment period, will not be changed at this time.
- Should emission modeling show that the 2004 RTP and/or 2004-07 MTIP do not meet emission budgets, the Calendar will be revised after consideration of possible RTP/MTIP revision issues, modeling time, interagency consultation and other relevant factors. This explanation should be added to the Determination.

Emission Reduction Credits. The responses included in the Summary were discussed, with emphasis on describing which credits were applied after running the emissions model.

Subcommittee Conclusion:

- The emission credits cited in the Summary (item 9) should be added to the Determination with an explanation of how they have been applied.

Exempt Projects. This item was discussed at the same time as items 11, list of projects by analysis year. (The criteria for projects which are eligible for exemption are located at 40CFR Part 93.126 which may be found at:
http://www.access.gpo.gov/nara/cfr/cfrhtml_00/Title_40/40cfr93_00.html
Generally, projects eligible for exemption include roadway safety projects; transit projects which involve service changes, but not new construction; air quality improvement programs like vanpooling, bicycle projects; and other activities that do not directly lead to construction.)
Subcommittee Conclusion:

- As noted under the Public Comment item, above, a draft interim RTP project list by analysis year, transit service levels and level of service assumptions should be prepared to illustrate the consequences of a conformity lapse and meet Federal reporting requirements.

Project list by Analysis Year. See conclusions under Exempt Projects, above.

Transit System and Level of Service Assumptions. The Subcommittee discussed this item, recognizing that these assumptions had not yet been completed.

Subcommittee Conclusion:

- When Metro has a draft of transit system and level of service assumptions, these should be circulated to the Subcommittee, ideally prior to publication of a revised Determination on October 31.

Contingency Measures in Case of Violation. The Subcommittee concluded that the conformity determination should discuss what happens in the event of a contingency lapse, not NAAQS violations.

Subcommittee Conclusion:

- The Subcommittee agreed that should the air quality analysis not demonstrate conformity, then Metro would make revisions to the RRTP and /or MTIP, or take other actions that would bring the region into conformity. An explanation of this approach should be included in the revised Determination.

Affect of Possible Metro Area Conformity Lapse on Clark County. This question was raised to clarify the impact on Clark County should a lapse occur in the Metro area.

Subcommittee Conclusion.

- The Subcommittee deferred to the EPA representative, who stated that a conformity lapse in the Metro area would not adversely impact Clark County Washington air quality conformity.

Determination Document Comments. FHWA representatives included several comments including:

- A reference to assessment of environmental justice on page 2, third paragraph of the Determination was questioned. Metro staff responded that included in the MTIP was an environmental justice assessment and that the statement in the Determination was accurate. Accordingly, no revision to the Determination on this point is planned.
- The Determination should be revised on page 13, to note that TPAC and JPACT do not include all relevant agencies (ie, FTA and EPA) that should be included in the development of the RTP and MTIP. Further, the revised Determination should reference the fact that the Subcommittee has met, reviewed the Determination and commented. The revised Determination should note that the Subcommittee meeting and coordination, along with TPAC and JPACT meetings, does result in a full review and coordination with all necessary and relevant agencies.
- The Determination should be revised in the last paragraph on page 15 under item x. and the response to item xi, to reflect changes. Specifically, the MOU cited under section x has been superceded by an amendment to the OAR. The OAR should be referenced, explained and the region's response should be described as a replacement to the existing paragraph. For the section under xi, the process that Metro is completing should replace the existing language.
- The RTP Work Plan, page 5, should be revised to clarify what changes are going to be made to the timeline and to reflect the need to update the planning boundary. Metro staff agreed to revising the work plan and completing the tasks.
- The MTIP is required to include estimates of the air quality benefits of each CMAQ project. While some of the projects are carried over from previous years and do not require new estimates, newer CMAQ projects do.

The Subcommittee, having no further comments or recommendations, adjourned at approximately 12:05.

Appendix 10

METRO

2004 Regional Transportation Plan and 2004-07 Metropolitan Transportation Improvement Program

Portland Area Motor Vehicle Fleet Assumptions

On-road motor vehicle emissions of carbon monoxide and precursors of ozone and will be determined using EPA's Mobile5a_h Emissions Factor Model. The inputs for these computer analyses will reflect the following parameters:

Fleet Data: Vehicle registration distribution and vehicle age distribution for Light Duty Gas Vehicles (LDGV) and Light Duty Diesel Vehicles (LDDV) will be derived from Oregon Dept. of Motor Vehicles registration records for Clackamas, Multnomah and Washington Counties 2002. Vehicle type and age distributions for other vehicle groups will be determined by national averages.

Vehicles originating in Clark County, Washington will be characterized the same way if possible. If 2002 registration data are not available, national averages will be used to describe that portion of the fleet.

I/M Program: Vehicles registered in the Portland Metropolitan area are subject to Oregon DEQ's Inspection/Maintenance (Emissions Testing) Program. Details of the I/M program reflected in the Mobile5a_h model are:

OBD Test: 1996 and newer vehicles are subject to On Board Diagnostics testing.

Enhanced Test: 1981 through 1995 model year vehicles are subject to BAR 31 "enhanced" emissions testing (modeled as EPA's I/M 240 enhanced test).

Basic Test: 1975 through 1980 model year vehicles are subject to the 2500 two speed idle emissions test.

Exemption: Most vehicles are not subject to emissions testing until they become four years old.

Waiver Rate: There is no repair cost threshold at which a vehicle does no have to meet the emissions test requirement.

I/M Program Start Year: 1975

Program Type: Centralized

Compliance Rate: 90%

Inspection Frequency: Biennial

Tampering Rates: Mobile5 rates.

Speed: One average speed used for all vehicle types.

BERs: Mobile5 Basic Emission Rates.

Refueling Emissions: None calculated. (Accounted for under "Area Sources")

Summer Temperatures: Min: 61 deg. F; Max: 98 deg. F

Winter Temperature: Ambient = 39.8 deg. F

Summer Reid Vapor Pressure: 7.8 psi

Winter Reid Vapor Pressure: 13.6 psi

Winter Fuel Type: 2.7% Oxygen

How to Comment on the update to the
2004 Regional Transportation Plan

The public comment period for the 2004 Regional Transportation Plan (RTP) begins on October 31, 2003 and concludes with a public hearing on December 4, 2003. You may submit comments online at Metro's website:

www.metro-region.org/rtp

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

Comments:

_____

_____

_____

_____

_____

_____

_____

Submitted by:

_____
Name

_____ _____
Street Address *City/Zip*

_____ _____
Phone *E-Mail*

Send me more info:

☐ *2000 RTP Document CD* *Other RTP Info:* _____

☐ *Please add me to the RTP interested citizens mailing/e-mail lists*

Regional Transportation Plan Update Calendar

October 31	Public comment period begins; staff recommendation on draft 2004 RTP released for 30-day public comment period; draft RTP and conformity determination submitted to FHWA and FTA to begin review
November 3	Air quality conformity analysis begins
November 5	MTAC comments on draft 2004 RTP
November 12	MPAC comments on draft 2004 RTP
November 13	JPACT tentative action on draft 2004 RTP
November 13	Metro Council first reading of Ordinance on draft 2004 RTP
November 26	TPAC review and discussion of draft 2004 RTP and air quality conformity analysis
December 4	Public hearing on draft 2004 RTP; public comment period ends at 5 p.m.
December 5	TPAC special meeting to comment on draft 2004 RTP
December 10	Tentative final MPAC action on 2004 RTP
December 11	Tentative final JPACT action on 2004 RTP
December 11	Metro Council second reading of Ordinance and consideration of adoption of 2004 Regional Transportation Plan

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METRO

Place first class postage here.

Metro
600 NE Grand Avenue
Portland, Oregon 97232
Attention: Marilyn Matteson

STAFF REPORT

CONSIDERATION OF ORDINANCE NO. 03-1024 FOR THE PURPOSE OF ADOPTING THE 2004 REGIONAL TRANSPORTATION PLAN AS THE REGIONAL TRANSPORTATION SYSTEM PLAN AND THE REGIONAL FUNCTIONAL PLAN FOR TRANPORTATION TO MEET STATE PLANNING REQUIREMENTS

Date: November 4, 2003 Presented by: Andrew C. Cotugno

PROPOSED ACTION

This ordinance would adopt the 2004 Regional Transportation Plan (RTP) as the regional transportation system plan (TSP) and the regional functional plan for transportation, as required by ORS 268.390, and would bring the RTP into compliance with the state Transportation Planning Rule (TPR). The 2004 RTP includes:

- RTP Policies - Chapter 1 of the RTP includes the policy component of plan. It has been updated to incorporate functional map amendments recommended in local transportation plans adopted since 2000 and endorsed by Metro as "friendly amendments" as part of the local review process. This action will also amend Ordinance No. 97-715B, updating Chapter 2 of the Regional Framework Plan with the updated Chapter 1 of the RTP.

- RTP Projects and Systems Analysis - Chapters 2 through 5 of the RTP identify the 20-year transportation needs for the region, detail the scope and nature of proposed improvements that address the 20-year needs and a financial plan for implementing the recommended projects. The chapters have been updated to incorporate project amendments recommended in local transportation plans adopted since 2000 and endorsed by Metro as "friendly amendments" as part of the local review process and technical or factual updates to the plan text that reflect updated population, employment and other empirical data needed to establish a new planning horizon year of 2025. Chapter 3 includes a description of the preferred system, which is intended to satisfy the state TPR requirements for an "adequate" system, as well as procedures and criteria in Chapter 6 for amending the projects.

- RTP Implementation - Chapter 6 of the RTP establishes regional compliance with state and federal planning requirements, and sets requirements for city and county compliance with the RTP. This chapter also establishes criteria for amending the RTP project lists, and the relationship between the RTP and the Metro Transportation Improvement Program (MTIP). Chapter 6 also identifies future studies needed to refine the RTP as part of future updates. These future studies are consistent with state TPR provisions that require refinement planning in areas where a transportation need exists, but further analysis is required to define specific solutions.

EXISTING LAW

Metro is required to complete a periodic update of the Regional Transportation Plan (RTP) in order to maintain continued compliance with the federal Clean Air Act. The U.S. Department of Transportation (DOT) and the U.S. Environmental Protection Agency (EPA) approved and acknowledged the 2000 RTP air quality conformity determination on January 26, 2001. Under federal regulations, the RTP must be updated every three years to ensure that the plan adequately addresses future travel needs and is consistent with the federal Clean Air Act. As a result, a new plan demonstrating conformity with the Clean Air Act must approved and acknowledged by US DOT and US EPA in a formal conformity determination by January 26, 2004, when the current US DOT/US EPA conformity determination for the 2000 RTP expires. If the conformity determination expires, the plan is considered to "lapse," meaning that federally-funded transportation improvements could not be obligated during the lapse period. This consequence would apply to engineering, right-of-way acquisition or construction of any federally funded or permitted transportation project, except those defined as exempt because they do not have the possibility of increasing vehicle emissions.

Because the 2000 RTP was the result of a major update and was completed relatively recently, the 2004 update represents a minor effort that was limited to meeting state and federal requirements, and incorporating new policy direction set by Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Council as part of various corridor and special studies adopted since 2000. The update also incorporated a number of "friendly amendments" proposed as part of local transportation plans adopted since 2000.

The next RTP update (which will be required by 2007) is proposed to be a more expansive effort that involves broader public discussion of plan policies and projects. By limiting this update to previously adopted local plans and corridor studies, projects that are included have been subject to past public involvement. This approach would establish a cycle of every other update being a "major" effort that reopens discussion of the RTP on a more fundamental level at six-year intervals.

FACTUAL BACKGROUND AND ANALYSIS

Background on the RTP

The 2000 RTP was the culmination of a major, five-year effort to completely overhaul the plan to reflect new federal and state regulations and the (then) newly adopted 2040 Growth Concept. It was the first RTP to be acknowledged by the Land Conservation and Development Commission as consistent with statewide planning goals.

The 2000 Regional Transportation Plan was developed to include separate layers of planned projects and programs that respond to differing federal, state and regional planning mandates. These layers are:

- the **financially constrained system**, which responds to federal planning requirements, and is based on a financial forecast of limited funding over the 20-year plan period

- the **priority system**, which responds to state planning requirements, and assumes that significant new revenue must be identified in order to provide an adequate transportation system over the 20-year plan period

- the **preferred system**, which responds to regional planning policies adopted as part of the 2040 Growth Concept and Regional Framework Plan, including specific system performance measures.

The federal "metropolitan transportation plan" is contained in applicable provisions of Chapter 1, 2, 3, 4 and 6 of the 2000 RTP. The policies and financial analysis in Chapters 3 and 4 for the preferred system of policies and facility improvements are for regional, not state, transportation planning requirements. The priority system described in Chapter 5 of this plan serves as the statement of adequacy for the purpose of compliance with the state TPR. The priority system includes a broad set of needed transportation projects and programs that generally keep pace with growth in the region, while implementing key elements of the 2040 Growth Concept.

The 2000 RTP was adopted in three stages: (1) an interim, federal element in 1995 that ensured continued certification under federal regulations, (2) a greatly expanded policy document approved in 1996 that established a new direction for the RTP that mirrored the 2040 Growth Concept and (3) a system component approved in 1999 that updated and expanded the planned projects called for in the region during the 20-year plan period. These components were assembled and jointly adopted by the Metro Council and JPACT in August 2000 as a complete plan addressing all federal, state and regional requirements.

The August 2000 adoption triggered a state requirement that local transportation plans be updated for consistency with the RTP within one year of the August 10, 2000 adoption date. As of today, all local plans have been updated for consistency, and have either been adopted or are in the final stages of adoption. To this extent, the elements of the RTP that are implemented through local plans, including design considerations for boulevards, local street connectivity requirements and a new "congestion management" process for developing transportation projects that requires thorough review of alternatives to road expansion before new road projects are identified.

The August 2000 action also included an update to the Title 2 Parking requirements, including the provision to design large parking lots with street-like features and layouts that encourage infill development and support walking and bicycling. These new parking requirements have also largely been incorporated into local plans.

Major Tasks for the 2004 RTP Update

Federal Regulations and Air Quality Conformity

The most pressing need for this update to the RTP is continued compliance with the federal Clean Air Act. The U.S. Department of Transportation last made a conformity determination on the 2000 RTP on January 26, 2001, and a new plan demonstrating conformity with the Clean Air

Act must be in place on January 26, 2004, when the 2000 RTP conformity determination expires. The conformity determination is made jointly by the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA). Failing to adopt an updated RTP within the three year federal timeline means that federal-funded transportation improvements could not be obligated during the lapse period.

Most of the federal requirements only required minor revisions to the RTP in order to maintain compliance. The more involved efforts involve the requirement for a "financially constrained" plan and demonstration of conformity with the federal Clean Air Act. The conformity finding is based on the projects that make up the "financially constrained" plan. The financial constraint exercise consists of developing a projection of reasonably expected transportation funding over the 20-year plan period, and selecting a subset of projects from the plan that fit within this "constraint".

As the federally recognized system, the financially constrained system is also the source of transportation projects that may be funded through the Metropolitan Transportation Improvement Program. The MTIP allocates federal funds in the region, and is updated every two years, and includes a rolling, four-year program of transportation improvements.

Given that the larger set of "priority" RTP projects is nearly four times the project revenue in the existing 2000 RTP, was a difficult task to accomplish. The function of the "financially constrained" set of projects is further elevated by the fact that this list defines which projects in the plan are eligible for federal funding. The 2004 Regional Transportation Plan provides an updated set of financially constrained projects and programs for future MTIP allocations.

Previous Post-Acknowledgement Amendments

In June 2002, the Metro Council and JPACT adopted a series of three "post-acknowledgement" amendments. These changes to the RTP reflected recently completed studies that had been anticipated in the original RTP adoption action, and were approved as a resolution that directed staff to bring the amendment to the next regular update to the RTP.

The "post-acknowledgement" amendments included changes resulting from the *Green Streets Study*, the *Elderly and Disabled Transit Study* and the *Corridor Priorities Project*, both completed in late 2001. These studies addressed specific, outstanding needs identified in the 2000 RTP. A third "post-acknowledgement" amendment was comprised of a number of minor text changes that were generated by the LCDC order that acknowledged the plan in June 2001.

Because the "post-acknowledgement" amendments were reviewed in detail as part of resolutions approved by JPACT and the Metro Council, they will simply be forwarded as part of the overall RTP update ordinance, with no further changes proposed.

Local Transportation Plan "Friendly Amendments"

Under state rules, local governments in the Metro region were required to update local transportation plans for consistency with the 2000 RTP. Metro was involved in these local updates at a detailed level, with project staff assigned to each jurisdiction. As each local plan was completed, any proposed amendments to the RTP were called out and identified as "friendly amendments" in Metro's formal comments on the local plans. These "friendly amendments" represent refinements to RTP maps and project descriptions and have been incorporated into the 2004 RTP.

Transportation Planning Rule and State Planning Goals

In 1991, the Land Conservation and Development Commission adopted the Oregon Transportation Planning Rule (TPR). The TPR implements State Land Use Planning Goal 12, Transportation, which was adopted by the Oregon Legislature in 1974. The TPR requires most cities and counties and the state's four MPOs to adopt transportation system plans that consider all modes of transportation, energy conservation and avoid principal reliance on any one mode to meet transportation needs. By state law, local plans in MPO areas must be consistent with the regional transportation system plan (TSP). Likewise, the regional TSP must be consistent with the Oregon Transportation Plan, adopted in 1992 by the Oregon Transportation Commission.

The state TPR requires that transportation system plans provide an adequate system of improvements that meet adopted performance measures. The 2004 RTP consolidates the preferred and priority systems from the 2000 RTP into a single "preferred" system that will serve as the regional TSP. This analysis of this system will then be used to make a determination of adequacy for the purpose of compliance with the state TPR.

However, projects identified in this new system cannot be funded through the MTIP process unless they are also included in the smaller financially constrained system. Instead, these projects and programs are intended to guide local transportation plans and land use actions, and serve as the source of future projects in the financially constrained system, either through amendments to the Regional Transportation Plan, or through the regular updates that occur every three to five years.

Two major highway corridors will continue to remain "outside the plan" until exception findings on rural and resource goals for the portions of the corridors located outside of the urban growth boundary are completed and approved by LCDC. These include the Sunrise Corridor Unit 2 and I-5 to 99W connector.

The Sunrise corridor work will begin shortly, as part of the parallel Sunrise Corridor Unit 1 DEIS and Damascus/Boring Concept Plan projects, but the recommendations from these studies will not be available before the RTP update is scheduled to conclude in early 2004. Likewise, a proposed corridor study for the I-5 to 99W connector was allocated funding through the MTIP process, and could be completed in the next few years, but would remain "outside" the RTP until then. Both corridors will continue to be portrayed on the RTP system maps, which set the long-range vision for the region's key transportation corridors, but those portions of the corridors

located outside the urban growth boundary will not be included as projects in the plan until the respective corridor studies are complete and exceptions findings are approved by LCDC.

Thresholds for Changes to the RTP

Given time and resource constraints, the Metro Council directed staff in May 2003 to complete a "housekeeping" update to the RTP, with the understanding that the next update (which will be required by 2007) will be a more expansive effort that involves broader public discussion of plan policies and projects. This approach eastablished a cycle of every other update being a "major" effort that reopens discussion of the RTP on a more fundamental level at six-year intervals. The 2004 RTP update was limited to regulatory and other mandated changes needed to keep the plan current, and following guidelines listed below:

1. Revisions required by federal statute or regulation.

2. Revisions required by state statute or administrative rule.

3. RTP amendments approved by Council Ordinance since August 2000, such as the South Corridor map and project amendments.

4. RTP amendments forwarded by Council Resolution to this scheduled update, such as the I-5 Trade Corridor and Green Streets amendments.

5. Amendments to the Regional Street Design map resulting from ODOT's effort to create a comprehensive map of Special Transportation Area (STA) designations.

6. Local functional map and project amendments recommended in local transportation plans adopted since August 2000, and endorsed by Metro as part of the local plan review process as "friendly amendments".

7. Technical or factual updates to the plan text that reflect updated population, employment and other empirical data needed to establish a new planning horizon year of 2025.

8. Limited transportation analysis updates based on the limited modeling proposed to meeting air quality conformity requirements.

9. Identification of new topics warranting further study as "outstanding issues" in Chapter 6 of the updated RTP.

As the final point suggests, these guidelines deferred major topics not already described in this staff report to be addressed as discrete RTP amendments, or deferred to a subsequent RTP update.

Technical Considerations

Because of the inherent time and resource constraints, a single round of modeling and analysis was utilized for this update. The principal purpose for this approach was to complete the federal air quality conformity analysis required to demonstrate that the updated plan is consistent with the region's air quality maintenance plan.

To achieve this, the 2004 RTP update combined the preferred and priority systems contained in the 2000 RTP as a single preferred system that established the universe of projects eligible for inclusion in the financially constrained system that is eligible for federal funding. Exceptions to this guideline were local and regional projects identified in corridor refinements and local transportation plans since the 2000 RTP was adopted. This approach focused TPAC's activities on defining the financially constrained system, and was based on the assumption that the combination of preferred system projects from the existing plan, and new projects from subsequent studies, will be adequate to meet travel demand in the new 2025 horizon year.

As part of documenting findings from this limited RTP modeling exercise, staff will review and update system performance conclusions from the 2000 RTP, as appropriate, to reflect the new systems. The 2004 RTP Update did not include an iterative process of multiple rounds of modeling to test new projects against the congestion management system and other RTP performance measures, since the new preferred system of improvements is expected to perform adequately. Any outstanding issues that are identified will be referenced for future corridor or area studies.

2004 RTP Update Products

The results of the 2004 RTP update work tasks are included in the 2004 Regional Transportation Plan Public Comment document, which is included as Exhibit "A." A 30-day public comment period was held from October 31, 2003 through December 4, 2003.

BUDGET IMPACT

None.

KE:acc