BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF DESIGNATION OF THE 2004 REGIONAL TRANSPORTATION PLAN AS THE FEDERAL METROPOLITAN TRANSPORTATION PLAN TO MEET FEDERAL PLANNING REQUIREMENTS	)))))	RESOLUTION NO. 03-3380A Introduced by Councilor 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 (Federal Highway Administration and the Federal Transit Administration) 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

WHREAS, federal transportation planning rules require Metro, as the Metropolitan Planning Organization ("MPO"), to identify a MPO Planning Boundary; and

WHEREAS, a post-adoption air quality analysis must demonstrate conformity with the federal Clean Air Act for continued federal certification; 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 public review period that began October 31, 2003, and ended December 10, 2003; and

WHEREAS, the Council held a public hearing on the 2004 RTP on December 4, 2003; now therefore,

BE IT RESOLVED that the Metro Council:

1. The 2004 Regional Transportation Plan ("RTP") shall be the federal Metropolitan Transportation Plan.

2. The map in Part 1 (Policy Update) of the 2004 Regional Transportation Plan Update shall be the Metropolitan Planning Organization Planning Area Boundary for purposes of the federal Metropolitan Transportation Plan.

3. The Chief Operating Officer shall revise the 2004 RTP, attached and incorporated into this resolution as Exhibit A (Parts 1, 2, and 3), as recommended by the Transportation Planning Advisory Committee to the Joint Policy Advisory Committee in "Summary of Public Comments: Receive October 31, 2003 through December 4, 2003," dated December 5, 2003, attached and incorporated into this resolution as Exhibit B, and in "Supplemental Public Comments: Received December 5, 2003 through December 10, 2003," dated December 11, 2003, attached and incorporated into this resolution as Exhibit C.

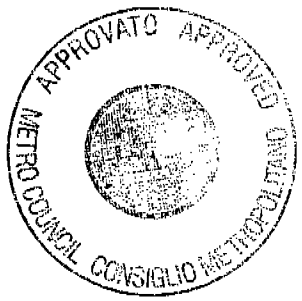
4. The Chief Operating Officer shall submit this resolution, the 2004 RTP and Resolution No. 03-3382 (the 2004 RTP/2004-07 MTIP Air Quality Conformity Determination), upon its adoption by the Council, to the U.S. Department of Transportation (Federal Highway Administration and the Federal Transit Administration) and the U.S. Environmental Protection Agency prior to January 26, 2004, for review for acknowledgement that these documents conform with the requirements of the Clean Air Act.

ADOPTED by the Metro Council this 11th day of December 2003.

David Bragdon, Council President

Approved as to Form:

Daniel B. Cooper, Metro Attorney



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OMA/RPB/kvw (12/11/03)

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF DESIGNATION OF THE 2004 REGIONAL TRANSPORTATION PLAN AS THE FEDERAL METROPOLITAN TRANSPORTATION PLAN TO MEET FEDERAL PLANNING REQUIREMENTS	)))))	RESOLUTION NO. 03-3380A Introduced by Councilor 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 (Federal Highway Administration and the Federal Transit Administration) 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

WHREAS, federal transportation planning rules require Metro, as the Metropolitan Planning Organization ("MPO"), to identify a MPO Planning Boundary; and

WHEREAS, a post-adoption air quality analysis must demonstrate conformity with the federal Clean Air Act for continued federal certification; 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 that began October 31, 2003, and ended December 10, 2003; and

WHEREAS, the Council held a public hearing on the 2004 RTP on December ~~11~~ 4, 2003; now therefore,

BE IT RESOLVED that the Metro Council:

1. The 2004 Regional Transportation Plan ("RTP")~~, adopted by the Council in Ordinance No. 03-1024,~~ shall be the federal Metropolitan Transportation Plan.

2. The map in Part 1 (Policy Update) of the 2004 Regional Transportation Plan Update~~, adopted by the Council in Ordinance No. 03-1024,~~ shall be the Metropolitan Planning Organization Planning Area Boundary for purposes of the federal Metropolitan Transportation Plan.

3. The Chief Operating Officer shall revise the 2004 RTP, attached and incorporated into this resolution as Exhibit A (Parts 1, 2, and 3), as recommended by the Transportation Planning Advisory Committee to the Joint Policy Advisory Committee in "Summary of Public Comments: Receive October 31, 2003 through December 4, 2003," dated December 5, 2003, attached and incorporated into this resolution as Exhibit B, and in "Supplemental Public Comments: Received December 5, 2003 through December 10, 2003," dated December 11, 2003, attached and incorporated into this resolution as Exhibit C.

~~3~~4. The Chief Operating Officer shall submit this resolution, ~~and~~ the 2004 RTP and Resolution No. 03-3382 (the 2004 RTP/2004-07 MTIP Air Quality Conformity Determination ~~as set forth in Part 4 (Air Quality Conformity)~~, ~~of Exhibit A~~ upon its adoption by the Council, to the U.S. Department of Transportation (Federal Highway Administration and the Federal Transit Administration) and the U.S. Environmental Protection Agency prior to January 26, 2004, for review for acknowledgement that these documents conform with the requirements of the Clean Air Act ~~prior to January 26, 2004~~.

~~4. The Findings of Compliance in Exhibit B, attached and incorporated into this resolution, explain how the 2004 RTP conforms to the requirements of the Clean Air Act and federal planning requirements.~~

ADOPTED by the Metro Council this ____ day of December 2003.

David Bragdon, Council President

Approved as to Form:

Daniel B. Cooper, Metro Attorney

Exhibit "A" Part 1

1

2004 Regional Transportation Plan

Policy Update

October 31, 2003

METRO

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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 117tth to SE 122nd	Regional Street	Regional Boulevard	Portland TSP
SE Division Street	SE 82nd to SE 89tth	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 39tth 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 Avenue (Hwy 43)	In West Linn	Regional Boulevard	Regional Street	STA coordination meeting; West Linn to focus boulevard improvements on interior town center streets
Grant Street	Brookwood Parkway to 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

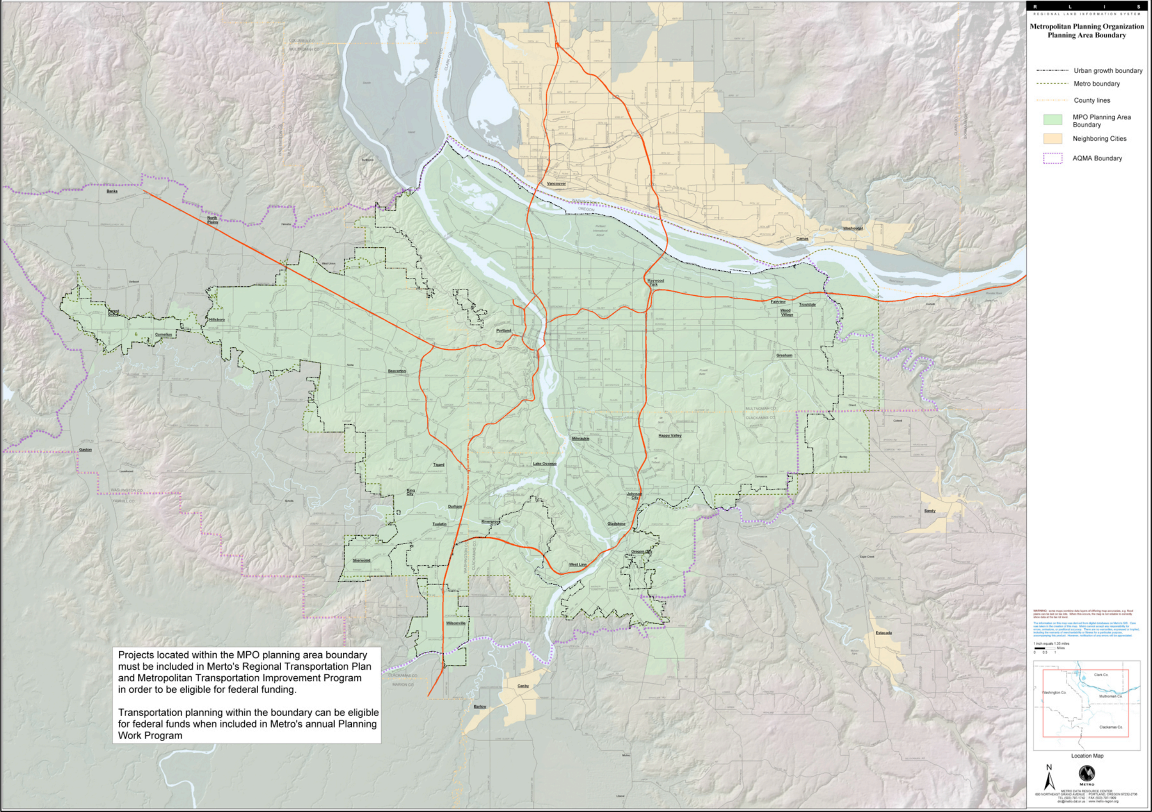
Street Name	Location	Current RTP classification	Proposed RTP classification	Source of change
MAX Multi-Use Path	Gresham – Ruby Junction to Cleveland Avenue	None	Regional Corridor Off-street Bikeway	Gresham TSP
Tonquin Trail	Tualatin River to Willamette River	None	No change to classification; update off-street 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


RLIS
REGIONAL LAND INFORMATION SYSTEM
Metropolitan Planning Organization
Planning Area Boundary
Urban growth boundary
Metro boundary
County lines
MPO Planning Area Boundary
Neighboring Cities
AQMA Boundary
Projects located within the MPO planning area boundary must be included in Merto's Regional Transportation Plan and Metropolitan Transportation Improvement Program in order to be eligible for federal funding.
Transportation planning within the boundary can be eligible for federal funds when included in Metro's annual Planning Work Program
Vancouver
Washougal
Camas
Banks
North Plains
Forest Grove
Cornelius
Hillsboro
Portland
Maywood Park
Fairview
Troutdale
Wood Village
Gresham
Beaverton
Milwaukie
Happy Valley
Tigard
Lake Oswego
King City
Durham
Tualatin
Rivergrove
Johnson City
Gladstone
Sherwood
West Linn
Oregon City
Wilsonville
Gaston
Sandy
Estacada
Canby
Barlow
MULTNOMAH CO
CLACKAMAS CO
WASHINGTON CO
CLARK CO
Location Map
Clark Co.
Washington Co.
Multnomah Co.
Clackamas Co.
N
METRO

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

FOLD HERE

METRO

Place first class postage here.

Metro
600 NE Grand Avenue
Portland, Oregon 97232
Attention: Marilyn Matteson

Exhibit "A" Part 2

2

2004 Regional Transportation Plan

Project Update

October 31, 2003

METRO

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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	Naito 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

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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

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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

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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

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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/Cornfoot 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
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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

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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

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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
1000	**Deleted (under construction)**									
1001	Region	TriMet	I-205 LRT Extension	Gateway RC to Clackamas TC	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 TC	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	Broadway-painting, phase 1 seismic retrofit, sidewalk replacements and resurface bridge deck and approaches; Burnside - deck rehabilitation, mechanical mprovemensts, painting and phase 1 seismic retrofit	X	X	$ 85,239,000		2004-25
1008	Region	ODOT/Metro	I-5 South Corridor Study	Highway 217 to Wilsonville/Charbonneau	Study to define needed improvements for motor vehicle, truck and transit travel in corridor	X	X	$ 1,732,500		2016-25
1009	Region	Portland	Springwater Trail Access Improvements	Sellwood Bridge to SPRR	Construct shared-use path; improve bicycle/pedestrian access	X	X	$ 2,310,000		2004-09
1010	Region	Multnomah Co.	Morrison Bridge Deck Replacement	Morrison Bridge	Replace deck on lift-span and 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 2a	PSU to Riverplace	Construct street car	X	X	$ 15,350,000		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	PCBD 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 Oleson Road	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 to I-5 north at Division	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	NB I-5 to NB Macadam Avenue	Construct new off-ramp	X	X	$ 20,000,000		2016-25
1026	**Deleted (alternative improvements provided)**									
1027	Central City	Portland/ODOT	South Portland Improvements	South Portland sub-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

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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
1028	Central City	Portland/ODOT	Kerby Street Improvements	Kerby Street at I-5	Improve I-405/Kerby Street interchangeto calm traffic and improve local access	X	X	$ 515,000		2004-09
1029	Central City	Portland	SE Water Avenue Extension	SE Water Avenue	Extend SE Water Avenue from Carruthers to Division Place	X	X	$ 288,750		2004-09
1030	Central City	ODOT	Ross Island Bridge Interchange	East approach to Ross Island Bridge	Interchange improvement	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	Southern Triangle Circulation Improvements	Between the Ross Island Bridge - Hawthorne Bridge/ Willamette River - SE Grand-MLK	Improve local street network and regional access routes in the area. Improve freeway access route from CEID to I-5 SB 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 Columbia Street Reconstruction	18th Avenue to Naito Parkway	Rebuild street	X	X	$ 924,000		2004-09
1036	Central City	Portland	Broadway/Flint Arena Access	Broadway/Flint at Rose Quarter	Intersection realignment	X	X	$ 358,050		2004-09
1037	Central City	Portland	Bybee Boulevard Overcrossing	Bybee Boulevard/McLoughlin Boulevard	Replace substandard 2-lane bridge with 2-lane bridge with standard clearance	X	X	$ 4,042,500		2010-15
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 Belmont Ramp	Belmont ramp of Morrison Bridge, eastside	Reconstruction of the ramp to provide better access to the Central Eastside	X	X	$ 1,732,500		2010-15
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 Larrabe 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	Transit Mall Restoration	Central City	Reduce maintenance and repair costs	X	X	$ 2,852,850		2004-09
1047	Central City	Portland	SE 7-8th Avenue Connection	Central Eastside Industrial District	Construct new street connection from SE 7th to 8th Avenue at Division Street	X	X	$ 577,500		2010-15
1048	Central City	Portland	South Waterfront Pedestrian and Bicycle Access Improvements	South Waterfront District of the central city	Implement pedestrian and bicycle district access improvements identified in the South Waterfront Framework Plan, including overcrossings of I-5, improvements to Sheridan-Corbett and the Greenway Trail	X	X	$ 4,966,500		2004-09
1049	Central City	Portland	South Waterfront Transit Improvements	South Waterfront District of the central city	Implement transit improvements identified in the North Macadam Framework Plan, including central city transit hub and local bus service improvements	X	X	$ 2,000,000		2010-15
1050	Central City	TriMetPortland	North Macadam TMA	South Waterfront District of the central city	Implement transportation management area improvements identified in the South Waterfront Framework Plan (placeholder TMA)	X	X	$ 200,000		2004-09
1051	Central City	Portland	W. Burnside Street Improvements	W 15th to NW 23rd	Boulevard design improvements including pavement reconstruction, wider sidewalks, curb extensions, safer crossings, traffic signals at W 20th Pl and W 22nd, and traffic management to limit motorist delays	X	X	$ 10,000,000		2004-09
1052	Central City	Portland	North Macadam Street Improvements	South Waterfront District of the central city	Implement street improvements identified in the South WaterfrontFramework Plan, including Bancroft, Bond, Curry, River Parkway, Harrison connector, key access intersections and other street improvements	X	X	$ 20,501,250		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	$ 7,400,000		2004-09

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1054	Central City	Portland	Broadway/Weidler Improvements, Phase II and III	At Arena and 15th Avenue to 24th Avenue	Complete boulevard design improvements and ITS	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) Improvement	Sellwood Bridge to SPRR	Construct shared-use path and three bridges to connect the Eastbank Esplanade and Springwater Corridor shared-use path, including new bridges over McLoughlin boulevard and Johnson Creek	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 Co.	WRBAP Future Phase Project Implement.	Morrison Bridge	Morrison Bicycle Pathway; improve pedestrian access	X	X	$ 1,466,850		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	Improved lighting, crossings, bus shelters, bike parking, benches and parallel 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 west edge of SE Grand at bridgehead to provide sidewalks and urban standard turn lanes for vehicles 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 2b	Riverplace to Gibbs Street	Construct street car	X	X	$ 20,000,000		2004-09
1087	Central City	TriMet/Portland	Central City Street Car - Phase 2c	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-couplet design including new traffic signals, widened sidewalks, curb extension, bike lanes, on-street parking and street trees	X	X	$ 7,500,000		2010-15

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1090	Central City	Portland	W Burnside/NW Couch Couplet and Street Improvements	Burnside Bridge to West 15th Avenue	Implement a one-couplet design including new traffic signals, widened sidewalks, curb extension, bike lanes, on-street parking and street trees	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	Naito Parkway Street and Pedestrian Improvements	Broadway Bridge north of Terminal one property	Construct streetscape improvements including pedestrian amenities	X	X	$ 3,250,000		2004-09
1098	Central City	Portland	Aerial Tram	Marquam Hill - South Waterfront District	Develop and implement an aerial tram between Marquam Hill and South Waterfront District. Project implementers include Oregon Health & Science University, Portland Aerial Tram Inc, and others.	X	X	$ 15,000,000		2004-09
1100	Central City	ODOT/Portland	Central City TSM improvements	Central City - various locations	Implement Central City TSM improvements to arterials.	X	X	$ 2,310,000		2004-09
1101	Central City	Portland	SW Jefferson Street ITS	At SW 18th Avenue	Communications infrastructure; closed circuit TV cameras, variable message signs for remote monitoring and control of traffic flow	X	X	$ 69,300		2010-15
1102	Central City	Portland	Macadam Avenue ITS	Three signals between the Sellwood Bridge and Hood/Bancroft	Communications infrastructure; closed circuit TV cameras, variable message signs for remote monitoring and control of traffic flow	X	X	$ 334,950		2010-15
1103	Central City	Portland	N. Going Street ITS	Two signals at N. Greeley and at Interstate Avenue	Communications infrastructure; closed circuit TV cameras, variable message signs for remote monitoring and control of traffic flow	X	X	$ 294,525		2010-15
1104	Central City	Portland	NW Yeon/St. Helens	Four signals between I-405/Vaughn/23rd and Nicolai Street	Communications infrastructure; closed circuit TV cameras, variable message signs for remote monitoring and control of traffic flow	X	X	$ 222,338		2004-09
1105	Central City	Portland	SW-NW 14/16th - SW 13th/14th Avenue ITS	Six signals between SW Clay and NW Glisan	Communications infrastructure; closed circuit TV cameras, variable message signs for remote monitoring and control of traffic flow	X	X	$ 202,125		2010-15
1106	Central City	Portland	Eastside Streetcar - Phase 1	Pearl District to Lloyd District	Construct street car from NW Lovejoy/10th Avenue to NE 7th Avenue/Oregon Street	X	X	$ 36,900,000		2004-09
1107	Central City	Portland	Eastside Streetcar - Phase 2	Lloyd District to Central Eastside Industrial District	Construct street car from NE Oregon Street to Water Avenue	X	X	$ 44,000,000		2004-09
1108	**Deleted (included in project 1109)**									
1109	Swan Island IA	Portland	Going Street Rail Overcrossing	North Going Street at Swan Island	Seismic retrofit project will include work to both the substructure and superstructure to help minimize the risk of structural collapse in a major earthquake	X	X	$ 3,579,345		2004-09
1113	Swan Island IA	Portland	Going Street Bikeway	N Interstate Avenue to N Basin Street and N. Lagoon to Channel	Retrofit bike lanes to existing street	X	X	$ 90,090		2004-09
1118	Hollywood TC	TriMet	Sandy Boulevard Frequent Bus	Sandy Boulevard	Construct improvements that enhance Frequent Bus service	X	X	$ 1,760,000		2010-15
1119	Hollywood TC	Portland	Sandy Boulevard/Burnside/12th Avenue Intersection	Sandy Boulevard/Burnside/12th Avenue Intersection	Redesign intersection	X	X	$ 4,620,000		2004-09
1120	Hollywood TC	Portland	Sandy Boulevard Multi-Modal Improvements, Phase I	12th Avenue to 47th Avenue	Retrofit 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	$ 17,325,000		2004-09

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1122	Hollywood TC	Portland	Sandy Boulevard Multi-Modal Improvements, Phase II	47th Avenue to 99th Avenue	Retrofit 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 50s Bikeway	NE Tillamook to SE Woodstock	Retrofit streets 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 to I-84	Multi-modal street improvements, traffic signals, restriping, improved pedestrian crossings and connections to transit center	X	X	$ 7,680,750		2004-09
1135	St. Johns TC	TriMet	MLK/Lombard Frequent Bus	PCBD 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 Reno to N 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 feasbility of shared-use path	X	X	n/a		2004-09
1148	St. Johns TC	Portland	North Willamette Greenway	Steel Bridge to Willamette Cove	Study feasbility 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	SE Ellis Bikeway	SE Foster Road to SE 92nd Avenue	Retrofit bike lanes to existing street	X	X	$ 462,000		2016-25
1157	Lents TC	Portland	SE 92nd Avenue Bikeway and Pedestrian Improvements	SE Powell Boulevard to Foster Road	Construct sidewalk, crossing improvements, and bike lanes	X	X	$ 1,530,500		2004-09
1158	Lents TC	Portland	Lents TC Pedestrian District	Lents Town Center Pedestrian District	Pedestrian facility improvements to key links accessing th Foster-Woodstock couplet	X	X	$ 831,600		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	87th-94th Avenues and 92nd Avenue within the Foster-Woodstock couplet	Implement Lent 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-94th Avenues and 92nd Avenue within the Foster-Woodstock couplet	Implement Lent 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	79th to 87th Avenues	Implement Lent 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
1164	Region	ODOT	I-205 Ramp Study - PE/EA	I-205/Powell to Division	Perform a design study to evaluate modifications to the existing overpass at I-205 and Powell Boulevard, including full access ramps to and from I-205. The study should also address impacts to the interchange influence area along Powell Boulevard, Division Street, and SE 92nd Avenue.	X	X	$ 1,000,000		2004-09

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1165	Region	ODOT	I-205 Ramp Right-of-way Acquisition	I-205/Powell to Division	Acquire ROW	X	X	$ 2,000,000		2004-09
1168	Hillsdale TC	Portland	Hillsdale Intersection Improvements	BH Highway/Capitol Highway/Bertha Boulevard	Redesign the intersection with "boulevard design"	X	X	$ 975,975		2004-09
1169	Hillsdale TC	Portland	SW Vermont Bikeway, Phase I and II	SW Oleson to 45th Avenue; SW 45th Avenue to SW Terwilliger	Retrofit bike lanes to existing street	X	X	$ 3,465,000		2016-25
1171	Hillsdale TC	Portland	SW 30th Avenue Bikeway	BH Highway to SW Vermont Street	Retrofit bike lanes to existing street	X	X	$ 1,075,305		2016-25
1172	Hillsdale TC	Portland	SW Bertha Bikeway Improvements	SW Vermont to BH Highway	Widen street to add bike lanes	X	X	$ 462,000		2004-09
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	SW Beaverton-Hillsdale Highway Pedestrian and Bicycle Improvements	Capitol Highway to 65th Avenue	Construct sidewalks, crossing improvements for access to transit and bike improvements	X	X	$ 2,541,000		2016-25
1177	Hillsdale TC	Portland	SW Sunset Pedestrian and Bicycle Improvements	Capitol Highway to Dosch Road	Construct sidewalks, crossing improvements for access to transit and bike improvements	X	X	$ 1,386,000		2010-15
1181	Hillsdale TC	Portland	Beaverton-Hillsdale Highway ITS	Three signals: at Terwilliger, Bertha Boulevard and Shattuck Road	Communications infrastructure; closed circuit TV cameras, variable message signs for remote monitoring and control of traffic flow	X	X	$ 103,950		2010-15
1184	Raleigh Hills TC	ODOT/WashCo	BH Highway/Oleson/Scholls Ferry Redesign	BH Highway/Scholls/Oleson intersection	Redesign intersection to improve safety and relieve traffic congestion (FC project to complete PE and construct Phase 1 of project realigning Oleson Rd. to provide direct connections to Scholls Ferry Rd. and BH Hwy)	X	X	$ 50,000,000	*	2010-15
1185	Raleigh Hills TC	Washington Co.	Oleson Road Improvements	Fanno Creek to Hall Boulevard	Improve to urban standard with bike lanes, sidewalks, lighting, crossings, bus shelters & benches; signal at 80th	X	X	$ 16,170,000		2010-15
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	SW 62nd Avenue at Beaverton-Hillsdale Highway	SW 62nd Avenue at Beaverton-Hillsdale Highway	Install median refuge to improve pedestrian crossing.	X	X	$ 115,500		2004-09
1193	West Portland TC	Portland/ODOT	West Portland TC Safety Improvements	Barbur/Capitol/Taylors Ferry intersection	Safety improvements, incl. signalization at Capitol Hwy/Taylors Ferry and Huber/Barbur and sidewalks and crossing improvements	X	X	$ 704,550		2004-09
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	Barbur Boulevard Pedestrian Access to Transit Improvements	Downtown Portland to Tigard	Improve sidewalks, lighting, crossings, bus shelters and benches	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	$ 1,386,000		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)**									
1207	**Deleted (Construction completed)**									
1210										
1209	Portland Mainstreet	Portland	NW 23rd Avenue Reconstruction	Burnside Street to Lovejoy Street	Rebuild street	X	X	$ 1,810,000		2004-09

Shaded projects are included in Financially Constrained System

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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	Garden Home/Oleson/Multnomah Improvements	Multnomah Boulevard to 71st Avenue	Reconstruct intersection, sidewalks, crossings	X	X	$ 1,010,625		2004-09
1212	Portland Mainstreet	Portland	SE Division Bikeway	SE 52nd to SE 82nd; SE 122nd to Portland city limit	Retrofit bike lanes to existing street	X	X	$ 47,355		2016-25
1213	**Deleted (under construction)**									
1214	Portland Mainstreet	Portland	Division Street Transit Improvements, Phase I	SE Grand Avenue to 136th Avenue	Improve sidewalks, lighting, crossings, bus shelters & benches	X	X	$ 6,814,500		2004-09
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	Belmont Pedestrian Improvements	25th Avenue to 43rd Avenue	Identify improvements along Belmont to enhance pedestrian access to transit, improve safety, and enhance streetscape such as traffic signals, lighting, bus shelters, benches, and crossings	X	X	$ 2,310,000		2010-15
1220	Portland Mainstreet	Portland	Fremont Pedestrian Improvements	NE 42nd Avenue to 52nd Avenue	Plan and develop streetscape and transportation improvements	X	X	$ 288,750		2004-09
1221	Portland Mainstreet	Portland	Killingsworth Street Improvements	N. Interstate to NE MLK Jr. Blvd.	Construct street improvements to improve pedestrian connections to Interstate Max LRT and to establish a mainstreet character promoting pedestrian-oriented activities	X	X	$ 4,900,000		2004-09
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	NE Alberta Pedestrian Improvements	NE Alberta - MLK Boulevard to 33rd Avenue	Construct streetscape and transportation improvements	X	X	$ 3,003,000		2004-09
1224	Portland Mainstreet	Portland	NE Cully Boulevard Multi-modal Improvements	NE Fremont to Columbia Blvd.	Road reconstruction (Prescott-Killingsworth) including Intersection improvements at Prescott. Bike lanes (Prescott-Columbia). Sidewalks and crossing improvements (Killingsworth -Fremont)	X	X	$ 3,274,425		2010-15
1225	Interstate SC	Portland	Lower Albina Area Improvements	Russell Avenue, Albina Avenue, Mississippi Avenue	Construct improvements to Russell (Williams - Interstate), Albina & Mississippi (Russell - Interstate) to enhance ped connections from Eliot neighborhood and Lower Albina dist to the LRT station	X	X	$ 5,000,000		2010-15
1226	Interstate SC	Portland	Killingsworth Bridge Improvements	Killingsworth at I-5	Improvements to bridge to create a safe and pleasant crossing for pedestrians and bicyclists over I-5	X	X	$ 2,700,000		2016-25
1227	Portland Mainstreet	Portland	Tacoma Mainstreet Plan Phase III, Spokane & Umatilla Bike Boulevard	7th Avenue to Tacoma Overcrossing	Project development and implementation of Spokane/Umatilla bike boulevard to complete Tacoma Mainstreet Plan	X	X	$ 250,000		2004-09
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	NE/SE 122nd Avenue ITS	Seven signals between Powell Boulevard and Airport Way	Communications infrastructure; closed circuit TV cameras, variable message signs for remote monitoring and control of traffic flow	X	X	$ 231,000		2010-15
1231	Portland Mainstreet	Portland	SE Tacoma Street ITS	Four signals between Sellwood Bridge and SE 45th/Johnson Creek Boulevard	Communications infrastructure; closed circuit TV cameras, variable message signs for remote monitoring and control of traffic flow	X	X	$ 115,500		2010-15
1232	Portland Mainstreet	TriMet	NW 23rd/Belmont Frequent Bus	NW 23rd to Mt. Tabor via Belmont Avenue	Construct improvements that enhance Frequent Bus service	X	X	$ 2,490,000		2004-09
1233	Portland Mainstreet	TriMet	Hawthorne Boulevard Frequent Bus	Hawthorne Boulevard	Construct improvements that enhance Frequent Bus service	X	X	$ 2,460,000		2004-09

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1234	**Portland Mainstreet**	Portland	Lombard Street Improvements	I-5 to Denver Street	Establish a landscaped boulevard to promote pedestrian-oriented uses and to create a safe, pleasant pedestrian link to I-5 w/ new traffic light and road access to Fred Meyer development	X	X	$ 2,800,000		2004-09
1235	**Interstate SC**	Portland	Prescott Station Area Street Improvements	Prescott, Skidmore and Maryland streets	Construct improvements to Prescott & Skidmore (Interstate-Maryland) & Maryland (Interstate-Prescott) to provide neighborhood focal point at LRT	X	X	$ 3,400,000		2010-15
1236	Portland Mainstreet	TriMet	NE 15/Jackson Park Frequent Bus Improvements		Construct improvements that enhance Frequent Bus service	X	X	$ 930,000		2004-09
1237	Portland Mainstreet	TriMet	Fessenden Frequent Bus Improvements		Construct improvements that enhance Frequent Bus service	X	X	$ 1,485,000		2004-09
1239	Portland Mainstreet	Portland	NE Sandy Boulevard ITS	Burnside to 82nd Avenue	Communications infrastructure; closed circuit TV cameras, variable message signs for remote monitoring and control of traffic flow	X	X	$ 392,700		2004-09
1240	Portland Mainstreet	Portland	82nd Avenue ITS Corridor	82nd Avenue: entire corridor within city limits	Communications infrastructure; closed circuit TV cameras, variable message signs for remote monitoring and control of traffic flow	X	X	$ 404,250		2004-09
1242	Portland Mainstreet	Portland	MLK/Interstate ITS	MLK/Interstate Avenue intersection	Communications infrastructure; closed circuit TV cameras, variable message signs for remote monitoring and control of traffic flow	X	X	$ 635,250		2004-09
1245	Portland Corridor	Portland	Capitol Highway Pedestrian Improvements	SW Barbur Blvd. to 49th Avenue	Complete curb extensions and medians recommended in the Capitol Highwayy Plan	X	X	$ 750,000		2010-15
1246	Portland Corridor	Portland	NE Klickitat/Siskiyou Bikeway	NE 14th Avenue to Rocky Butte Road	Retrofit streets to add bike boulevard	X	X	$ 75,075		2016-25
1247	Portland Corridor	Portland	SE Holgate Bikeway, Phase I	28th Avenue to 136th Avenue	Retrofit street to add bike lanes	X	X	$ 69,300		2004-09
1248	Portland Corridor	Portland	SE Holgate Bikeway, Phase II	SE McLoughlin Boulevard to SE 39th Avenue	Stripe bike lanes	X	X	$ 19,635		2016-25
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	Inner Powell Streetscape Plan	Ross Island Bridge to SE 50th Avenue	Develop streetscape improvements that address pedestrian safety and urban design issues	X	X	n/a		2004-09
1253	Portland Corridor	Portland	NE Prescott Pedestrian and Bicycle Improvements	NE Prescott, Cully to I-205; sidewalks from Sandy to I-205	Retrofit bike lanes to existing street; improve sidewalks, lighting and crossings	X	X	$ 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	N/NE Skidmore Bikeway	N Interstate to NE Cully	Retrofit streets to add bike boulevard	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	Banfield SC Pedestrian Improvements	60th, 82nd, 148th, 162nd & intersecting streets	Improve sidewalks, lighting, crossings, bus shelters & benches	X	X	$ 2,598,750		2010-15
1264	Banfield SC	Portland	Ventura Park Pedestrian District	Eastside MAX Station Corridor at 122nd Avenue	Improve sidewalks, lighting, crossings, bus shelters & benches to improve ease of crossing and install curb extensions at transit stops.	X	X	$ 600,600		2004-09
1266	Gateway RC	Portland	NE/SE 99th Avenue Phases II and III	NE Glisan Street to SE Washington Street and SE Washington Street to SE Market Street	Reconstruct primary local main street in Gateway regional center	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

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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 Bike and Pedestrian Improvements	Harbor Avenue to 112th Avenue	Replace 2 traffic signals @ 105th & 107th Ave., curb bulb outs, sidewalks, and possibly adding 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/US 30	Replace existing viaduct with retaining wall and geofoam fill	X	X	$ 283,000		2004-09
1278	Portland Corridor	Portland	SE 39th Avenue Reconstruction, Safety and Pedestrian Improvements	Sandy Boulevard to Woodstock Boulevard	Reconstruct street (Burnside - Holgate). Construct sidewalks and crossing improvements (Stark - Schiller). Upgrade three pedestrian signals to full signals, remodel two full signals, and provide channelization improvements to three other signals to improve safety at high accident locations	X	X	$ 2,200,000		2004-09
1279	Portland Corridor	Portland	Holgate Street Improvements	SE 39th Avenuee to 52nd Avenue	Reconstruct street pavement structure and stormwater drainage facilities, upgrade corner curb ramps to ADA standards, improve pedestrian crossings and add bike lanes	X	X	$ 797,000		2004-09
2000	Region	Multnomah Co.	Hogan Corridor Improvements	Stark Street to Palmquist (Stark to Powell in FC)	Interim 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
2009	Gateway RC	Portland	Halsey Street Bridge Seismic Retrofit	Halsey Street at I-84	Seismic retrofit project	X		$ 92,400		2016-25
2010	Gateway RC	Portland	Halsey/Weidler Boulevard and ITS	within regional center between I-205 and NE 114th Avenue	Implement Gateway regional center plan with boulevard design retrofit, new traffic signals, improved pedestrian facilities and crossings, street lighting and new bicycle facilities	X	X	$ 12,127,500		2016-25
2011	Gateway RC	Portland	Glisan Street Boulevard and ITS	within regional center between I-205 and NE 106th Avenue	Implement Gateway regional center plan with boulevard design retrofit, new traffic signals, improved pedestrian facilities and crossings, street lighting and new bicycle facilities	X	X	$ 2,310,000		2010-15

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2012	Gateway RC	Portland	SE Stark/Washington Boulevard and ITS/Safety Improvements	92nd Avenue to 111th Avenue	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	$ 4,389,000		2010-15
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	162nd Avenue to 207th Avenue	Widen to retrofit bike lanes to existing street	X	X	$ 1,024,000		2004-09
2015	Gateway RC	Portland	102nd Avenue Boulevard and ITS/Safety Improvements, Phase II	NE Glisan Street to SE Market 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	$ 7,091,700		2010-15
2016	Gateway RC	Portland	NE Halsey Bikeway	NE 39th Avenue to NE 102nd Avenue	Retrofit bike lanes to existing street	X	X	$ 115,500		2004-09
2017	Gateway RC	Portland	SE Stark/Washington Bikeway	NE 75th Avenue to Portland city limits (excluding 92nd Avenue to 111th Avenue)	Retrofit bike lanes to existing street	X	X	$ 346,500		2004-09
2018	Gateway RC	Portland	SE 111th/112th Avenue Bikeway	SE Mt. Scott Boulevard to SE Market Street	Retrofit bike lanes to existing street	X	X	$ 1,357,703		2016-25
2019	Gateway RC	Portland	NE Glisan Bikeway	NE 47th Avenue to NE 162nd Avenue (excluding segment of I-205 to NE 106th Avenue	Retrofit bike lanes to existing street	X	X	$ 115,500		2004-09
2020	Gateway RC	Portland	Gateway Regional Center Pedestrian District Improvements, Phase 1	Gateway Regional Center	High priority local street and pedestrian improvements in regional center	X	X	$ 3,465,000		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	$ 6,930,000		2010-15
2022	Gateway RC	Portland	Gateway Traffic Management	Gateway Regional Center	Manage traffic infiltration in residential areas east and west of Gateway & necessary street and utility work; improve connectivity	X	X	$ 1,386,000		2010-15
2023	Gateway RC	TriMet/Portland	Gateway TMA Startup	Gateway Regional Center	Implements a transportation management association program with employers (placeholder TMA)	X	X	$ 200,000		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	$ 6,930,000	*	2016-25
2025	Gresham RC	TriMet	Division Street Frequent Bus Capital Improvements	Gresham to PCBD	Construct improvements that enhance Frequent Bus service	X	X	$ 3,525,000		2004-09
2026	Gateway RC	Portland	NE/SE 99th Avenue Phase I/NE Pacific Avenue	NE 99th from NE Weidler to Glisan Street and NE Pacific Avenue from 97th to 102nd Avenue	Reconstruct primary local main street in Gateway regional center	X	X	$ 4,042,500		2004-09
2027	Gresham RC	TriMet/Gresham	Civic Neighborhood LRT station/plaza	MAX line west of Gresham City Hall	LRT station and retail plaza	X	X	$ 4,966,500		2004-09
2028	Gresham RC	ODOT	Powell Boulevard Improvements - East County	174th Avenue to Eastman Parkway	Implement streetscape design based on Gresham study recommendations	X	X	$ 21,000,000		2004-09
2029	Gresham RC	Multnomah Co.	242nd Avenue Reconstruction	Powell Boulevard 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
2031	Gresham RC	ODOT	Hogan Corridor Improvements	Hogan/Burnside from I-84 to US 26	Move freight from existing 181st/Burnside route	X		$ 57,750		2016-25
2032	Gresham RC	Multnomah Co.	Burnside/Hogan Intersection Improvement	Intersection of 242nd/Burnside Street	Improve intersection by adding a southbound through lane	X	X	$ 546,000		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 Powell Boulevard	Reconstruct street from Stark Street to Powell Boulevard	X	X	$ 1,732,500		2010-15
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

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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
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

Shaded projects are included in Financially Constrained System

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
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 Halesey 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	$ 1,800,000		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
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

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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	$ 18,480,000		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	$ 8,780,000		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
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

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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 (#6009)	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
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 intersection improvements, lighting and furniture replacement, create pedestrian plazas and park entries, add turn lanes, bike lanes, and sidewalks	X	X	$ 5,500,000		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	$ 9,240,000		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

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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/113th 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	$ 1,848,000		2010-15
3052	Beaverton RC	Beaverton	110th Avenue Pedestrian Improvements	B-H Highway to Canyon Road	Fill in missing sidewalks	X	X	$ 34,650		2004-09
3053	Beaverton RC	Beaverton	117th Avenue Pedestrian Improvements	light rail transit 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	Nimbus 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	Implements a transportation management association program with employers	X	X	$ 200,000		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
3063	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		$ 5,197,500		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	Completes 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	$ 1,660,890		2004-09
3075	Beaverton Corridor	Beaverton/WashCo	Cedar Hills Boulevard Improvements	Butner 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	$ 1,155,000		2016-25
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

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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)**									
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	$ 3,191,000		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

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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	$ 2,867,800		2010-15
3141	Sunset IA	Washington Co.	170th/173rd Improvements	Baseline to Walker	Improve to 3 lanes	X	X	$ 6,352,500		2010-15
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 Amberglen 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

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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	$ 1,575,000		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
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

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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
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

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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 Bany 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 - RO\	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
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

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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 at 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
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	$ 225,225		2004-09
4039	PDX IA	Port	NE 92nd Avenue	NE 92nd/Columbia Boulevard/Alderwood	Improvement to be defined	X	X	$ 1,732,500		2016-25
4040	PDX IA	Portland	47th Avenue Intersection and Roadway Improvements	at Columbia Boulevard	Widen and channelize NE 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	$ 1,460,000		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	$ 288,750		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 37th)**									
4049	PDX IA	Portland	NE 82nd Avenue Bikeway	Columbia Boulevard to Airport Way	Retrofit bike lanes to existing street	X	X	$ 11,550		2004-09
4050	PDX IA	Portland	N/NE Columbia Boulevard Bikeway	N Lombard to MLK Boulevard	Retrofit bike lanes to existing street	X	X	$ 109,725		2010-15

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4051	PDX IA	Portland	NE Cornfoot Bikeway	NE Alderwood to NE 47th Avenue	Retrofit bike lanes to existing street	X	X	$ 1,607,760		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	$ 358,050		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	$ 866,250		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	$ 3,465,000	*	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 (incudes double tracking)	X	x	$ 14,000,000		2004-09
4061	Rivergate IA	Port/Portland	West Hayden Island Bridge and Acces 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 (Purdy) 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	$ 24,453,660		2004-09
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 AccessTrail/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)**									

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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 reeway 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
4097	Region	Region	Albina Yard Mainline Improvements	Near UPRR Albina Rail Yards	Upgrade river lead tracks between Albina and East Protland, 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

Shaded projects are included in Financially Constrained System

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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
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

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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
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

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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
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

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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
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	Abernathy to 5th Street	Complete boulevard design improvements	X	X	$ 1,022,175		2010-15
5138	Oregon City RC	Oregon City	Washington Street Improvements	Abernathy 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	Mollala 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

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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
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	Mollala 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 Prreliminary 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)**									
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

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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, Eliander 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
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

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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	$ 5,800,000		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	Myslony 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	Myslony/112th Connection	Myslony 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
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

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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
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 Been 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

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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
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

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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
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 Vallley 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

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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	Bulter 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	Bulter 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
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

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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		**$9.485**	**$4.241**			

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:

_____

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_____

_____

_____

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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Place first class postage here.

Metro
600 NE Grand Avenue
Portland, Oregon 97232
Attention: Marilyn Matteson

Exhibit "A" Part 3

3

2004 Regional Transportation Plan

Technical Update

October 31, 2003

METRO

PEOPLE PLACES
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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~~ System~~s both~~ require~~s~~ 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 include~~s~~ 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~~s~~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.

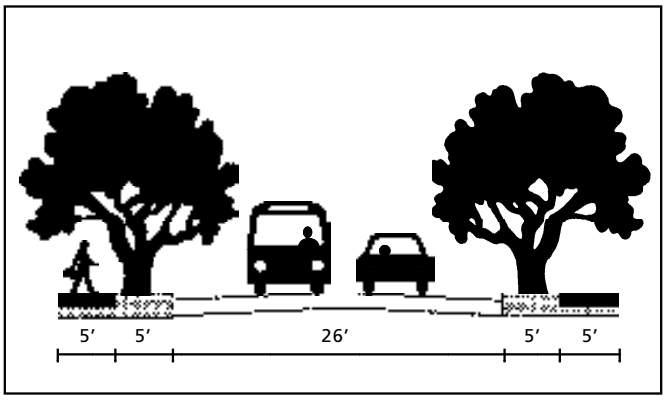
For replacement or new construction of local street crossings on streams identified in Title 3 of the Urban Growth Management Functional Plan, Cities and Counties, TriMet, ODOT and the Port of Portland shall amend design codes, standards and plans to allow consideration of the stream crossing design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

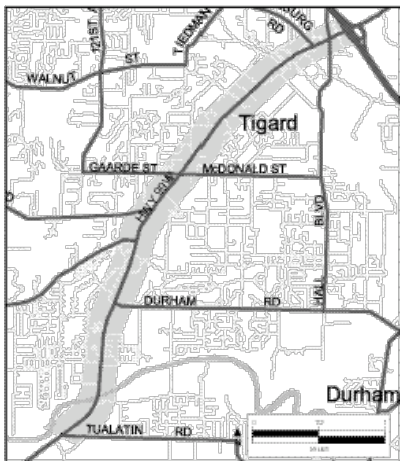
c. establishes performance standards for monitoring and implementing the action plan

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 anticpated 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.

Exhibit "B"

2004 Regional Transportation Plan

Summary of Public Comments

Received Oct. 31, 2003 through Dec. 4, 2003

TPAC Recommendation to JPACT
December 5, 2003

METRO

PEOPLE PLACES
OPEN SPACES

METRO

2004 RTP UPDATE

Summary of Recommendations on Public Comments Received

October 31 – December 4, 2003

Discussion Items

Comment 1: Proceed with adoption of the federal RTP, however, do not adopt a revised RTP that attempts to meet the Transportation Planning Rule and other state planning requirements. Direct Metro TPAC to establish a work program for undertaking a comprehensive update of the RTP. (Washington County, 11/21/03)

TPAC Recommendation: Agree. Recommend adopting a federal RTP only and withdrawing Ordinance 03-1024 at this time. The federal RTP would include an updated set of financially constrained projects and a larger set "illustrative projects" for federal planning purposes. 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 be approved and acknowledged by US DOT and US EPA in a formal conformity determination by January 26, 2004, when the 2000 RTP conformity determination expires.

Metro is not required to update the regional transportation plan for state planning purposes until 2007. The next RTP update will begin in 2005, and is proposed to be a more expansive effort that involves broader public discussion of plan policies and projects. The next update will address state and federal planning requirements.

Projects that have been added to the 2004 RTP and that are not included in the 2000 RTP priority system would require compliance with statewide planning goals through a separate amendment to the 2000 RTP priority system prior to construction. The goal would be to complete this amendment process within the next 3 months.

Comment 2: Add the Vancouver Rail Bridge Project to the Financially Constrained System as a priority of the Regional Transportation Plan. The project is to replace the existing "swing span" with a "lift span" and place it closer to the middle of the river. Estimated cost is $42 million. (Ad-Hoc Steering Committee for the Vancouver Rail Bridge Upgrade Project, 11/26/03)

TPAC Recommendation: The project is not currently eligible for federal funds under the Truman-Hobbs Act. Funding for the project would not come from sources used to forecast the financially constrained Regional Transportation Plan and alternate sources such as Truman Hobbs, lottery or railroad funds cannot be assumed as "reasonably available." Therefore, amend the project into Preferred System only.

Metro Resolution No. 03-3271 identifies this project as a priority project in the region, if eligible to receive Truman Hobbs funding. Truman Hobbs is a federal program that funds projects to address rail hazards to navigation. TPAC recommends that future regional position papers seek amendment to the Truman Hobbs Act to allow analysis of the navigational hazards to account for truck and auto commerce vehicle delay on the I-5 bridge due to the lift span operations caused by the railroad bridge. The rail bridge swing-span is lined up with the lift span on the I-5 bridges making it difficult and hazardous for ships to use the I-5 "high" fixed span section. Using the fixed span section avoids the need for opening the bridge and the resulting delay on I-5.

In addition, the I-5 Trade Corridor Study Environmental Impact Statements (EIS) study will evaluate replacement of the I-5 bridge with drawbridge and "high" fixed span alternatives. If the I-5 EIS process recommends a drawbridge replacement, then the I-5 bridge replacement project should be responsible for replacing the rail bridge swing span. If the I-5 EIS process recommends a "high" fixed span replacement, then replacement of the railroad swing span becomes less of an issue. Although the timing of a "high" fixed span replacement could be an issue and may result in the need to construct an interim improvement for which funding is not identified.

Comment 3: How does Metro plan to respond to an increase in expected long-term state revenues due to passage of OTIA 3? (TPAC, 10/31/03)

TPAC Recommendation: Recommend that a post-adoption process be used to identify approximately $300 million in additional projects to be candidates for inclusion in the financially constrained system, should the revenue forecast increase beyond what is assumed in the 2004 RTP. These projects would be selected using the same methodology as that used to develop the 2004 financially constrained system.

Comment 4: Recommend amending the RTP as defined in Attachment 1 to establish two tiers of industrial areas ("regionally significant" and "local") for the purpose of transportation planning and project funding. This amendments provides clear, immediate prioritization of RSIAs for transportation planning and funding decisions, but is also based on proposed Title 4 amendments that are still in development. This amendment will help support efforts to focus future transportation investments to those parts of the region that are most critical to the region's economy and successful implementation of the 2040 Growth Concept. (MTAC, 12/3/03)

TPAC Recommendation: Agree. Amend as requested. This comment has also been forward to MPAC for consideration at the December 10 meeting. Attachment 2 identifies a second option discussed by TPAC.

Comment 5: It is premature to remove the regional freight system designation entirely on McLoughlin Boulevard (99E) between Highway 224 and I-205 south ramps in Oregon City. There are industrial properties throughout the Corridor with the largest being an area near Roethe Road of about 80 acres. The area adjacent to McLoughlin Boulevard is a major destination for freight. It serves everything from industrial to retail including a major auto sales area. McLoughlin Boulevard would be an alternative for traffic including freight when Highway-224 and I-205 is closed or congested due to incidents on this route. The County recommends leaving the designation as is and plan on reviewing the classification as part of the major RTP update that is expected to start within the next year. If a change is necessary, the County recommends that McLoughlin Blvd be down graded to a Road connector. (Clackamas County, 12/3/04)

TPAC Recommendation: Recommend downgrading this segment of McLoughlin Boulevard from a Main Roadway Route to a Road Connector to recognize that this route serves a less important function than a Main Roadway Route. Main roadway routes are intended to connect major activity centers in the region to other areas in Oregon or other states. Road connectors are intended to connect freight facilities or freight generation areas to the Main Roadway Routes. The regional freight system map will be more thoroughly updated in the next RTP update, in order to evaluate potential freight designations from a regional system point of view.

Consent Items

PACKET 1 – POLICY UPDATE

Comment 6: Add the Washington Square Regional Center Greenbelt Trail to the Regional Bicycle System Map. (City of Tigard, 10/31/03)

TPAC Recommendation: Agree. Amend as requested. In addition, TPAC recommends adding this multi-use trail to the Regional Pedestrian System.

Comment 7: Beef Bend, Gaarde and Walnut from Gaarde to Scholls are arterials in the TSP but listed as collectors in the RTP. When Tigard adopted the TSP, it was acknowledged that these discrepancies exist. The RTP should be updated to reflect these classifications. (City of Tigard, 10/31/03)

TPAC Recommendation: Agree. These changes are reflected in the October 31, 2003 public comment draft policy update packet.

Comment 8: The street design section has N Ivanhoe (Richmond to Philadelphia) updated to Community Street. This item should removed from the list of proposed policy amendments because the existing classification is Community Street. (City of Portland, 11/12/03)

TPAC Recommendation: Agree. Amend as requested.

Comment 9: McLoughlin Boulevard - Urban Road termini should change from SE 17th – City limits to Woodward – 17th. (City of Portland, 11/12/03)

TPAC Recommendation: Agree. Amend as requested.

Comment 10: N Richmond (Lombard to Ivanhoe) should remain a Community Street. (City of Portland, 11/12/03)

TPAC Recommendation: Agree. Amend as requested.

Comment 11: NE Sandy's termini for the Regional Street classification should change from 12th – 47th to 54th – 57th. The street design classification should change from Regional Boulevard to Regional Street. (City of Portland, 11/12/03)

TPAC Recommendation: Agree. Amend as requested.

Comment 12: NE Sandy's Regional Boulevard classification termini should change from 47th – 82nd to 57th – 82nd. (City of Portland, 11/12/03)

TPAC Recommendation: Agree. Amend as requested.

Comment 13: Sandy Boulevard (98th – 122nd) is classified as a Regional Boulevard in the 2000 RTP not a Community Boulevard (City of Portland, 11/12/03)

TPAC Recommendation: Agree. Amend as requested.

Comment 14: SE 17th termini for Community Boulevard should change from Tacoma - Andover to Tacoma – Linn. (City of Portland, 11/12/03)

TPAC Recommendation: Agree. Amend as requested.

Comment 15: NE/SE 39th termini for the Regional Street classification should change from Broadway – Powell to Broadway – Holgate. (City of Portland, 11/12/03)

TPAC Recommendation: Agree. Amend as requested.

Comment 16: SE 39th termini for Community Street should change from Powell – Woodstock to Holgate –Woodstock. (City of Portland, 11/12/03)

TPAC Recommendation: Agree. Amend as requested.

Comment 17: Add N Greeley Avenue between N Interstate Avenue and N Going Street as a Road Connector on the Regional Freight System map. Portland's TSP identifies Greeley as a Major Truck Street located in a Freight District. (City of Portland, 12/3/03)

TPAC Recommendation: Agree. Amend as requested.

Comment 18: Delete the Gateway Regional Center from section 6.7.7 Areas of Special Concern. Portland's TSP has addressed this area in accordance with the Transportation Planning Rule. Delete or revise Figure 1.13b Gateway Regional Center – Special Area of Concern to reflect its current status. (City of Portland, 12/3/03)

TPAC Recommendation: Agree. Amend as requested.

Comment 19: Update the Regional Motor Vehicle Classification, Regional Street Design and Regional Freight System Maps to reflect classifications recently adopted in the Wilsonville transportation system plan, as follows:

Street Design Classification Map (Figure 1.4)				
Street Name	**Location**	**Current RTP Classification**	**Proposed RTP Classification**	**Source of Change**
95th Avenue	Boones Ferry Road to Boeckman Road	Not Classified	Collector of Regional Significance	Wilsonville TSP
Kinsman Road	Boeckman Road to Barber Street	No Road	Planned Collector of Regional Significance	Wilsonville TSP
Kinsman Road	Barber Street to Wilsonville Road	Not Classified	Collector of Regional Significance	Wilsonville TSP
Boeckman Road	Railroad Tracks to 110th Avenue	No Road	Planned Minor Arterial	Wilsonville TSP
Boeckman Road (old Tooze Road)	110th Avenue to Grahams Ferry Road	Not Classified	Minor Arterial	Wilsonville TSP

Street Design Classification Map (Figure 1.4)				
Street Name	**Location**	**Current RTP Classification**	**Proposed RTP Classification**	**Source of Change**
95th Avenue	Boones Ferry Road to Boeckman Road	Not Classified	Urban Road	Wilsonville TSP
Kinsman Road	Boeckman Road to Barber Street	No Road	Planned Urban Road	Wilsonville TSP
Kinsman Road	Barber Street to Wilsonville Road	Not Classified	Urban Road	Wilsonville TSP
Boeckman Road	Railroad Tracks to 110th Avenue	No Road	Planned Community Street	Wilsonville TSP
Boeckman Road (old Tooze Road)	110th Avenue to Grahams Ferry Road	Not Classified	Community Street	Wilsonville TSP

Regional Freight System Map (Figure 1.17)				
Street Name	**Location**	**Current RTP Classification**	**Proposed RTP Classification**	**Source of Change**
Boones Ferry Road	Day Street to 95th Avenue	Not Classified	Road Connector	Wilsonville TSP
Elligsen Road	Boones Ferry Road to Parkway Avenue	Not Classified	Road Connector	Wilsonville TSP
95th Avenue	Boones Ferry Road to Boeckman Road	Not Classified	Road Connector	Wilsonville TSP
Kinsman Road	Boeckman Road to Barber Street	No Road	Planned Road Connector	Wilsonville TSP
Boeckman Road	95th Avenue to Proposed Kinsman Road	Not Classified	Road Connector	Wilsonville TSP

Kinsman Road	Barber Street to Wilsonville Road	Not Classified	Road Connector	Wilsonville TSP
Parkway Avenue	Boeckman Road to Town Center Loop W	Not Classified	Road Connector	Wilsonville TSP
Town Center Loop W	Parkway Avenue to Wilsonville Road	Not Classified	Road Connector	Wilsonville TSP
Wilsonville Road	Town Center Loop W to Kinsman Road	Not Classified	Road Connector	Wilsonville TSP

(City of Wilsonville, 12/4/03)

TPAC Recommendation: Agree. Amend as requested.

Comment 20: Add a Main Roadway designation to the newly completed Highway 47 Bypass in Forest Grove to identify the route's function as a replacement to Tualatin Valley Highway from the Highway 47 bypass to the western Forest Grove city limits. (ODOT, 12/4/03)

TPAC Recommendation: Agree. Amend as requested.

Comment 21: We are concerned that the current RTP update, in the crunch to meet a constrained timeline, will move the region away from the principles and modal goals set out in the 2000 RTP. Recognizing that the region must move forward with this RTP update in order to meet federal deadlines, CLF and the BTA urge the Council to note that the project mix in this update does not reflect a well-thought-out, well-coordinated strategy to achieve a truly multi-modal transportation system.

Looking forward to the next major RTP update, we urge Metro to start the process in 2004 and set a clear goal of achieving a mode split that looks more like that contained in the 2000 RTP, a document developed with extensive and meaningful public involvement. With virtually no public process and little technical evaluation, the current RTP update with its substantially shifted mode split should be considered an interim document. It should not be the basis of future plans. In addition, CLF and the BTA request a "seat at the table" in both technical and policy arenas to help ensure that the next major RTP update process supports the Region 2040 vision. (Bicycle Transportation Alliance and Coalition for a Livable Future and Lenny Anderson, 12/4/03)

TPAC Recommendation: No change recommended. There are no changes proposed for the mode share target policies in the RTP, though there is a shift toward road capacity projects in the overall breakout of the draft financially constrained system as indicated in the comment. The financially constrained system is also larger, in both total dollars and as a share of the "preferred" system. These changes reflect the OTIA effect on the revenue forecast which has focused primarily on modernization revenues for roads, but also the fact that some big transit capital projects have been completed since the 2000 RTP was adopted (including Central City Streetcar, Airport MAX and Interstate MAX). In addition, light rail to Vancouver was removed from the financially constrained system because of a lack of consensus in Clark County, Wa. to construct this improvement in the 20-year plan period. To this extent, the 2000 RTP had an unusually large amount of transit capital in the constrained system. There are also new local revenues in the forecast, with this revenue more typically directed at road capacity projects. The percentage of bike, pedestrian and boulevard projects also shifted slightly, increasing from 10 percent of the cost of projects in the 2000 RTP to representing 13 percent in the proposed 2004 RTP.

With regard to the request to have a ”seat at the table,” TPAC and JPACT membership is defined in by-laws. TPAC includes citizen membership opportunities. A decision has not been made whether to have a separate advisory committee for the next RTP update. However, if an advisory committee is formed, the Coalition for a Livable Future will be invited to participate.

Comment 22: Change the current "Road connector' classification on N Philadelphia from N. Lombard to N. Ivanhoe to "No Designation" on the Regional Freight System Map. (ODOT, 12/4/03)

TPAC Recommendation: Agree. Amend as requested.

PACKET 2 – PROJECT UPDATE

Comment 23: Add the Washington Square Regional Center Greenbelt Trail to the RTP preferred and financially constrained systems for $2 million. (City of Tigard, 10/31/03)

TPAC Recommendation: Agree. This change is reflected in the October 31, 2003 public comment draft project list as Project #6057.

Comment 24: Add the Walnut Street extension project to the RTP preferred and financially constrained systems for $19 million. (City of Tigard, 10/31/03)

TPAC Recommendation: Agree. This change is reflected in the October 31, 2003 public comment draft project list as Project #6038.

Comment 25: Add Project # 6011 (Highway 217 South Mall overcrossing) to the financially constrained system and identify jurisdiction as Tigard and ODOT. (City of Tigard, 10/31/03)

TPAC Recommendation: Agree. These changes are reflected in the October 31, 2003 public comment draft project list.

Comment 26: Delete RTP project #6033 (Walnut Street Improvements, Phase I) and RTP project # 6046 (Walnut Street Improvements, Phase II) from the project list because they have been completed. (City of Tigard, 10/31/03)

TPAC Recommendation: Agree. These changes are reflected in the October 31, 2003 public comment draft project list.

Comment 27: RTP project # 6011 is listed on the RTP project list, however it is not identified on the RTP map or in the text of the RTP. Also, this project should be a Tigard jurisdiction as well as ODOT. This is the South Mall to Nimbus Connection identified in the Regional Center Plan. The Washington Square Implementation Plan identifies this project cost at approximately $26 million. (City of Tigard, 10/31/03)

TPAC Recommendation: Agree. Recommend adding to RTP map. Project description changes are reflected in the October 31, 2003 public comment draft project list.

Comment 28: RTP project # 6032 is listed on the RTP project list, however it is not identified on the RTP map or in the text of the RTP. The project description in Tigard's TSP

states: "Realign Hunziker Road to meet Hampton at 72nd Avenue – requires overcrossing over ORE 217 - removes existing 72nd/Hunziker intersection." The TSP estimates the cost for this improvement at $10 million. (City of Tigard, 10/31/03)

TPAC Recommendation: Agree. Recommend adding to RTP map. Project description changes are reflected in the October 31, 2003 public comment draft project list.

Comment 29: RTP project #6052 should have both Tigard and Beaverton under the jurisdiction as it enters both Cities. The project location is Nimbus Drive to Northern Mall area. The Washington Square Implementation Plan identifies this project cost at approximately $30 million. (City of Tigard, 10/31/03)

TPAC Recommendation: Agree. Recommend adding to RTP map. Project description changes are reflected in the October 31, 2003 public comment draft project list.

Comment 30: RTP project #6053 – the Washington Square Implementation Plan identifies this project cost at approximately $38 million. (City of Tigard, 10/31/03)

TPAC Recommendation: Agree. Recommend adding to RTP map. Project description changes are reflected in the October 31, 2003 public comment draft project list.

Comment 31: Project #1024 (I-5/McLoughlin Ramps) was not included in ODOT's financially constrained system and should be moved to the Expanded financially constrained system. (ODOT, 11/6/03)

TPAC Recommendation: No change recommended. This project was included as part of City of Portland's Financially Constrained System revenue cap.

Comment 32: Move Project #1030 (Ross Island Bridgehead) to the Expanded financially constrained system. (ODOT, 11/6/03)

TPAC Recommendation: No change recommended. This project was included as part of City of Portland's Financially Constrained System revenue cap.

Comment 33: Move Project #3129 (Glencoe Interchange) to the Expanded financially constrained system, if appropriate to be included in RTP at all, for air quality conformity. (ODOT, 11/6/03)

TPAC Recommendation: No change recommended. This project was removed from the RTP project list altogether because it is located outside Metro's Planning Area Boundary. It will be modeled for air quality conformity.

Comment 34: Move Project# 5135 (McLoughlin Boulevard improvements from I-205 to 10th Avenue) to the Expanded financially constrained system. (ODOT, 11/6/03)

TPAC Recommendation: No change recommended. This project was included as part of Clackamas County's Financially Constrained System revenue cap and received funding from the MTIP.

Comment 35: Add I-5/99W Connector Ph. 1 Arterial Connection to financially constrained system. (ODOT, 11/6/03)

TPAC Recommendation: No change recommended. This project was included in the financially constrained system as Project #6141.

Comment 36: Add new Highway 217 project to construct braided southbound on-ramp from Beaverton-Hillsdale Highway and southbound off-ramp to Allen Boulevard. Add this project to the Expanded financially constrained system. (ODOT, 11/6/03)

TPAC Recommendation: This project is part of RTP Project #3023 which is in the preferred system only. Recommend including the project on an expanded financially constrained system that will be developed as a post-adoption activity.

Comment 37: Update the project names for the streetcar projects as follows:
#1015 - Portland Streetcar - Phase 3a (River Place)
#1086 - Portland Streetcar - Phase 3b (Gibbs)
#1087 - Portland Streetcar - Phase 3c (Bancroft)
#1106 - Portland Streetcar - Eastside, Phase 1 (Lloyd District)
#1107 - Portland Streetcar - Eastside, Phase 2 (CEID)
(City of Portland, 11/12/03)

TPAC Recommendation: Agree. Amend as requested.

Comment 38: Project #1199 - Barbur Boulevard Pedestrian Access to Transit Improvements should be moved to the Preferred System. The I-5/Barbur Corridor Study will precede improvements in this corridor. (City of Portland, 11/12/03)

TPAC Recommendation: Agree. Amend as requested.

Comment 39: Project #2016 – NE Halsey Bikeway should be moved to the Preferred System. Due to right-of-way constraints, the project needs additional study to determine feasibility. The Tillamook Bike Boulevard provides an alternative route through this section of northeast Portland. (City of Portland, 11/12/03)

TPAC Recommendation: Agree. Amend as requested.

Comment 40: Project #4015 – US-30 Bypass Improvements Study should be combined with #4037. Delete #4015. (City of Portland, 11/12/03)

TPAC Recommendation: Agree. Amend as requested.

Comment 41: Project #4030 – NE 11-13th Avenue Connector should be combined with #4037. Delete Project #4030. (City of Portland, 11/12/03)

TPAC Recommendation: Agree. Amend as requested.

Comment 42: Project #4037 – Columbia and Lombard Intersection Improvements should be updated as follows:
- Name: Lombard – Columbia Connection near MLK Jr. Boulevard
- Description: Improve road connection between Columbia Boulevard and Lombard in the vicinity of MLK Jr. Boulevard to 11th/13th, to facilitate freight movement.
- Estimated Cost: $16, 835,000

- Jurisdiction: Portland/Port
- RTP Program Years: 2004 – 2009

(City of Portland, 11/12/03)

TPAC Recommendation: Agree. Amend as requested.

Comment 43: Add back project #1106 to conduct a feasibility study of streetcar service in inner eastside Portland neighborhoods. (City of Portland, 11/17/03)

TPAC Recommendation: Agree. Amend as requested. This project was inadvertently replaced by a new project to construct phase 1 of the eastside streetcar between the Pearl district and the Lloyd district.

Comment 44: Project # 3099 (1st Avenue/Glencoe Road widening): Change program years from 2010-15 to 2004-09. (City of Hillsboro, 11/20/03)

TPAC Recommendation: Agree. Amend as requested.

Comment 45: Project #3118 (TV Highway/Brookwood Avenue intersection alignment): Change program years from 2010-15 to 2004-09. (City of Hillsboro, 11/20/03)

TPAC Recommendation: Agree. Amend as requested.

Comment 46: Project #3117 (Grant Street East-West connector/extension to Brookwood Pkwy): Change program years from 2010-15 to 2004-09. (City of Hillsboro, 11/20/03)

TPAC Recommendation: Agree. Amend as requested.

Comment 47: Project # 3139 (US 26 over crossing at 229th Avenue): Change program years from 2010-15 to 2004-09. (City of Hillsboro, 11/20/03)

TPAC Recommendation: Agree. Amend as requested.

Comment 48: Project #1185 – Change program years to 2004-09 to reflect scheduled project completion under MSTIP3 in 2004/05. (Washington County, 11/20/03)

TPAC Recommendation: Agree. Amend as requested.

Comment 49: Project #3011 – Change project description to read Cornell to 185th to be consistent with #3009. (ODOT, 11/6/03 and Washington County, 11/20/03)

TPAC Recommendation: Agree. Amend as requested.

Comment 50: Project #3036 – Change cost estimate to $12.7 million to be consistent with County Transportation Plan. (Washington County, 11/20/03)

TPAC Recommendation: Agree. Amend as requested.

Comment 51: Project #3066 and #3067 - Change 2040 link from Beaverton Corridor to Bethany TC. (Washington County, 11/20/03)

TPAC Recommendation: Agree. Amend as requested.

Comment 52: Project #3069 – Change location to Allen to Beaverton-Hillsdale Hwy. and cost estimate to $13.3 million to be consistent with County Transportation Plan. (Washington County, 11/20/03)

TPAC Recommendation: Agree. Amend as requested.

Comment 53: Project #3099 – Change jurisdiction to Washington County because road is planned to remain part of Countywide Road System (i.e., is and will be under County's roadway jurisdiction) and change cost estimate to $14.8 million to be consistent with County Transportation Plan. (Washington County, 11/20/03)

TPAC Recommendation: Agree. Amend as requested.

Comment 54: Project #3103 – Change project location to 185th to Brookwood and cost estimate to $34.8 million to be consistent with County Transportation Plan. (Washington County, 11/20/03)

TPAC Recommendation: Agree. Amend as requested.

Comment 55: Project #3115 – Change jurisdiction to Wash. Co. to reflect current roadway jurisdictional responsibility. (Washington County, 11/20/03)

TPAC Recommendation: Agree. Amend as requested.

Comment 56: Project #3133 – Change project description to read "Construct eastbound on-ramp, westbound off-ramp and southbound auxiliary lane" to reflect anticipated improvements already funded under OTIA. (Washington County, 11/20/03)

TPAC Recommendation: Agree. Amend as requested.

Comment 57: Project #3137 – Change cost estimate to $12.5 million to reflect County Transportation Plan. (Washington County, 11/20/03)

TPAC Recommendation: Agree. Amend as requested.

Comment 58: Project #3142 – Change project location to read "170th to Cornelius Pass" with an estimated cost of $21 million and program year of 2010-15. (Washington County, 11/20/03)

TPAC Recommendation: Agree. Amend as requested.

Comment 59: Project #3149 – Change project description to read "Relocate westbound on-ramp to construct westbound to southbound loop ramp and widen overcrossing to accommodate additional southbound through-lane". (Washington County, 11/20/03)

TPAC Recommendation: Agree. Amend as requested.

Comment 60: Project #3174 – Change project location to "Leahy to 84th Ave." and project description to "widen to 5 lanes..." to be consistent with County Transportation Plan. (Washington County, 11/20/03)

TPAC Recommendation: Agree. Amend as requested.

Comment 61: Project #3176 – Change project name to 95th Avenue Extension. (Washington County, 11/20/03)

TPAC Recommendation: Agree. Amend as requested.

Comment 62: Project #3180 – Change project description to read "Construct new collector with sidewalks and bike lanes." (Washington County, 11/20/03)

TPAC Recommendation: Agree. Amend as requested.

Comment 63: Project #3186 – Change project location to read "US 26 to Cornell Road" to be consistent with new proposed MSTIP project. (Washington County, 11/20/03)

TPAC Recommendation: Agree. Amend as requested.

Comment 64: Project #3188 – Change project location to read "Cornell Road to Laidlaw Road" to be consistent with new proposed MSTIP project. (Washington County, 11/20/03)

TPAC Recommendation: Agree. Amend as requested.

Comment 65: Project #3199 – For consistency with County Transportation Plan, change project location to read "143rd Avenue to future Springville Extension" and change cost estimate to $21.3 million. (Washington County, 11/20/03)

TPAC Recommendation: Agree. Amend as requested.

Comment 66: Project #3202 – For consistency with County Transportation Plan, change project location to read "Future Springville Extension to Cornelius Pass" and include cost estimate of $12.4 million. (Washington County, 11/20/03)

TPAC Recommendation: Agree. Amend as requested.

Comment 67: Project #3209 – Change 2040 link from Tanasbourne TC to Bethany TC. (Washington County, 11/20/03)

TPAC Recommendation: Agree. Amend as requested.

Comment 68: Project #3214 – Delete phrase "complete boulevard design improvements" from project description because project is not designated for boulevard design considerations in County Transportation Plan. (Washington County, 11/20/03)

TPAC Recommendation: Agree. Amend as requested.

Comment 69: Project #3215 – Change cost estimate to $15.4 million to be consistent with County Transportation Plan. (Washington County, 11/20/03)

TPAC Recommendation: Agree. Amend as requested.

Comment 70: Project #6030 – Change cost estimate to $41.6 million to be consistent with County Transportation Plan. (Washington County, 11/20/03)

TPAC Recommendation: Agree. Amend as requested.

Comment 71: Project #6043 – Change cost estimate to $8.2 million to be consistent with County Transportation Plan. (Washington County, 11/20/03)

TPAC Recommendation: Agree. Amend as requested.

Comment 72: Add new project to Preferred System to widen 209th from Kinnaman to Farmington Road for $21 million in the 2010-2015 time period. (Washington County, 11/20/03)

TPAC Recommendation: Agree. Amend as requested.

Comment 73: Add new project to Preferred System to widen 174th from Bronson Road to Meadowgrass Roadto 3 lanes with bike lanes and sidewalks for $13.9 million in the 2016-25 time period. This project is the continuation of RTP project #3205 the 173rd/174th undercrossing of Hwy. 26. This route is also designated as an arterial road in both the 2000 RTP and the County's Transportation Plan. (Washington County, 11/20/03)

TPAC Recommendation: Agree. Amend as requested.

Comment 74: Add new project to Preferred System to widen Springville Road from 185th to Portland Community College access to 5 lanes for $3.8 million in the 2010-15 time period. (Washington County, 11/20/03)

TPAC Recommendation: Agree. Amend as requested.

Comment 75: Add new project to Preferred System to widen Springville Road from PCC access to Kaiser Road to 3 lanes @ $9.6 million in the 2016-25 time period. (Washington County, 11/20/03)

TPAC Recommendation: Agree. Amend as requested.

Comment 76: Add new project to Preferred System to widen Laidlaw Road from West Union Road to Kaiser Road to 3 lanes @ $11 million in the 2010-15 time period. (Washington County, 11/20/03)

TPAC Recommendation: Agree. Amend as requested.

Comment 77: Add new project to Preferred System to widen Kaiser Road from Bethany Boulevard to Cornell Road to 3 lanes @ $18.6 million in the 2010-15 time period. (Washington County, 11/20/03)

TPAC Recommendation: Agree. Amend as requested.

Comment 78: Add new project to Preferred System to widen Kaiser Road from Springville to Bethany Boulevard to 5 lanes @ $4.6 million in the 2016-25 time period. (Washington County, 11/20/03)

TPAC Recommendation: Agree. Amend as requested.

Comment 79: Add new project to Preferred System to widen Jenkins Road from Murray Boulevard to 158th Avenue to five lanes @ $7.3 million in the 2010-15 time period. (Washington County, 11/20/03)

TPAC Recommendation: Agree. Amend as requested.

Comment 80: Add new project to Preferred System to widen 197th/198th from Tualatin Valley Highway to Baseline Road to 3 lanes @$13.9 million in the 2016-25 time period. This is identified as a collector of regional significance in the 2000 RTP and is included in the County's Transportation Plan project list. (Washington County, 11/20/03)

TPAC Recommendation: Agree. Amend as requested.

Comment 81: Add new project to Preferred System "Cornelius Pass Interchange Improvement @ Hwy. 26 to add northbound to westbound loop ramp". Estimated cost is $30 million and program year is 2016-25. (Washington County, 11/20/03)

TPAC Recommendation: Agree. Amend as requested.

Comment 82: Add new project to Preferred System to widen Barnes Road from Leahy to County Line to 3 lanes for $7.5 million in 2016-25 time period. (Washington County, 11/20/03)

TPAC Recommendation: Agree. Amend as requested.

Comment 83: Project #3024 – Delete project on US 26 from Cornell Road to 185th Avenue, which duplicates revised #3011. (ODOT, 11/6/03 and Washington County, 11/20/03)

TPAC Recommendation: Agree. Amend as requested.

Comment 84: Project #3043 – Delete seven-lane project on Walker Road from Cedar Hills to Murray because need shown in Washington County Transportation Plan is only five lanes. (Washington County, 11/20/03)

TPAC Recommendation: Agree. Amend as requested.

Comment 85: Remove project #6091, the Boeckman Road I-5 Overcrossing, from the financially constrained list and move it to the preferred system. (City of Wilsonville, 11/21/03 and 12/4/03)

TPAC Recommendation: Agree. Amend as requested.

Comment 86: Add project #6093, the Barber Street extension, to the financially constrained list. The Barber Street Extension project was determined to be a higher priority

project because of its ability to have a greater impact on providing relief to the Wilsonville Road Interchange. (City of Wilsonville, 11/21/03 and 12/4/03)

TPAC Recommendation: Agree. Amend as requested.

Comment 87: Add the Tillamook Branch Trestle project to the RTP. The project provides an important east-west multi-use trail connection across the Willamette River between Lake Oswego and Milwaukie. (Clackamas County Board of Commissioners, 11/21/03, and City of Lake Oswego, 11/24/03)

TPAC Recommendation: Agree. This bridge currently serves freight rail and has been identified as a possible future commuter rail connection. Amend project into the Preferred and Financially Constrained systems as a feasibility study to evaluate a bicycle and pedestrian component.

Comment 88: Revise description of Project #3013 to include construction of multi-use trail. (Tualatin Hills Parks and Recreation District, 11/24/03)

TPAC Recommendation: Agree. Amend as requested.

Comment 89: Revise description of Project #3015 to include construction of multi-use trail. (Tualatin Hills Parks and Recreation District, 11/24/03)

TPAC Recommendation: Agree. Amend as requested.

Comment 90: Add back a project to widen I-205 SB on-ramp at Airport Way for $10 million (preferred system) in 2016-2025 time period. (Port of Portland, 11/25/03)

TPAC Recommendation: Agree. Amend as requested. This project (#2070 in the 2000 RTP) was inadvertently replaced by the new project #2070, which is also needed in the 2004-09 time period.

Comment 91: Delete project #4019. There is no plan for another LRT station in PIC or for realigning track there. New Project #4060 is the correct LRT realignment project - to occur with future PDX terminal expansion east. (Port of Portland, 11/25/03)

TPAC Recommendation: Agree. Amend as requested.

Comment 92: Move Project #4029 to 2004-09 time period. (Port of Portland, 11/25/03)

TPAC Recommendation: Agree. Amend as requested.

Comment 93: Revise 2040 location of Project #4030. This project is located in the Columbia Corridor, not PDX IA. (Port of Portland, 11/25/03)

TPAC Recommendation: Agree. Amend as requested.

Comment 94: Update Project #4038 cost to $790,000. (Port of Portland, 11/25/03)

TPAC Recommendation: Agree. Amend as requested.

Comment 95: Move Project #4045 to 2004-09 time period. (Port of Portland, 11/25/03)

TPAC Recommendation: Agree. Amend as requested.

Comment 96: Move Project #4060 to 2010-15 time period. (Port of Portland, 11/25/03)

TPAC Recommendation: Agree. Amend as requested.

Comment 97: Update Project #4085 cost to $350,000. (Port of Portland, 11/25/03)

TPAC Recommendation: Agree. Amend as requested.

Comment 98: Move Project #4086 to 2004-09 time period. (Port of Portland, 11/25/03)

TPAC Recommendation: Agree. Amend as requested.

Comment 99: Add Project #1022 Sullivan's Gulch / Banfield Trail Feasibility Study (Regional Trail #37) to the financially constrained system at a cost of $150,000. This trail which would be on the north side of the freeway would connect the Eastbank Esplanade Trail to the I-205 Bike and Pedestrian Trail. The trail would connect the Central City, Lloyd District Regional Center, Hollywood Town Center and Gateway Regional Center. (Metro Regional Parks and Greenspaces Department, 11/25/03)

TPAC Recommendation: Agree. Amend as requested.

Comment 100: Add preliminary engineering and design portion of Project #5052 17th Avenue Trolley Trail Connector (Regional Trail #30) to the financially constrained system at a cost of $200,000. The project will connect the Springwater Corridor and Three Bridges project to the Milwaukie Town Center and Trolley Trail. The proposed project is within one-mile of downtown Milwaukie. (Metro Regional Parks and Greenspaces Department, 11/25/03)

TPAC Recommendation: Agree. Amend as requested.

Comment 101: Add the feasibility study portion of Project #5207 Mt. Scott Creek Trail (Regional Trail #48) to the financially constrained system at a cost of $767,000. This project includes a feasibility study and the cost of trail design and construction, including an under-crossing for the trail at S.E. Sunnyside Road. (Metro Regional Parks and Greenspaces Department, 11/25/03 and City of Happy Valley, 12/4/03)

TPAC Recommendation: Add the feasibility study to the financially constrained system and consider adding the remaining portion of the project to the financially constrained system in future RTP updates to reflect feasibility study recommendations.

Comment 102: Add the feasibility study portion of Project #5095 Phillips Creek Trail (Regional Trail #32) to the financially constrained system at a cost of $100,000. This trail includes a trail loop around Clackamas Regional Center, connecting to I-205 Bike / Pedestrian Trail and the North Clackamas Greenway Trail, following Phillips Creek. (Metro Regional Parks and Greenspaces Department, 11/25/03)

TPAC Recommendation: Agree. Amend as requested.

Comment 103: Add the feasibility study portion of Project #4076 Columbia Slough Trail (Regional Trail #45) to the financially constrained system at a cost of $150,000. This trail would connect Kelley Point Park east to Blue Lake Regional Park. Implementation costs to be estimated following the completion of the study. (Metro Regional Parks and Greenspaces Department, 11/25/03 and Columbia Slough Watershed, 12/4/03)

TPAC Recommendation: Agree. Amend as requested.

Comment 104: Add a new study to evaluate a new west side arterial bridge over the Columbia River between the Ports of Vancouver and Portland to serve freight movement. The current I-5 Partnership recommendation to widen the existing I-5 bridge is not adequate to address traffic congestion in the I-5 corridor. (North Portland Neighborhood Association, 11/3/03 and Hayden Island Neighborhood Network, 11/26/03)

TPAC Recommendation: No change recommended. This option was already examined in the I-5 Trade Corridor Study and deferred to be addressed as part of the I-5 Environmental Impact Statement (EIS) Study (Project # 4009). The I-5 Transportation and Trade Partnership Strategic Plan directs the EIS study to evaluate whether or not a six-lane freeway plus two 2-lane arterials (one in the vicinity of the I-5 corridor and one in the vicinity of the railroad bridge) is a viable alternative for consideration in the EIS.

Comment 105: Reduce Project #2047 (Division Boulevard) project limits to be Kelly Street to Burnside Street and cost estimate to be $3.5 million as requested in the East Multnomah County submittal of October 20. (City of Gresham, 12/1/03)

TPAC Recommendation: Agree. Amend as requested.

Comment 106: Reduce Project #2027 (Civic Neighborhood LRT Station/Plaza) cost estimate to be $3.5 million. (City of Gresham, 12/1/03)

TPAC Recommendation: Agree. Amend as requested.

Comment 107: Update Project #2014 (Glisan Street Bikeway) project limits to be 162nd Avenue to 202nd Avenue and reduce cost estimate to be $200,000. (City of Gresham, 12/1/03)

TPAC Recommendation: Agree. Amend as requested.

Comment 108: Reduce Project #2057 (Gresham RC Pedestrian Improvements) cost estimate to $5 million. (City of Gresham, 12/1/03)

TPAC Recommendation: Agree. Amend as requested.

Comment 109: Add a new project to construct a MAX Path from Ruby Junction to Cleveland Station for $2 million in the Preferred and Financially Constrained Systems. (City of Gresham, 12/1/03)

TPAC Recommendation: Agree. Amend as requested.

Comment 110: Add Project #2048 (Burnside Boulevard - Wallula to Hogan) to the Financially Constrained System. (City of Gresham, 12/1/03)

TPAC Recommendation: Agree. Amend as requested.

Comment 111: Update Project #2028 (Powell Boulevard) cost estimate to reflect $7 million of local funds and $5.25 million of OTIA funds. (ODOT, 11/6/03 and City of Gresham, 12/1/03)

TPAC Recommendation: Agree. Amend as requested.

Comment 112: Delete Project #2049 (Powell Boulevard) as this project is included in Project #2028. (City of Gresham, 12/1/03)

TPAC Recommendation: Agree. Amend as requested.

Comment 113: Add a new project to the Financially Constrained System called Lombard/St. Louis/Ivanhoe Multimodal Improvements from St Louis to Philadelphia. The project will implement signal and pedestrian crossing improvements to improve pedestrian safety and freight flow. The estimated cost is $1.1 million and time period is 2004-09. This project implements a portion of the St Johns pedestrian district improvements (#1150). This phase was selected for MTIP funding and should be identified as a stand-alone project in the RTP. (City of Portland, 12/3/03)

TPAC Recommendation: Agree. Amend as requested.

Comment 114: Add Project # 1095 (Union Station Multi-modal Center Study) to Financially Constrained System and update cost estimate to $300,000. This project is a priority for the City of Portland; it was submitted in the most recent MTIP process and likely to be resubmitted for MTIP funding in the future. (City of Portland, 12/3/03)

TPAC Recommendation: Agree. Amend as requested.

Comment 115: Add Project #1173 (Hillsdale TC Pedestrian Improvements) to the financially constrained system in the 2010-15 time period. This project constructs pedestrian and street network improvements for a Town Center warrant inclusion in the Financially Constrained System. This project is identified in the Portland TSP as a mid-term timeframe. (City of Portland, 12/3/03)

TPAC Recommendation: Agree. Amend as requested.

Comment 116: Add Project #1096 (Barbur/I-5 Corridor Study) to the financially constrained system in the 2004-09 time period. This study is part of the Metro Corridor Initiatives Planning Program and its completion and recommendations will provide improved project definitions for several RTP projects in the vicinity of the Barbur Boulevard/I-5 Corridor. This project is identified in the Refinement Plans and Studies Chapter of the Portland TSP and the Regional Transportation Plan. (City of Portland, 12/3/03)

TPAC Recommendation: Agree. Amend as requested.

Comment 117: Add a new project for the Capitol Hwy/Vermont/30th Ave. Intersection to the preferred and financially constrained systems for $450,000 in the

2010-15 time period. This project will provide traffic safety and pedestrian and bicycle facility improvements at this intersection and approaching street segments. This project is identified as part of the Capitol Highway Plan adopted by City Council. It was not built as part of the initial street project improvements due to budget limitations. This project is on the regional system and is identified in the Portland TSP as a mid-term timeframe. (City of Portland, 12/3/03)

TPAC Recommendation: Agree. Amend as requested.

Comment 118: Add a new project for Capitol Highway between Sunset and Barbur to the preferred system for $910,000 in the 2010-2015 time period. This project will provide pedestrian and bicycle facility improvements. This project is identified as part of the Capitol Highway Plan adopted by City Council. Portions of this project segment are rated as higher priority improvements. This project is on the regional system and is identified in the Portland TSP as a mid-term timeframe. (City of Portland, 12/3/03 and Glenn Bridger, 12/4/03)

TPAC Recommendation: Agree. Amend as requested.

Comment 119: Add a new project called SW Capitol Highway – Marquam Segment between Huber and Stephenson to the Preferred System. The project will provide improved pedestrian crossings and median design treatments. Estimated Cost: $750,000 and Program Year: 2016-2026. This project is identified as part of the Capitol Highway Plan adopted by City Council. This project is on the regional system and is identified in the Portland TSP as a mid-term timeframe. (City of Portland, 12/3/03 and Glenn Bridger, 12/4/03)

TPAC Recommendation: Agree. Amend as requested.

Comment 120: Delete Project #2024 (Gateway RC Pedestrian District Improvements – Phase III) from the financially constrained system, but retain in Preferred System. Retain all other current project information. This is the last of a three phase implementation schedule of local street network development in the regional center. The first and second phase of this project should remain as is in the Financially Constrained System. (City of Portland, 12/3/03)

TPAC Recommendation: Agree. Amend as requested.

Comment 121: The recently identified safety improvements (guardrails) to Boones Ferry Road and Arnold Street in southwest Portland should be added to the Portland TSP and Regional Transportation Plan. (Southwest Neighborhoods, Inc., 12/3/03)

TPAC Recommendation: No change recommended. This comment will be forwarded to the City of Portland for consideration.

Comment 122: Move Project # 1176 and #1177 to the 2004-09 time period. (Southwest Neighborhoods, Inc., 12/3/03)

TPAC Recommendation: Agree. Amend as requested.

Comment 123: The description for Project # 1181 (Beaverton-Hillsdale Highway ITS) should be clarified to identify that it includes portions of Capitol Highway. The project should

also be expanded to include upgrading the street to fill in missing sidewalks and constructing street crossing improvements. Project #1184 is also very important. (Southwest Neighborhoods, Inc., 12/3/03 and Glenn Bridger, 12/4/03)

TPAC Recommendation: No change recommended. Project #1181 is to implement system management strategies to help traffic flow more efficiently in this corridor with signal timing and other measures. A separate project, Project #1176, has been identified for this corridor to address bicycle, pedestrian and access to transit needs, and is included in the financially constrained system. Phase 1 of Project #1184 has been included in the financially constrained system, which involves realigning Oleson Road to provide a direct connection to Beaverton-Hillsdale Highway and Scholls Ferry Road.

Comment 124: Add Project #1004, #1031, #1195 and #1196 to the financially constrained system. These are critical projects for moving traffic through southwest Portland in the Barbur/I-5 south Corridor. (Southwest Neighborhoods, Inc., 12/3/03 and Don Baack, Hillsdale Neighborhood Association, 12/4/03)

TPAC Recommendation: No change recommended. The four projects represent approximately $134 million. While these projects are important improvements to serve this part of the region, the revenue forecast is not adequate to include these projects in the financially constrained system at this time.

Comment 125: Add a new project to reconstruct the Barbur Boulevard structures over Vermont Street and Newberry Street near Capital Highway/Barbur Boulevard Intersection. These structures had emergency repairs five years ago that were expected to last 10 years. (Southwest Neighborhoods, Inc., 12/3/03 and Don Baack, Hillsdale Neighborhood Association, 12/4/03)

TPAC Recommendation: No change recommended. This comment will be forwarded to the Oregon Department of Transportation.

Comment 126: Place the entire Wilsonville Road Interchange project within the Financially Constrained list, not just the PE and ROW with construction on the Preferred List. This is important because this project has been identified as a high priority project both by the City and by ODOT, as well as regional and federal partners who participated in ODOT's 2002 Freeway Access Study. The critical nature of this project is evidence by the City of Wilsonville's commitment of $3.5 million in the city's current budget to begin Phase 1 of the needed improvements. (City of Wilsonville, 12/4/03)

TPAC Recommendation: No change recommended. Preliminary engineering and right-of-way acquisition were identified by ODOT as priorities for inclusion in the financially constrained system. Given limited revenues assumed for the 20-year plan period, construction was not included at this time.

Comment 127: US 26 needs to be expanded to six lanes from Highway 217 to Cornelius Pass road. This improvement will support Oregon's economic recovery and increase the region's ability to move goods, services and people. The new lanes could be designed for high occupancy vehicles or for truck traffic only. (Tim Phillips, 12/4/03)

TPAC Recommendation: Agree. No change recommended. The October 31, 2003 draft RTP project list includes projects to widen US 26 to six lanes form Highway 217 to 185th

and interchange improvements at Cornelius Pass Road. These improvements are included in Projects #3008, #3009, #3011, and are in the financially constrained system. Project #3005 is a refinement study to complete planning for improvements in the corridor.

Comment 128: Transportation problems in the OHSU area needed to have a regional solution. In addition, it is important to have more time to comment on the proposed amendments; the City of Portland had submitted proposed amendments late so that there was little time to comment on them. He recommended Metro send a clear signal that this Council supports public comment. (David Ruttledge, 12/4/03)

TPAC Recommendation: Agree. The public comment period on the 2004 RTP has been extended until 5 p.m. December 10 to allow more opportunity for public comment on recently recommended amendments.

Comment 129: The RTP does not adequately address transportation needs in the southwest Portland area. The OHSU Tram and improvements to US 26 serve this area, but do not reflect the true needs of the neighborhood. The $15 million included in the RTP for Tram could be better used to address other, more important needs in the area. (Dr. Pamela Settlegood, President Southwest Hills Residential League, 12/4/03)

TPAC Recommendation: No change recommended. Metro funding has not been specifically targeted to the Tram. The funding assumptions include a mix of primarily local and private sources, including urban renewal funds, traffic impact fees and other sources. Metro recently allocated $10 million to the City of Portland through the 2004-07 MTIP for use for North Macadam infrastructure improvements. To date Portland has indicated that this money is likely to be used to improve the street network, however, this has not been determined.

PACKET 3 – TECHNICAL UPDATE

See Comment # 1 under the discussion items section.

PACKET 4 – AIR QUALITY CONFORMITY DETERMINATION

Comment 130: Update Appendix 4 – Transportation Analysis Zone Assumptions (TAZs), to identify Wilsonville as a Tier 1 or Tier 2 Industrial Area. (City of Wilsonville, 11/21/03 and 12/4/03)

TPAC Recommendation: Agree. Recommend listing Wilsonville under the Tier 2 industrial areas assumptions as this 2040 designation better reflects the characteristics of the industrial lands in this area, particularly with regard to having a developing street system.

CHAPTER 1

Regional Transportation Policy

1.2 Connecting Land Use and Transportation

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

Table 1.1
Hierarchy of 2040 Design Types

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

Source: Metro

1.2.1 Primary Components

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

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

In the 2040 Growth Concept, the central city is highly accessible by a high-quality public transportation system, multi-modal street network and a regional freeway system of through-routes. Light rail lines

radiate from the central city, connecting to each regional center. The street system within the central city is designed to encourage public transportation, bicycle and pedestrian travel, but also accommodate auto and freight movement. Of special importance are the bridges that connect the east and west sides of the central city, and serve as critical links in the regional transportation system.

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

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

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

1.2.2 Secondary components

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

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

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

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

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

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

CHAPTER 6

Implementation

6.8 Outstanding Issues

6.8.X Regionally Significant Transportation Areas

In 2003, the region determined a need to protect economic development opportunities by ensuring a long-term supply of large industrial sites for future employment. To meet this need, Metro proposed limits on the types and scale of non-industrial activities in industrial areas. A new industrial design type called Regionally Significant Industrial Areas (RSIA) was proposed as a mechanism for enacting these provisions.

As part of this proposal, private investment in areas with the RSIA designation could be encouraged through complementary public investments, such as transportation and other infrastructure improvements. The Regional Transportation Plan (RTP) already includes many projects and programs needed to meet this objective, but does not distinguish between the existing industrial designation, and the new RSIA designation, which represents a subset of the larger industrial land base.

To better support the increased emphasis on transportation investments in RSIAs, the 2006-09 Metro Transportation Improvement Program (MTIP) should include new criteria that places greater emphasis on projects that serve these areas, and result in increased regional and local transportation investments that serve RSIAs. The scheduled 2005-06 update to the RTP should also consider amendments to Chapter 1 policies that govern investment priorities for RSIAs.

2004 Regional Transportation Plan

Public Hearing Summary

December 4, 2003

METRO

PEOPLE PLACES
OPEN SPACES

Excerpt from December 4, 2003 Metro Council Public Hearing

6.3 **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 Transportation to Meet State Planning Requirements.

6.4 **Resolution No. 03-3380**, For the Purpose of Adopting the 2004 Regional Transportation Plan as the Federal Metropolitan Transportation to meet Federal Planning Requirements.

6.5 **Resolution No. 03-3381**, For the Purpose of Adopting the 2004-07 Metropolitan Transportation Improvement Program.

6.6 **Resolution No. 03-3382**, For the Purpose of Adopting the Portland Area Air Quality Conformity Determination for the 2004 Regional Transportation Plan and 2004-07 Metropolitan Transportation Improvement Program.

Motion:	Councilor Park moved to adopt Ordinance No. 03-1024, Resolution Nos. 03-3380, 03-3381 and 03-3382.
Seconded:	Councilor Burkholder seconded the motion

Councilor Park said there had been a variety of issues that had arisen dealing with our local partners. Mr. Cotugno would explain what we were attempting to do and with concurrence of both the Council and Joint Policy Advisory Committee on Transportation bifurcating the process of the federal and state Regional Transportation Plan (RTP) update.

Andy Cotugno, Planning Director, introduced the four pieces of legislation and showed the relationships between the four. The RTP was adopted and acknowledged by the State Transportation Commission and the State Land Conservation and Development Commission and the Federal Government based upon an August 2000 adoption. The State and Federal governments have different update cycles requirements. The Federal Government has a three-year update requirement and the State has a five-year update requirement. Metro started down the path of doing this update trying to keep the State and Federal Update as a single document. Metro was now proposing to delay the State RTP adoption and stay within their window of five years, which would be August of 2005. Metro can't delay the Federal RTP. They have a three-year window. Their three-year window expires from their approval date of January 26, 2004. Metro had no choice but to do a federal update. Metro had hoped to keep these together to keep the confusion factor down but he was now recommending that we not proceed with the State RTP and therefore, he was proposing that Ordinance No. 03-1024 be withdrawn. The reason for this came up at Transportation Policy Advisory Committee (TPAC). TPAC recommended that we not proceed with the State RTP adoption because the State RTP requirements have a more substantive requirement than the Federal RTP requirement does, that is; Metro was extending our plan out to 2025 from 2020. That extra five years needs a good thorough analysis to determine whether or not that system meets the transportation demands and if there were shortfalls to come up with improvements to address those shortfalls. Metro had not done this, what had been done with this RTP was incorporated projects that had gone through some kind of planning process whether it was Metro's Powell Foster planning process or local comprehensive plan planning process which they were now completing in response to our last RTP. Metro was incorporating all of those changes. Metro was not trying to use this to go through a major reevaluation process. They were trying to use this to incorporate things that have been done in the past several years. For federal purposes it was necessary that we include those in the plan and most importantly it was necessary that we demonstrate that they conform to the air quality requirements. There was a

companion resolution, Resolution No. 03-3382, that was the air quality conformity resolution. Metro was proposing that that resolution be continued to next month. The conformity was not done. The work to estimate vehicle emissions was still underway. That will require that the public comment period for that conformity be extended until those results can be published and released and be made available for public comment. That public comment period has been extended until January 8, 2004. The action that they were proposing to proceed with was with Resolution Nos. 03-3380 and 03-3381. The Metropolitan Transportation Improvement Plan (MTIP) was the four-year programming of transportation dollars. The policy action Council had already taken in June 2003 was the allocation of a portion of the MTIP that Metro directly controls through Council action. This MTIP incorporates that policy action but as needed provides the greater detail as to which year, which project fall in, which phase, which source of funds. More importantly, it adds in the Oregon Department of Transportation (ODOT) funded projects and the TriMet funded projects to provide a complete federal picture of the federally funded projects. The MTIP was up for adoption. The federal RTP was up for adoption. They were proposing to withdraw the ordinance for the State RTP and the air quality conformity would be continued until next month. They had received 126 comments to date on the publication package. Tonight was the close of the public hearing. Tomorrow, they would have a comment and response document to follow the comments that have been received to date that they had been compiling and preparing responses for so that when Council was dealing with the action item Council would have a comment and response recommendation on all of the comments including the hearing comments from tonight's public hearing.

Council President Bragdon opened a public hearing on Ordinance No. 03-1024, Resolution Nos. 03-3380, 3381 and 3382. He noted a card from Mayor Eugene Grant, Happy Valley, who had left but submitted a letter.

Dr. Pamela Settlegood, SW Hills Residential Hogue, 4224 SW Melville Portland OR 97239 read her letter into the record (a copy of which may be found in the meeting record). Councilor Park said he didn't think we had money invested in the Tram project. He believed it was strictly City of Portland. He wasn't sure about the Sunset Hwy project. He asked Mr. Cotugno to address what was being proposed by individual jurisdictions and Metro's role and responsibility in that versus what was being perceived. Mr. Cotugno said the federal RTP, the most important component under the federal requirements, was to define what was called the fiscally constrained RTP. That was, what was the total system we can reasonably expect to build out there given all reasonably available funding sources. The monies that Metro allocate was part of that source of funds but a much bigger part were all of the other sources that were raised at the State and local level. We have made assumptions based upon past history how much ODOT money comes into the region and was available to be spent and in this case how much Portland system development charge revenues were paid, how much Portland urban renewal funds go toward transportation projects and in a similar fashion, Washington County MSTIP levy goes into transportation projects. Given all of those other sources around the region, what were the projects that we could expect to be built? Metro doesn't specially have Metro money, the federal funds that we allocate here in the TRAM but Portland does. Therefore, it was part of the overall system that we had identified for this RTP. We do have 10 million dollar of MTIP into the North Macadam infrastructure requirements. Metro had not pinned down yet which infrastructure that $10 million was going towards, whether it was the streets, the streetcar or the TRAM. Metro had committed it to the overall North Macadam area. To date Portland has indicated that they were likely to request that those be assigned to the streets in the area not the TRAM or the streetcar. That has not been formally concluded yet.

Lenny Anderson, Coalition for a Livable Future/Transit Demand Management (TDM) Subcommittee, 2934 NE 27th Ave Portland OR 97212 expressed the fact that the process had precluded public involvement that they had come to expect from Metro and had been rushed. He was involved more and more as a member of the TPAC subcommittee for TDM. He was presenting a letter for the Coalition for a Livable Future (a copy of which may be found in the meeting record).

Councilor Newman asked if there was a specific project or a list of projects that he objected to in this update or was it just the percentages that were flowing to particular modes? Mr. Anderson responded that he couldn't identify a specific project. There seemed to be a slippage based on deferring to jurisdictions to simply include the ones that they have done. When you add all of those in and look at the resources available, we were spending more money on roads and less on transit. Some of that may be coincidental but that was not the direction we needed to go. Councilor Burkholder said he agreed with Mr. Anderson. What this document reflects was the fact that on the State level there had been new money allocated specifically for highways and bridges and so this document includes that. The other part was a couple of major transit projects; the Airport Max and the Interstate Max were completed. Mr. Anderson still raised the issue up of where were the resources to complete our alternatives to the automobile facilities. There weren't new resources coming from the legislature. They were looking into new resources locally. This document reflects the current funding realities that we were facing. Mr. Anderson added that he thought that was instructive. It was a little disconcerting. Councilor Burkholder concurred.

Don Baack asked for clarification. Since they had received a lot of stuff just today and hadn't been able to put their thoughts down on paper, would the record be open to submit response after today? Council President Bragdon said he thought the record was closed as of today. Mr. Cotugno said the record was advertised as closing today but they had requested the record be extended on the air quality conformity Resolution No. 03-3382 until January 8, 2004. They were proposing to withdraw the ordinance. There will be a whole development process for a new RTP and it will have its own public comment period when the time comes. Council President Bragdon asked Mr. Baack if he was addressing the air quality issue? Mr. Baack said he did not know. He thought there were projects that were in the wrong years. They had only got the information that was being proposed today. Councilor Burkholder said one of the issues was that just yesterday Metro staff received a series of amendments for a project list from the City of Portland. Many of the projects were in this particular area. Had that been available for public comment? The answer was no. He thought by Metro accepting that list it behooved Metro to add some more time to allow people to make comments on the complete document. Those projects hadn't been available for public comment. Councilor Park asked for clarification on continuing the record and staying on track for what needed to be done in order to stay with the federal compliance. Council President Bragdon asked if we could extend the public comment period for two weeks. Councilor Park said they would hit the deadline on January 23, 2004. Mr. Cotugno said he didn't see a problem with extending the deadline until next Wednesday. He picked that date because JPACT was next Thursday. They had hoped to close the comment period today because TPAC was tomorrow. TPAC can make provisional recommendations. Council President Bragdon said the record would be extended until December 10th.

Don Baack, Hillsdale Neighborhood Association, 6495 SW Burlingame Place Portland OR 97239 read his letter into the record. Councilor Newman reiterated his concerns about connections to I-405. He noted that there was a lot of traffic going from southeast Portland but also through Clackamas County that went through Mr. Baack's neighborhood and were forced to go over the Taylors Ferry Tewilliger route to get to Washington County. The connection between the Ross Island Bridge and I-405 particularly in the Arthur-Carruthers section was so backed up. He

remembered the South Portland circulation plan that dealt with the redesign of Naito Parkway actually had fly over ramps that connected Ross Island Bridge and North Macadam to 405. Mr. Baack said he was on that committee and it was the major thing that most of the committee could agree on. The rest of it was much less important. Councilor Newman said the issue of funding it was a big mystery. He supported Mr. Baack's contention that it was a huge problem that was not just local but regional. His testimony was submitted by email (a copy of which is included in the meeting record).

Glenn Bridger, Southwest Neighborhoods Inc, a coalition of 16 neighborhoods in southwest, 940 SW Vincent Pkwy Portland OR 97219 said southwest Portland was hurting in terms of transportation infrastructure. He summarized his testimony (a copy of his letter is included in the meeting record)

Morgan Will, 3817 N Williams Ave Portland OR 97227. He said he was a resident of the Boise Neighborhood in north Portland. He was here to comment on the I-84 Trail. It was regional trail #37. He wanted to advocate for its inclusion on the constrained funding list. He spoke to the benefits of the trail for the region. The trail goes from the river to I-205. It was also suggested to go beyond to connect to a leg by 122nd. This trail would connect the downtown, the Rose Quarter, the Lloyd District, Hollywood District, 82nd Avenue, and Gateway. This was a regional trail that would help meet many of the goals of the 2040 Growth Concept. There were about 14 neighborhoods on the inner eastside of Portland that will be connected by this trail. Within a quarter mile of its route there were about 15 parks and 23 schools and playgrounds. The trail would link up to all Max stations that go through that corridor starting at the Rose Quarter Transit Center ending at the Gateway Transit Center. It would make easy bicycle connections to about 22 bus lines. There were about 16 city bikeways that cross or are next to the corridor that would help link users of the bike network to regional trails and regional resources such as the I-205 trail and eastside esplanade, OMSI to Springwater. People will be able to walk along the trail from their neighborhoods to services. He had walked the whole length of the route several times. He had counted about 50 access points. It would be an easily accessible trail for residents. There were also 17 bridged where people could get from the south side of the Banfield Corridor over to get to the trail. He had been advocating for this trail. A lot of people were excited about the trail. He was a Portland State University student studying urban and regional planning. He had been doing some research about the potential for this trail. He had done a mock grant application for it. He felt this project would help access in the region. He was working with a professor of Transportation Engineering at PSU in cooperation with some city planners and Metro trail planners to have a Senior Engineering Capstone course to have a look at this trail from an engineering standpoint. They should be getting some output from that course at the end of the winter term. It was good time to make it fundable. There were some requests for some feasible study. He encouraged that this be approved. Council President Bragdon asked if this trail wasn't in the RTP. Councilor Monroe had made a motion to include this in the RTP. Mr. Will explained that this was about two years ago. The trail was put on the RTP as a proposed trail but the idea now was that it moved into the financially constrained list, which makes it available to get funding toward it. It makes it more of a priority for funding as funding arises. It needed to have a feasibility study. Councilor Newman asked where it had to be in the RTP to get any kind of funding?

David Redlich, Homestead Neighborhood Association, 3444 SW Condor Ave Portland OR 97239 expressed concern about how the meeting was run. He felt they needed to find a better way for public hearings. He felt public participation was being stymied. He opposed the Urban Growth Boundary expansion. If they needed industrial land, they should use the existing paved parking lots in the region. He suggested micro business orientations for industrial land. He supported

comments made by Glenn Bridger. He said the OHSU solution needed to be a regional solution. He commented on the extension of public hearing to December 10th. He said the City of Portland had submitted documents late so that there was little time to comment on them. He recommended Metro send a clear signal that this Council supported public comment.

Jay Mower, Columbia Slough Watershed Council, 7040 NE 47th Ave, Portland OR 97218 read his letter into the record (a copy of which may be found in the meeting record).

Council President Bragdon closed the public hearing.

Councilor Newman asked the Mr. Cotugno respond to his question about trail funding. Mr. Cotugno explained that any federal funds that get allocated have to be consistent with a adopted fiscally constrained air quality conformed RTP. If you desire to allocate money to a project through the next MTIP round, then it would have to be part of this fiscally constrained air quality conformed RTP or get added to the fiscally constrained air quality conformed RTP. We have done amendments as part of the MTIP adoption in the past. The biggest hurtle was the air quality conformity because of the expense. A highway capacity expansion project would require new emission estimates to determine their air quality conformity. Trail and transit projects were all exempt projects so you wouldn't need to do the air quality conformity. You do need to take formal action to amend the RTP. Councilor Newman said the trail that was brought up was something that was added to the RTP but not the financially constrained RTP? Mr. Cotugno said yes. Councilor Burkholder asked what the process was to add a feasibility study for a trail to a fiscally constrained list. How would that happen in the next two weeks or in time for this update? Mr. Cotugno said the feasibility study wasn't the issue. The real issue was the financial caps. Kim Ellis responded that a feasibility study would be about $50,000. She said staff was recommending adding some of the trails to the financially constrained system. We have been compiling a list of all of the comments received, developing staff recommendations, which would be forwarded to TPAC, JPACT and the Metro Council for approval. Councilor Newman asked if the project related to Milwaukie, Oak Grove and Lake Oswego was recommended for the financially constrained list? Ms. Ellis said the request was added to the project list so it had been added to the preferred system. It was not recommended for inclusion in the financially constrained system. Councilor Park commented on testimony on Title 4 and RTP.

2004 Regional Transportation Plan

Written Comments

Received Oct. 31, 2003 through Dec. 4, 2003

Not available electronically. Printed copies are available upon request.

METRO

PEOPLE PLACES
OPEN SPACES

Henry Kane
12077 SW Camden Lane
Beaverton, Oregon 97008
503.643-4054

October 4, 2003

Kim Ellis
Metro
600 NE Grand Ave.
Portland, OR 97232

Re: Regional Transportation Plan Update response

Dear Metro:

Please stop wasting taxpayer money on so-called "light rail" and "commuter rail" white elephants.

Per million dollars spent, freeway improvements will produce more new transportation capacity, including trucks, than mass transit.

Mass transit "True Believers" continuously overstate ridership and understate capital and operating costs. The Beaverton-Wilsonville "commuter rail" project from nowhere to nowhere, originally was estimated to cost about $70 million; the latest estimate is $120 million-plus.

My understanding is that the Highway 217 task force is considering a so-called "high occupancy lane." That deprives motorists of the use of traffic lanes they have financed, does little to reduce congestion, and increases congestion.

My further understanding is that Metro intends to issue revenue bonds totaling $15 million as its "share" of the Beaverton-Wilsonville commuter rail project.

Subject to legal research my preliminary view is that revenue bonds must be repaid from the project the revenue bonds finance.

I will attend the Thursday, December 4, 2003 meeting starting at 2 p.m. Parenthetically, most people work at that time. I suggest that at least one public hearing start at 7 p.m.

Sincerely,

Henry Kane
C: Metro Counsel D. B. Cooper

CITY OF TIGARD
Community Development
Shaping A Better Community

MEMORANDUM

CITY OF TIGARD

TO: Kim Ellis/Tom Kloster, Metro

FROM: Gus Duenas, City of Tigard

DATE: October 31, 2003

SUBJECT: RTP updates – financially constrained system

In a previous memo, Tigard provided you with our recommended updates to the RTP, including several projects to be added to the financially constrained system. Since that time, it has become evident that limited funding will not allow for all of the requested projects to be placed on the financially constrained system.

After discussing this issue internally, and with the understanding that Metro plans to conduct a more rigorous and detailed update to the RTP next year, Tigard is changing the recommendation that both the Washington Square Regional Center over-crossings be added to the financially constrained system at this time. It is our intent to request that both of these regionally significant projects be added to the financially constrained system during the next RTP update.

The following is a summary of Tigard's updated request:

Projects to be added to the RTP:

The following projects are identified in the Tigard Transportation System Plan, serve a regional center or town center, and serve a regional need and Tigard requests that these be included in the RTP update.

Add the Washington Square Regional Center Greenbelt Trail to the Regional Bicycle System Map and include the project in the funding systems.

Explanation: The portion from Hall to Greenburg received funding on this past MTIP allocation for design and the portion from Hall to 217 also received funding for construction. Funding will be requested in the future to complete construction of the portion between 217 and Greenburg and to complete remaining segments. Estimated cost for filling in trail gaps is approximately

$2 million (from Washington Square Implementation Plan). **Tigard requests that this be added to the financially constrained system.**

Walnut Street extension east of 99W to meet Hall Blvd. and Hunziker.
Explanation: The Tigard TSP identifies a connection of Walnut east of 99W to meet Hall Boulevard and Hunziker Street. The estimated cost is $19 million. This would serve the Tigard Town Center area.

Projects to be added to Financially Constrained System
The following projects are not currently on the financially constrained system and Tigard is requesting that they be added:

(no RTP project #) Washington Square Regional Center Greenbelt Trail

Explanation: The portion from Hall to Greenburg received funding on this past MTIP allocation for design and the portion from Hall to 217 also received funding for construction. Funding will be requested in the future to complete construction of the portion between 217 and Greenburg and to complete remaining segments. Estimated cost for filling in trail gaps is approximately $2 million (From Washington Square Implementation Plan).

RTP project # 6011 – Hwy 217 over-crossing - South Mall to Nimbus Connection (Nimbus to Locust Street).

Explanation: This project is identified as the 3rd priority in the Washington Square Regional Center Plan and is entirely within Tigard's jurisdiction. Given recent development proposals in this area, it may be more important to construct this project than other higher priority projects if additional funding is made available. In addition, a connection in this area will also complement the commuter rail project by providing better east/west connections to the Regional Center area. The transportation improvements within the Regional Center will ease existing congestion on State facilities (Hwy 217 and Hall Blvd). Estimated cost for construction (design to construction) is $26 million.

Projects Critical to remain on the Financially Constrained System
In addition, Tigard supports the following projects being maintained on the financially constrained system:

- RTP project #6009 – Highway 217 Corridor Study
- RTP project #6014 – Greenburg Rd improvements
- RTP project #6015 – Greenburg Rd improvements, North
- RTP project #6016 – Greenburg Rd improvements, South
- RTP project #6034 – Walnut Street Improvements, Phase 3
- RTP project #6040 – 72nd Avenue Improvements, 99W to Hunziker Rd
- RTP project #6041 – 72nd Avenue Improvements, Hunziker Rd to Bonita rd
- RTP project #6042 – 72nd Avenue Improvements, Bonita Rd to Durham Rd

Projects to be removed from the Financially Constrained System

A few projects in Tigard on the Financially Constrained system have been constructed and can be removed from the Financially Constrained system:

RTP project #6033 – Walnut Street Improvements, Phase I
Reason - Completed ($2,021,250 estimated project cost)

RTP project # 6046 – Walnut Street Improvements, Phase II
Reason – Completed ($6,601,356 estimated project cost)

Project clarifications for RTP

Tigard has identified several clarification issues that need to be addressed in the RTP update. Below is a description of the issues with the necessary clarifications underlined.

RTP project # 6011 is listed on the RTP project list, however it is not identified on the RTP map or in the text of the RTP. Also, this project should be a Tigard jurisdiction as well as ODOT. This is the South Mall to Nimbus Connection identified in the Regional Center Plan. The Washington Square Implementation Plan identifies this project cost at approximately $26 million.

RTP project # 6032 is listed on the RTP project list, however it is not identified on the RTP map or in the text of the RTP. The project description in Tigard's TSP states: "Realign Hunziker Road to meet Hampton at 72nd Avenue – requires overcrossing over ORE 217 - removes existing 72nd/Hunziker intersection." The TSP estimates the cost for this improvement at $10 million.

RTP project #6052 should have both Tigard and Beaverton under the jurisdiction as it enters both Cities. The project location is Nimbus Drive to Northern Mall area. The Washington Square Implementation Plan identifies this project cost at approximately $30 million.

RTP project #6053 – the Washington Square Implementation Plan identifies this project cost at approximately $38 million.

A few **discrepancies** were noted between the RTP and TSP in the functional classification: Beef Bend, Gaarde and Walnut from Gaarde to Scholls are arterials in the TSP but listed as a collectors in the RTP. When Tigard adopted the TSP, it was acknowledged that these discrepancies exist.

Thank you for considering Tigard's comments in the RTP update process. We look forward to reviewing and commenting on the draft documents.

CC: Clark Barry, Washington County
Jim Hendryx, City of Tigard
Barbara Shields, City of Tigard
Julia Hajduk, City of Tigard

Subject: RTP Update: Discrepancies/Omissions/Corrections: Final Version
Date: Thursday, November 6, 2003 9:33 AM
From: Thomas.J.PICCO@odot.state.or.us
To: ellisk@metro.dst.or.us
Cc: Robin.L.MCARTHUR@odot.state.or.us, Lidwien.RAHMAN@odot.state.or.us, Frederick.C.EBERLE@odot.state.or.us

Kim -- sorry for the late submittal. I have reviewed the Metro and ODOT RTP project lists, and identified apparent differences. Some assorted discrepancies between ODOT and Metro Financially-Constrained (FC) lists. Some adjustments to projects proposed by City of Portland (CoP) for ODOT's list. See attached spreadsheet of ODOT projects in RTP FC list, and Expanded Financially-Constrained list. Items in spreadsheet highlighted in yellow indicate new cost estimates, or projects split into two projects; items highlighted in green indicate projects have been proposed for another category than earlier drafts, and/or are in different category than RTP assignment; items highlighted in red (Glencoe Interchange project phases) are proposed for FC and Expanded FC categories, since within Metro AQ boundary, but not Metro Planning boundary. More specific information on selected projects are explained below. If you have any questions, give me a call @ 731-8230.

<<RTP2000ODOT_6.xls>>
RTP # Project Description >> Discrepancy >> Recommendations

1024 I-5/McLoughlin Ramps ($23.1M/$18.4M ODOT)>>On Metro's FC list; On ODOT & CoP's Expanded FC list .>>Move project to Expanded FC.
1030 Ross Island Bridgehead ($5.1M/$4.1M ODOT) >>On Metro & ODOT's FC list; On Cop's Expanded FC list. >>Move project to Expanded FC
4037 Columbia/Lomb. Intersections @ MLK ($0.81M? or $2M MTIP PE?) >>Metro moved to Preferred; Not on ODOT or CoP FC list; some confusion by Port re: which RTP project received MTIP funds (#4015 study; #4030 11th/13th St. Connector; or #4037 Lomb./Columbia intersections>>Place appropriate MTIP project in FC - $0 ODOT.
3011 US 26 Murray to 185th ($12.3M?)>>On Metro's FC list, as well as overlapping #3009 Murray to Cornell (on ODOT's FC list); #3011 is on ODOT's Expanded FC as Cornell to 185th >>Split #3011 Murray to 185th project into segments, keep # 3009 (Murray to Cornell) on FC list (new cost est. ODOT/Wash. Co. IGA: $8.37M/ODOT $1.241M + $4.7M OTIA/$2.409M non-ODOT), and move Cornell to 185th (# 3011?) to Expanded FC ($11.63M/$9.3M ODOT; $2.36M non-ODOT).
3129 Glencoe Interchange ($13.8M)>># 3129A on ODOT's FC list for PE/EA ($0.500M - all ODOT), and on Preferred List for ROW & Construction, but Metro has dropped from RTP completely since project is outside Metro planning area boundary -- although within Metro Air Quality Monitoring Area boundary >>Move # 3129 (construction: $13.8M - $11.04M ODOT) & #3129B (R-o-W: $2.0M/$1.6M ODOT) from Preferred to Expanded FC., if appropriate to be included in RTP at all, for modeling?
2028 Powell Blvd. Improve. - 174th to Burnside ($21M) >>On Metro's FC list; ODOT had moved from FC to Preferred List ($11.9M/ODOT $0/OTIA $5.25M)>>propose split project into segments: #2028: 174th to Eastman Parkway($11.9M/ODOT 0$ + $5.25M OTIA) to FC list, and # 2028A?: Eastman Parkway to Burnside (difference from $21M ? = $9.1M/$7.28M ODOT) to Expanded FC.
5135 McLoughlin Blvd. Improve. Ph. 1 (I-205 to 10th) - Oregon City ($5.85M/ODOT $0) >>On Metro's FC list; ODOT moved from FC to Preferred List >>move to Expanded FC
6005? I-5/99W Connector Ph. 1 Arterial Connector ($53.0M/$43.0M ODOT) >>On ODOT FC list. Not included in Metro FC or Preferred List. (RTP # 6005 I-5/99W connector Ph. 2 Freeway [$288.75M] is on Metro's Preferred list) >>Add I-5/99W Connector Ph. 1 Arterial Connection to FC list to assure modeling of Ph. 1
New Hwy 217 Improvements - braid SB on-ramp from BH Hwy with SB off-ramp to Allen Blvd. ($15M/$12M ODOT) >>On ODOT's Expanded FC list. Not on Metro's FC or Preferred lists >> Place on Expanded FC

CITY OF
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Jeanne Nyquist
Maintenance

Richard Steinbrugge
Finance

Laurel Wentworth
Planning

November 12, 2003

MEMORANDUM

To: Tom Kloster, Metro

From: Deena Platman, Transportation Planning

CC: Laurel Wentworth, John Gillam

Subject: Comments on draft 2004 Regional Transportation Plan (RTP) Update Documents

I have taken the opportunity to review the four update documents that comprise the 2004 RTP update and have the following comments:

1 - Policy Update

- The street design section has N Ivanhoe (Richmond to Philadelphia) updated to Community Street. This item should removed from the list because the existing classification is Community Street.
- McLoughlin Blvd - Urban Road termini should change from SE 17th – City limits to Woodward – 17th.
- N Richmond (Lombard to Ivanhoe) should remain a Community Street.
- NE Sandy's termini for the Regional Street classification should change from 12th – 47th to 54th – 57th. The street design classification should change from Regional Blvd to Regional Street.
- NE Sandy's Regional Blvd classification termini should change from 47th – 82nd to 57th – 82nd.
- Sandy Blvd (98th – 122nd) is classified as a Regional Blvd in the 2000 RTP not a Community Blvd.
- SE 17th termini for Community Blvd should change from Tacoma - Andover to Tacoma – Linn.
- NE/SE 39th termini for the Regional Street classification should change from Broadway – Powell to Broadway – Holgate.
- SE 39th termini for Community Street should change from Powell – Woodstock to Holgate – Woodstock.

2 – Project Update

- Update the project names for the streetcar projects as follows:

  #1015 - Portland Streetcar - Phase 3a (RiverPlace)
  #1086 - Portland Streetcar - Phase 3b (Gibbs)
  #1087 - Portland Streetcar - Phase 3c (Bancroft)
  #1106 - Portland Streetcar - Eastside, Phase 1 (Lloyd District)
  #1107 - Portland Streetcar - Eastside, Phase 2 (CEID)

- #1199 - Barbur Blvd Pedestrian Access to Transit Improvements should be moved to the Preferred System. The I-5/Barbur Corridor Study will precede improvements in this corridor.
- #2016 – NE Halsey Bikeway should be moved to the Preferred System. Due to right-of-way constraints, the project needs additional study to determine feasibility. The Tillamook Bike Boulevard provides an alternative route through this section of northeast Portland.
- #4015 – US-30 Bypass Improvements Study should be combined with #4037. Delete #4015.
- #4030 – NE 11-13th Avenue Connector should be combined with #4037. Delete #4030.
- #4037 – Columbia and Lombard Intersection Improvements should be updated as follows:

  Name: Lombard – Columbia Connection near MLK Jr Blvd.

  Description: Improve road connection between Columbia Blvd and Lombard in the vicinity of MLK Jr Blvd to 11th/13th, to facilitate freight movement.

  Est. Cost: $16, 835,000

  Jurisdiction: Portland/Port

  RTP Program Years: 2004 – 2009

3 – Technical Update

No changes

4 – Air Quality Conformity

No changes

WASHINGTON COUNTY
OREGON

Nov. 20, 2003

To: Kim Ellis, Metro

From: Clark Berry CB

Subject: **Revisions to RTP Project List**

Attached are suggested changes to the RTP Project List (10/31/03 Public Comment Draft). Changes are grouped into one of three categories consisting of Project Description Revisions, Project Additions and Project Deletions. Many of the proposed changes are requested to maintain consistency between this RTP update and the Washington County Transportation Plan adopted in Oct. 2002.

Project Description Revisions

#1185 – Change program years to 2004-09 to reflect scheduled project completion under MSTIP3 in 2004/05.

#3011 – Change project description to read Cornell to 185th to be consistent with #3009.

#3036 – Change cost estimate to $12.7 million to be consistent with County Transportation Plan.

#3066 and #3067 - Change 2040 link from Beaverton Corridor to Bethany TC.

#3069 – Change location to Allen to Beaverton-Hillsdale Hwy. and cost estimate to $13.3 million to be consistent with County Transportation Plan.

#3099 – Change jurisdiction to Washington County because road is planned to remain part of Countywide Road System (i.e., is and will be under County's roadway jurisdiction) and change cost estimate to $14.8 million to be consistent with County Transportation Plan.

#3103 – Change project location to 185th to Brookwood and cost estimate to $34.8 million to be consistent with County Transportation Plan.

#3115 – Change jurisdiction to Wash. Co. to reflect current roadway jurisdictional responsibility.

#3133 – Change project description to read "Construct eastbound on-ramp, westbound off-ramp and southbound auxiliary lane" to reflect anticipated improvements already funded under OTIA.

#3137 – Change cost estimate to $12.5 million to reflect County Transportation Plan.

#3142 – Change project location to read "170th to Cornelius Pass" with an estimated cost of $21 million and program year of 2010-15.

Department of Land Use & Transportation • Planning Division
155 N First Avenue, Suite 350-14, Hillsboro, OR 97124-3072
Phone: (503) 846-3519 • Fax: (503) 846-4412

#3149 – Change project description to read "Relocate westbound on-ramp to construct westbound to southbound loop ramp and widen overcrossing to accommodate additional southbound through-lane".

#3174 – Change project location to "Leahy to 84th Ave." and project description to "widen to 5 lanes..." to be consistent with County Transportation Plan.

#3176 – Change project name to 95th Avenue Extension.

#3180 – Change project description to read "Construct new collector with sidewalks and bike lanes"

#3186 – Change project location to read "Hwy. 26 to Cornell" to be consistent with new proposed MSTIP project.

#3188 – Change project location to read "Cornell to Laidlaw" to be consistent with new proposed MSTIP project.

#3199 – For consistency with County Transportation Plan, change project location to read "143rd Avenue to future Springville Extension" and change cost estimate to $21.3 million.

#3202 – For consistency with County Transportation Plan, change project location to read "Future Springville Extension to Cornelius Pass" and include cost estimate of $12.4 million.

#3209 – Change 2040 link from Tanasbourne TC to Bethany TC.

#3214 – Delete phrase "complete boulevard design improvements" from project description because project is not designated for boulvevard design considerations in County Transporation Plan.

#3215 – Change cost estimate to $15.4 million to be consistent with County Transportation Plan.

#6030 – Change cost estimate to $41.6 million to be consistent with County Transportation Plan.

#6043 – Change cost estimate to $8.2 million to be consistent with County Transportation Plan.

Project Additions

New project – Add to Preferred System the widening of 209th from Kinnaman to Farmington Rd. @ $21 million in the 2010-2015 time period.

New project – Add to Preferred System the widening of 173rd from Bronson to Meadowgrass to 3 lanes with bikelanes and sidewalks @ $13.9 million in the 2016-25

time period. This project is the continuation of RTP project #3205 the 173rd/174th undercrossing of Hwy. 26. This route is also designated as an arterial road in both the 2000 RTP and the County's Transportation Plan.

New project – Add to Preferred System the widening of Springville Rd. from 185th to PCC access to 5 lanes @ $3.8 million in the 2010-15 time period.

New project – Add to Preferred System the widening of Springville Rd. from PCC access to Kaiser Rd. to 3 lanes @ $9.6 million in the 2016-25 time period.

New project – Add to Preferred System the widening of Laidlaw Rd. from West Union to Kaiser to 3 lanes @ $11 million in the 2010-15 time period.

New project – Add to Preferred System the widening of Kaiser Rd. from Bethany Blvd. to Cornell Rd. to 3 lanes @ $18.6 million in the 2010-15 time period.

New project – Add to Preferred System the widening of Kaiser Rd. from Springville to Bethany Blvd. to 5 lanes @ $4.6 million in the 2016-25 time period.

New project – Add to Preferred System the widening of Jenkins Rd. from Murray to 185th to five lanes @ $7.3 million in the 2010-15 time period (this may already be on the list but I couldn't find it).

New project – Add to Preferred System the widening of 197th/198th from TV Hwy. to Baseline to 3 lanes @$13.9 million in the 2016-25 time period. This is identified as a collector of regional significance in the 2000 RTP and is included in the County's Transportation Plan project list.

New project – Add to Preferred System "Cornelius Pass Interchange Improvement @ Hwy. 26 to add northbound to westbound loop ramp". Estimated cost is $30 million and program year is 2016-25.

New project – To be consistent with County Transportation Plan, add to Preferred System "Widen Barnes Rd. from Leahy to County Line to 3 lanes for $7.5 million in 2016-25 time period".

Project Deletions

#3024 – Delete project on Hwy. 26 from Cornell to 185th which duplicates revised #3011.

#3043 – Delete seven-lane project on Walker Rd. from Cedar Hills to Murray because need shown in Wash. Co. Transportation Plan is only five lanes.

If you have questions or if any of these proposed changes conflict with other proposed changes you have received from Washington County jurisdictions, please call me at 503 846-3876 so we can reconcile the conflict before revising the RTP. Thanks.

Subject: RTP update problem
Date: Monday, November 17, 2003 1:44 PM
From: Platman, Deena <Deena.Platman@pdxtrans.org>
To: "Kim Ellis (E-mail)" ellisk@metro.dst.or.us
Cc: "Gillam, John" John.Gillam@pdxtrans.org

Hey Kim,

I'm yet again looking at the update list and I found a problem. #1106 is now the Eastside Streetcar Phase 1 but we still need the original Eastside Streetcar Feasibility Study that this project replaced. This study is actually separate from the Portland Streetcar, Eastside project. The idea is to look at extending the streetcar into neighborhoods outside of Central City.

Can you add this back in as a new # and put it into the preferred system?

Deena

Deena Platman
Transportation Planner
City of Portland
1120 SW 5th Avenue, Room 800
Portland, OR 97204
(503) 823-7567
deena.platman@pdxtrans.org

CITY OF HILLSBORO

November 20, 2003

MEMORANDUM

TO: Kim Ellis, Senior Transportation Planner, Metro
FROM: John Wiebke, Urban Planner

RE: 2004 Regional Transportation Plan Update

Upon review of the latest 2004 RTP Update draft language, the City has the following comments:

1. New projects added to the preferred and financially constrained lists for Hillsboro have RTP program years out to 2016-2025. The projects in question are:
   - RTP 3099 (1st Avenue/Glencoe Road widening)
   - RTP 3118 (TV Highway/Brookwood Avenue intersection alignment)
   - RTP 3117 (Grant Street East-West connector/extension to Brookwood Pkwy)
   - RTP 3139 (US 26 over crossing at 229th Avenue)

   The program years for all these projects should be moved up to 2004-2009. In particular, Project 3118 (TV Highway/Brookwood Avenue) is the City's top priority and should be programmed for 2004-2009.

2. Table 1.3 of the 2000 RTP specifies the following non-SOV modal targets for 2040 land use types:
   - 45-55% for regional/town centers, main streets, station communities, and corridors.
   - 40-45% for industrial/employment areas, intermodal facilities and inner/outer neighborhoods.

   Non-SOV modal target is an outstanding issue that was never thoroughly resolved when the 2000 RTP was adopted. How do we measure jurisdiction compliance? Are the targets achievable? These and other questions are what this section is trying to address. Therefore, it would be advisable to seek clarification on this topic from Metro staff during the next TPAC meeting.

CLACKAMAS COUNTY

Board of Commissioners

BILL KENNEMER
CHAIR

LARRY SOWA
COMMISSIONER

MARTHA SCHRADER
COMMISSIONER

November 21, 2003

The Honorable Brian Newman
Metro Councilor
Metro Regional Center
600 NE Grand Ave
Portland, OR 97232-2736

Dear Brian:

Re: Support for Tillamook Branch Trestle Addition to RTP

We are writing in support for the concept of adding the Tillamook Branch Trestle to the RTP being considered early next month. We understand that grant funds may be available and see this as a potentially important project. We also understand that the 4C Technical Advisory Committee has also expressed support.

The concept of an east/west connector and pedestrian path has great appeal and could be another step in better connecting our County that sometimes feels divided by the Willamette River. We see the potential of future pedestrian, bike and multi-uses that could join with other trail systems and networks being developed. An additional benefit is preserving the trestle as a possible commuter rail alignment in the future, another means of connecting our County. And, we also like the idea of preserving the trestle, an old, established Clackamas County landmark that links two of our important cities.

Please consider this project as you move the RTP forward.

Sincerely,

Bill Kennemer
Chair

Larry Sowa
Commissioner

Martha Schrader
Commissioner

Cc: The Honorable James Bernard
The Honorable Judie Hammerstad
BK/cm

906 Main Street • Oregon City, OR 97045-1882 • (503) 655-8581 • FAX (503) 650-8944
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City of
WILSONVILLE
in OREGON

30000 SW Town Center Loop E
Wilsonville, Oregon 97070
(503) 682-1011
(503) 682-1015 Fax
(503) 682-0843 TDD

November 21, 2003

Kim Ellis
Metro
600 NE Grand Avenue
Portland OR 97232

RE: RTP Update Public Comments

Dear Ms. Ellis:

The City of Wilsonville has several preliminary comments regarding the draft 2004 RTP Update. They are as follows:

1. As submitted at the October 29, 2003 TPAC Workshop, the City of Wilsonville has re-evaluated two project priorities since the last update of the financially constrained list and they would include the following changes to the draft 2004 RTP:

   - Remove project #6091, the Boeckman Road I-5 Overcrossing, from the financially constrained list and move it to the preferred system. The project total in the draft RTP is $9,890,000.
   - Add project #6093, the Barber Street extension to the financially constrained list. The project total in the draft RTP is $7,310,000.

   As you can see, this would remove a burden of over 2.5 million dollars from the financially constrained system. The Barber Street Extension project was determined to be a higher priority project because of its ability to have a greater impact on providing relief to the Wilsonville Road Interchange. This was concluded as part of the *I-5/Wilsonville Freeway Access Study*, which was prepared by DKS Associates in November of 2002 in coordination with ODOT, Metro, and the City of Wilsonville.

2. Appendix 4 – Transportation Analysis Zone Assumptions, does not list Wilsonville as an Industrial Area (pg. 3) under 2040 Grouping. I suggest that we be included as a Tier 1 or, at least, as a Tier 2.

3. The City is currently reviewing the proposed Policy Map Amendments for compliance with the City of Wilsonville Transportation Systems Plan. If there are any modifications needed, we will forward these to you before December 4, 2003.

Thank you for the opportunity to provide these preliminary comments on the draft 2004 RTP Update. If you have any questions, please call me at (503) 682-4960.

Sincerely,

Laurel Byer

Laurel Byer, PE
Assistant City Engineer

LB:

November 21, 2003

To: TPAC
From: Andy Back, Washington County

Re: Recommendations on the 2004 Regional transportation plan

Below are our comments on the draft 2004 RTP. While we are supportive of going forward with adopting an RTP that meets federal regulations, we do not believe adopting an RTP that is adopted by ordinance and attempts to meet the Oregon Transportation Planning Rule is necessary. Simply, we believe it would be irresponsible for TPAC to recommend adoption of a "state" RTP given the level of effort that has gone into this planning exercise. There is no compelling reason to do this now. Instead, we urge that TPAC recommend the following to JPACT:

1. *Proceed with adoption of the federal RTP*
2. *At this time, do not adopt a revised RTP that attempts to meet the Transportation Planning Rule and other state land use requirements.*
3. *Direct Metro staff to establish a work program for undertaking a comprehensive update of the RTP. The initial task in this effort would be the development of a coordinated, thoroughly reviewed 2025 forecast.*

The Washington County Coordinating Committee – Transportation Advisory Committee met and discussed this issue at their November 21, 2003 meeting. The WCCC-TAC agrees in principal with these recommendations. To date, we have not unearthed any fatal flaw to this approach. However, both the County and the WCCC-TAC hope that this approach continues to be looked at prior to formal adoption.

Reasons for our recommendation

Metro staff has described this effort as a "minor " update. We believe "minor" is a very subjective term. The plan is based on a new 2025 population and employment forecast, which, to date, has had absolutely no review by Washington County, and, to our knowledge, any other local governments in the Metro area. The forecast is essential in driving the development of the rest of the plan. We have no way to determine whether

or not this Forecast reasonably reflects the amount and location of future growth, and in turn, no way to determine whether or not the expected travel demand on the assumed transportation system is reasonable. To use an old, but appropriate analogy, adopting a new state RTP is like building a house without any knowledge of the quality of the foundation. This new 2025 forecast is a quantifiable vision of what the region looks like 20 years from now. Yet, the vision remains hidden and unreviewed. While it may be a good first draft, it's certainly unrealistic to assume that it will be endorsed, much less embraced, as a "shared vision" without months of rigorous review by local governments. Moreover, Statewide Planning Goal 2 requires an adequate factual base in order to make land use decisions. In this case, we don't believe an adequate factual base has been established.

The primary benefit, to local governments, in adopting a "state" RTP at this time is for simplicity sake. It is easy to explain to the public and others that there is just one single Regional Transportation Plan, and that it meets both Federal and State requirements. But, as we all know, transportation planning and funding is complex and is not simple. While having two Regional Transportation Plans may marginally add to the complexity, at this time, the benefits of one single Regional Transportation Plan simply don't outweigh the costs and problems that adopting a new state RTP may create.

Our concerns are primarily a result of reviewing the "Technical Update" dated October 31, 2003 (document #3 of 4). Our concerns include, but aren't limited to:

Page 6-5 660.012.00206-5 – Here is the beginning discussion about how the TSP adequately serves regional transportation needs. First off, because we haven't been part of a rigorous forecast or modeling development exercise, we have no idea what needs we are talking about in 2025. We have not seen any modeling results to understand whether or not the RTP adequately addresses those needs.

Page 6-5 660.012.0025 – It's stated here that this is the first regional RTP. While we hope that a new one isn't adopted, wouldn't this be the second?

Page 6-6 660.012.0030 – Determination of transportation needs. There is no evidence that this RTP followed these requirements.

Page 6-6 660.012.0035 – Define what a "minor" update is. In the bottom paragraph, it's stated that the Preferred System is adequate to meet state and regional travel needs. To date, we have seen no data that makes this case. And, if we ultimately do see the data, it will likely be from a modeling and analysis exercise that did not involve local governments.

Page 6-6 660.012.0035(4) – So, how does this RTP address the modal targets? Are we making progress or losing ground? Is it a result of the transportation improvements in this plan, or different underlying population and employment assumptions in the individual TAZ's? Isn't this a future update of the RTP? So, has it adequately expanded on alternative measures?

Page 6-13, Chapter 2 – This states that local plans must be consistent with the 2025 population and employment forecasts. After several years, we finally developed and adopted an acknowledged plan that was based on the 2020 forecast. So, now what? Do we have to use the 2025 forecast for plan amendments? Do we need to use the new forecast for designing road projects? The more fundamental issue is we have no idea what is in the 2025 forecast or how it differs from the 2020 forecast.

Page 6-48, 6.7.7 Areas of Special Concern – Given the amount of congestion anticipated by the 2000 RTP, these are particular areas of the plan with which County staff has considerable concern. Simply, without a thorough analysis, it's very difficult to say how existing areas of special concern have changed and whether there would be more areas of special concern. However, as a result of more growth and a different pattern of growth as indicated in a new 2025 forecast, there may be entirely new Areas of Special Concern where regional performance measures can not be met. We believe it's irresponsible to go forward with a new RTP without a thorough analysis and public understanding of this issue.

If Metro does proceed with adopting a new state RTP, we believe the RTP should include those Deficiency Areas found in the County's transportation plan that aren't in the RTP. These additional Deficiency Areas (the County's different, but probably more accurate term for Areas of Special Concern) include two portions of Cornell Road, Murray Boulevard from Walker to Beard, Farmington road from Hocken to 170th, Washington Square Regional Center, Beaverton Regional Center, and a corridor between Scholls Ferry and Hwy 99W. We would suspect there are other locations

outside of Washington County that don't meet the adopted performance measures.

6-58 Defining System Adequacy - We're not sure why there is a need to highlight this specific issue at this time. 660.012.0060 is clear that plan amendments need to be evaluated against planned transportation improvements. To us, that is clearly the "preferred" system. Very little land development is dependent on a plan amendment in order to proceed. Thus, we believe the larger issue is how well is the financially constrained system keeping up with actual development. It is a much, much larger issue than what the precise words of 660.012.0060 actually mean. We believe this discussion needs to be broader, and not limited to evaluating local plan amendments.

Other issues

We are unsure, given the lack of analysis and coordination in developing the forecast, how Metro will make findings that this "new" RTP is consistent with the all of the policies in the current acknowledged State RTP. Several other parts of the RTP would need to be updated.

Here are some, but not all, of the Policies for which we believe it will be difficult to make findings:

Policy 1.0 Public Involvement – Given the "fast-track" nature of this RTP amendment process, it seems at odds with this policy. There simply isn't enough time to revise the plans based on public comment, as appropriate.

Policy 2.0 Intergovernmental Coordination – There has been very little coordination (in other words, none) regarding the forecast used to develop the new state RTP.

Policy 3.0 Urban Form – Does the new plan facilitate or hurt implementation of the 2040 Growth Concept. Has mobility and accessibility improved or decreased? Where is the data that backs up the findings?

Policy 7.0 Natural Environment – Is this effort consistent with Metro's goal 5 efforts. If so, why?

Policy 13.0 Regional Motor Vehicle System – "e" says that the plan will maintain an acceptable level of service on the regional motor vehicle system during peak and off-peak periods of demand, as defined in table. 1.2. So, where is the analysis that backs this up? Is it based on a forecast that has had sufficient intergovernmental coordination?

Policy 14.3 So how do the transit travel times measure up in this new plan? Where is the data to evaluate this Policy?

Policy 16.1 Does the bike mode share go up or down in this plan?

Policy 17.1 Does the pedestrian mode share go up or down in this plan?

Chapter 2 of the RTP – This entire 18 page chapter needs to be re-written to reflect the new forecast.

Chapter 3 – Much of this Chapter needs to be re-written to reflect the new forecast.

Chapter 4 – Will this Chapter be redone to reflect the new revenue forecasts?

Chapter 5 – Much of this Chapter needs to be re-written given the new forecast. The current RTP contains some excellent colored project maps. Is there a budget to reprint and redistribute a new RTP with new maps? We believe a broad redistribution is critical for broad acceptance, understanding and use.

Conclusion

We applaud Metro staff's efforts to pull together a financially constrained RTP that meets federal requirements. Given the timelines, we appreciate all of the hard work that has gone into this effort. However, at this time, we see no good reason to adopt (and a vast array of reasons not to adopt) an RTP update that attempts to meet the Transportation Planning Rule and other State requirements.

Instead, we urge that TPAC recommend the following to JPACT:

- *Proceed with adoption of the federal RTP*

- *At this time, do not adopt a revised RTP that attempts to meet the Transportation Planning Rule and other state land use requirements.*
- *Direct Metro staff to establish a work program for undertaking a comprehensive update of the RTP. The initial task in this effort would be the development of a coordinated, thoroughly reviewed 2025 forecast.*

Thank you again for the opportunity to comment.

Sincerely,

Andy Back
Principal Planner

CITY MANAGER'S OFFICE

November 24, 2003

Brian Newman, Councilor
Metro
600 NE Grand Ave.
Portland, OR 97232-2736

Dear Brian:

I am writing to follow up on our recent conversation about the need for a pedestrian bridge across the Willamette River near Lake Oswego. Adding facilities for bicyclists and pedestrians to the existing railroad bridge would appear to be the most efficient way of accomplishing this.

There is currently no pedestrian crossing of the Willamette between Oregon City and the Sellwood Bridge in Southeast Portland. The addition of a bridge for bicyclists and pedestrians at this location will do a great deal to improve connectivity for the entire region, and could eventually facilitate a connection all the way to the coast.

I will look forward to working with you on this proposal in the future.

If you have any questions about this, please feel free to contact me or our Community Development Director, Stephan Lashbrook.

Sincerely,

FOR

Douglas J. Schmitz, City Manager

C: Mayor Hammerstad and City Council
Metro Council
Mike Jordan, Metro Administrative Officer
Jane Heisler, Assistant to the City Manager
Stephan Lashbrook, Community Dev. Director

Marilyn Matteson - RTP update public comments

From: Brad & Katrina Halverson <halverbk@att.net>
To: <trans@metro.dst.or.us>
Date: 11/25/2003 10:20 PM
Subject: RTP update public comments
CC: <halverbk@att.net>

Hello,

I would like to submit the following comments for the update of Metro's RTP:

Policy update: Figure 1.17: Regional Freight System Map - I believe that N Greeley Ave between N Interstate Ave and N Going St was upgraded from a minor truck route to a major truck route during the City's last TSP update.

Project update: #1135 - Frequent Bus service for Line 6 - MLK - this is included as part of TriMet's proposed service plan for 5/1/04 and beyond.
#1138 - Frequent Bus service for Line 75 - 39th/Lombard - this is included as part of TriMet's proposed service plan for 5/1/04 and beyond.
#4001 - Frequent Bus service for Line 72 - Killingsworth - this is included as part of TriMet's proposed service plan for 5/1/04 and beyond.
#1146 - Greeley Bikeway - construction is underway but not yet completed

I have not confirmed these discrepancies with the City of Portland or TriMet so I request that you do so. Please accept my apologies if I am in error.

I would appreciate a response regarding my questions if possible.

Sincerely,
Brad Halverson
4227 N Court Ave
Portland, OR 97217-3407
503.282.2755
halverbk@att.net

600 NORTHEAST GRAND AVENUE | PORTLAND, OREGON 97232 2736
TEL 503 797 1700 | FAX 503 797 1797

METRO

November 25, 2003

Transportation Policy Advisory Committee (TPAC)
c/o Metro Planning Department
600 N.E. Grand Ave.
Portland, Oregon 97232-2736

Dear TPAC Members

Subject: Periodic Update of Regional Transportation Plan (RTP)

We are requesting that the following five projects be added to the RTP's "Financially Constrained List." The trails are on the Metro Council approved Regional Trails System Plan and Map, and the RTP. These are trail projects that Metro Parks and Greenspaces and local partners are working on together. Four of the five the trail projects are complementary to Metro's 2040 Plan and Centers objectives, and lie within one-mile of Regional Centers and/or Town Centers.

Project:
Sullivan's Gulch / Banfield Trail Feasibility Study (Regional Trail #37). This trail which would be on the north side of the freeway would connect the Eastbank Esplanade Trail to the I-205 Bike and Pedestrian Trail. The Central City, Lloyd District Regional Center, Hollywood Town Center and Gateway Regional Center would all be connected by the future trail. Inter-modal transportation connections at LRT stations, particularly the Gateway Transit Center.

Cost:
$150,000.

Partners:
Portland Parks, Portland Department of Transportation, Portland Development Commission, Sullivan's Gulch Neighborhood Association, PSU Urban Studies and Engineering departments

Project:
Springwater to Trolley Trail Connection (Regional Trail #30). Plan, design and construct sidewalks on S.E. 17th Ave. between the two trails. Bike lanes currently exist on the street. The project will connect the Springwater Corridor and Three Bridges project to the Milwaukie Town Center and Trolley Trail. The proposed project is within one-mile of downtown Milwaukie.

Cost:
Preliminary Engineering and Design cost of $200,000. Implementation costs will be determined during the PE phase.

Partners:
City of Milwaukie, City of Portland, Sellwood Moreland Improvement League (SMILE), Friends of the Trolley Trail

Project:
Mt. Scott Creek Trail (Regional Trail #48). Feasibility study and cost of trail design and construction, including an under-crossing for the trail at S.E. Sunnyside Rd. Regional trail just east of the Clackamas Regional Center. The trail would connect Happy Valley to Mt. Talbert.

Cost:
Feasibility Study cost of $75,000. $692,000 for ROW Acquisition, Design, Preliminary Engineering and Construction of the trail

Partners:
City of Happy Valley

Project:
Phillips Creek Trail (Regional Trail #32) Trail loop around Clackamas Regional Center, connecting to I-205 Bike / Pedestrian Trail and the North Clackamas Greenway Trail, following Phillips Creek. Funds needed for trail studies, design, preliminary engineering, and construction.

Cost:
Feasibility Study cost of $100,000. The study will estimate costs for right of way acquisition, preliminary engineering and construction of the trail.

Partners:
Clackamas County

Project:
Columbia Slough Trail (Regional Trail #45). Completion of trail from Kelley Point Park east to Blue Lake Regional Park. Funds needed for acquisition of rights of way and easements; trail design, preliminary engineering and construction.

Cost:
Feasibility Study cost of $150,000. Implementation costs to be estimated following the completion of the study.

Partners:
City of Portland Parks, Portland Bureau of Environmental Services, Portland Development Commission, Port of Portland, Columbia Slough Watershed Group

If you have any questions or need more information on these proposed additions to the "Financially Constrained" List in the RTP, please contact: Mel Huie, Regional Trails Coordinator at (503) 797-1731 or Heather Nelson Kent, Planning and Education Manager at (503) 797-1739.

Thank you for your consideration.

Sincerely,

Jim Desmond, Director
Metro Regional Parks and Greenspaces

cc: Andy Cotugno, Tom Kloster, Ted Leybold, Bill Barber, Kim Ellis, Heather Kent, Mel Huie
M:\rpg\parks\staff\huiem\TRAILS\RTP Update Ltr. to TPAC Nov 26 03.doc

PORT OF PORTLAND

MEMORANDUM

Date: November 25, 2003

To: Kim Ellis, Metro

From: Robin Katz

Re: Port's Comments on 2004 RTP Project Update (October 31, 2003)

The following comments are in response to the 2004 Regional Transportation Plan Project Update (October 31, 2003), Section 2. The numbers refer to projects.

2070 - add
The new 2070 is distinct from the old project, which was ODOT's "Widen I-205 SB on-ramp at Airport Way" for $10 million (preferred system) in 2016-2025.

4019 - delete
There is no plan for another LRT station in PIC or for realigning track there. New 4060 is the correct LRT realignment project - to occur with future PDX terminal expansion east.

4029 - change
This project should occur in 2004-09.

4030 - change
This project is in the Columbia Corridor, not PDX IA.

4037 and **4015** - combine
These projects should be combined per direction from the City of Portland.

4038 - change
The project cost is $790,000.

4045 - change
This project should occur in 2004-09.

4060 - change
This project should occur in 2010-15.

4085 - change
The project cost is $350,000.

4086 - change
This project should occur in 2004-09.

11/26/03

To: Metro's Transportation Plan

From: Victoria Green, chair, Hayden Island Neighborhood Network (HiNoon)

To whom it may concern,

I have many concerns about your plans for Hayden Island. These include a railroad switching yard, and a bridge to the island from Marine Drive.

I join all of the North Portland neighborhood chairs in expressing my frustration with the I-5 Trade Corridor Study and their findings that would expand the existing lanes, and urge traffic to use I-205.

We want the bridge to go all the way across the Columbia River, and not stop at Hayden Island. We believe your plan would create a traffic nightmare, especially during the busy holiday shopping season at Jantzen Beach Mall.

Please read the enclosed letter from all the North Portland neighborhoods, who join the entire Columbia Blvd. business corridor, and the Ports of Vancouver and Portland.

We would like a reply back.

Thanks so much,

Victoria Green

Victoria Green,
Chair, HiNoon
539 N. Hayden Bay Dr.
Portland OR 97217

Vancouver BNSF Rail Bridge Project

From: Ad-Hoc Steering Committee for the Vancouver Rail Bridge Upgrade Project:

Co-Chair Jerry Grossnickle
Chair, Bridge Committee
Columbia River Towboat Association (CRTA)
Phone: 503-289-3046

Co-Chair Ginger Metcalf
Executive Director
Identity Clark County
Phone: 360-695-4116

To: TPAC
November 26, 2003 Meeting

The Project Name & Description:

The Vancouver Rail Bridge Project is to replace the existing "swing span" with a "lift span" and place it closer to the middle of the river.

Estimated cost:

The Coast Guard estimated the cost at $42 million.

Fund Source:

Highway Trust Funds (Bridge Discretionary Fund), as a Demonstration Project.

We are seeking funding from sources that are separate from the funding sources used to forecast the financially constrained RTP.

We hope to arrive at a funding strategy that does not negatively impact the JPACT "financially constrained system" funding forecasts, yet remains within JPACT's priority recommendations. Thus we will likely seek Highway Trust Funds through the Bridge Discretionary Fund and as a Demonstration Project for a nationally significant freight corridor, where we resolve difficult freight mobility and safety problems at an important multi-modal intersection of that corridor.

Jerry Grossnickle (503-289-3046)
Chair, Bridge Committee, Columbia River Towboat Association

Vancouver BNSF Rail Bridge Project

From: Ad-Hoc Steering Committee for the Vancouver Rail Bridge Upgrade Project:

Co-Chair	Jerry Grossnickle Chair, Bridge Committee Columbia River Towboat Association (CRTA) Phone: 503-289-3046	Co-Chair	Ginger Metcalf Executive Director Identity Clark County Phone: 360-695-4116

To: Bi-State Committee on Transportation
October 23, 2003 Meeting

The Request

We are asking the Bi-State Committee to recommend to JPACT and to the S.W. Washington RTC that the Vancouver Rail Bridge Project be included in the Financially Constrained System as a priority of the Regional Transportation Plan.

The Project

The project is to replace the existing "swing span" with a "lift span" and place it closer to the middle of the river.

The Problem

1. **Opening Too Narrow.** The current opening is too narrow. At less than 200 feet wide, it was built (in 1908) to handle much smaller paddlewheel-type freight vessels; today's tows are often over 600 feet long and over 80 feet wide. It there is current, wind or fog, passage can be very difficult.

2. **Too Close to I-5.** The navigational difficulties for downbound tows are compounded by the nearby I-5 bridge. The distance between the bridges is barely adequate to allow the difficult maneuvers required to safely negotiate the bridge openings. Although the rail bridge opening is reasonably well lined up with the I-5 lifts (both are near the Washington shore), captains do not call for these lifts when they can be avoided, nor are they allowed to use them during the peak traffic periods of morning and evening "rush hour" (6:30-9 AM and 2:30-6PM). So they usually navigate under the I-5 bridges' higher spans toward the middle of the river, which require tows to make a difficult "S" turn to line up with the narrow rail bridge opening. This maneuver becomes more dangerous as river levels rise and currents increase. When the river reaches 6 feet at the Vancouver gauge, the maneuver (through the high span) becomes too dangerous, and captains use the I-5 lifts. In years of high

run-off, the river can remain above 6 feet for 6 or 7 months at a time.

3. **Increasing Danger**. The dangers to tug & barge tows from a miscalculated maneuver are obvious and immediate, with the possibilities for loss of life and property a constant consideration for towboat captains. With increasing I-5 traffic, there has been increased pressure on captains to avoid using the lifts, and in 1999 the Coast Guard extended the length of rush-hour closures of the lifts. Thus the danger of a miscalculation has steadily increased. If a tow were to hit and disable the rail bridge (the closest alternative is east of The Dalles, at Wishram), the cost to the regional economy could be enormous.

The Benefits of a Relocated Lift Span

1. **Ease Navigation.** If a rail bridge lift span is placed nearer the middle of the river, towboat captains will be able to use the higher spans of the I-5 without making the dangerous "S" turns to line up with the opening.

2. **Wider Opening**. The lift span would be about 300 feet wide if it were placed on current pier structures, making it a much safer opening for marine traffic.

3. **Faster Opening**. A lift opening could be made considerably faster than the present swing opening, resulting in less disruption to rail traffic.

4. **Avoid I-5 Lifts.** A lift opening placed more toward the middle of the river would allow marine traffic to nearly always avoid using the I-5 lifts. WSDOT calculated that the current average annual cost of lifts in I-5 traffic delay is about $0.8 million and will steadily increase to a projected cost of $12 million by 2021. Currently a lift causes about 20 minutes in midday traffic delay, but by 2021 the midday delay could exceed 90 minutes.

5. **Part of Existing Plan.** The project is part of an existing regional plan for improving I-5 freight and traffic mobility, for it is included in the Final Recommendations of the I-5 Trade and Transportation Partnership Strategic Plan. Although the Partnership study focused on the highway traffic problems of the I-5 corridor, it concluded that a modification of the rail bridge would have important positive impacts on traffic and freight mobility within the I-5 corridor.

6. **Planning for New I-5 Bridge**. The proposal would permit planners of a new I-5 crossing much greater flexibility, for the lifts at the north end of the bridge could be eliminated. This would result in lower construction costs and would

eliminate a large annual budget currently allocated to lift operations and maintenance. Removal of the lift towers would also increase safety for aircraft using the nearby Pearson airfield.

7. **A Third Track.** A new lift could be designed that would be able to accommodate a third track, if and when a third track is added to the bridge.

Cost

Truman-Hobbs officials assumed the project would cost about $42 million. This assumption was based on an unrelated study by SW Washington RTC for adding a third track to the bridge, and was considered relevant because it also contemplated adding a lift. However, the figure must be considered an educated guess, rather than resulting from an actual cost analysis. (Contact Bill Burgel [503-423-3728] at HDR Engineering, for information.)

Funding Considerations

1. **Truman-Hobbs.** The CRTA initiated a "Truman-Hobbs" proceeding in 1999 to have the Coast Guard declare the rail bridge an "unreasonable hazard to navigation," thereby making it eligible for a federally funded modification under the Truman-Hobbs Act. In early 2003, the Coast Guard finally decided that the project did not meet the cost/benefit requirements of its regulations, partly because the bridge has not been hit often enough, and partly because the benefits to I-5 traffic could not be considered. The Coast Guard was also prevented by its regulations from considering the increasing danger of future accidents (which are inevitable, according to towboat captains' testimony) because of I-5 lift restrictions. Nor could the Coast Guard consider the massive disruption to freight movement that is likely to result from a major incident at the bridge, or the national security implications of such a disruption.

2. **Falling Through the Cracks - The Funding Conundrum.** The rail bridge project is truly multi-modal. It has significant benefits for marine safety as well as for highway traffic and freight mobility, and it also provides some benefits to rail from a faster opening (and even a potential benefit to air traffic safety at Pearson). But with the failure of Truman-Hobbs, there appears to be no single agency, federal or state, with the ability to take on the project and provide the funding. The bridge is private property, after all, and is not within the traditional jurisdiction of any highway department (even though they are now called transportation departments), and although the railroad owner is subject to the oversight of the Federal Railroad Administration, the FRA has

no legal ability to order a rail improvement for the primary benefit of marine and highway traffic. The Coast Guard has the legal ability to order a rail bridge improvement for the benefit of marine safety, but cannot use highway benefits in making its cost/benefit analysis to justify such an order.

3. **The Solution – Congressionally Mandated Truman-Hobbs**. However, Congress can declare on its own that the bridge is an unreasonable hazard to navigation, and it can direct the Coast Guard to apply Truman-Hobbs procedures. This has been done for other bridge projects. Thus, the Coast Guard would conduct the engineering study, do the EIS, and contract the entire project from beginning to end. The Coast Guard's Truman-Hobbs director at headquarters has indicated that their Congressional liaison office will work with our Congressional representatives to properly craft the necessary legislation. However, considering the benefits to I-5 traffic (as well as benefits to Amtrak and other federally supported rail projects from the new lift), funding would come from sources other than Truman-Hobbs, for which it technically does not qualify and which currently lacks sufficient funding in any event.

4. **SAFETEA** is the funding vehicle we would like to target to provide federal dollars for the project. To achieve funding under SAFETEA, we seek the support of the various transportation committees in both states, particularly the Bi-State Committee, JPACT and the SW Washington RTC.

Project Support

In addition to support from the maritime community (CRTA, Columbia River Pilots, Port of Vancouver, Port of Portland, Pacific Northwest Waterways Association) and the Vancouver business community (Identity Clark County), the project received official support at the Truman-Hobbs hearing from the following:

Senators Patty Murray, Maria Cantwell, Gordon Smith and Ron Wyden
Representatives Brian Baird, Earl Blumenauer, Peter Defazio, Darlene Hooley, Greg Walden and David Wu

WSDOT, ODOT, City of Portland, Metro

We expect support from these and others in our effort to seek funding for the project under a modified Truman-Hobbs approach, and have begun discussions with Congressional staffs about crafting the appropriate legislation.

North Portland Neighborhood Services

2209 N. Schofield Portland Oregon 97217
503.823.4524 503.285.7843 fax
npno123@teleport.com

Arbor Lodge Bridgeton Cathedral Park East Columbia Kenton Hayden Island Overlook Piedmnot Portsmouth St Johns University Park

November 28, 2003

Rex Burkholder
Metro Councilor, District 5
600 NE Grand Ave.
Portland, OR 97232

Dear Councilor Burkholder:

As Chair of the Hayden Island Neighborhood Network, I have been authorized to write on behalf of the North Portland Neighborhood Associations.

Over the past year, the Bi-State I-5 Partnership has been pursuing options to alleviate traffic congestion on the I-5 Corridor. The group's suggestion is to widen the existing bridge.

The North Portland Neighborhood Associations think that just adding capacity to the existing Interstate Bridge does not solve the immediate or future needs of the greater regional area. Increasing capacity on I-5 burdens the communities along the corridor, and does not solve our congestion problem. Also, as safety becomes more of a concern to all types of commerce and freight movements, just widening I-5 leaves us in a very unstable situation.

By putting another bridge across the Columbia River from Marine Drive at Portland Road to the Port of Vancouver we can help remove heavy freight congestion off the I-5 Corridor and direct it to where it needs to go – fast, efficiently and safely.

As economies move to a more "deliver on order" commerce, we must be able to transit freight quickly. Global market growth in the container business is anticipated to have container volumes doubling or tripling over the next decade. In reviewing the broader themes, it is apparent that freight has unique characteristics when compared to passenger traffic. But the improvement of freight productivity warrants examining the linkages between both the main system miles and freight facilities. * The current National Highway System International Connectors Infrastructures constraints are:

- Poor physical conditions
- Orphan status
- Inadequate coordination of investment strategies

**The Portland Development Commission agrees, saying the lack of inter-modal freight connections is the number one constraint to business investment in Portland after fears about the Superfund designation.

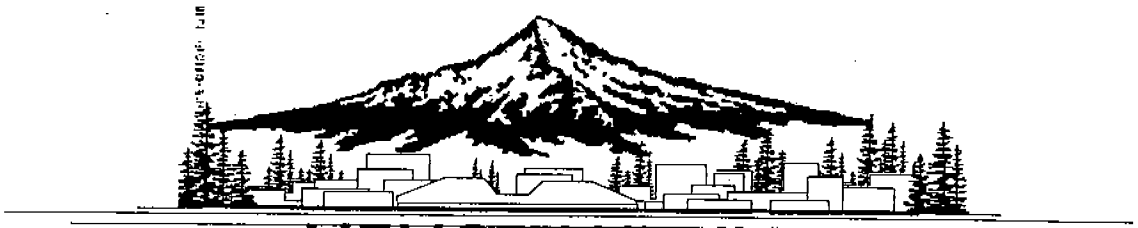
By building freight priority passageways we can alleviate congestion and risk while improving commerce and freight movement through the industrial areas and ports, both northern Oregon and southern Washington. This is what the I-5 Trade Corridor Study was created to do.

The North Portland Neighborhood Associations join the Columbia Corridor Business Association, the Pacific NW International Trade Association, and the Ports of Vancouver and Portland in recommending inclusion of study of a west side arterial bridge over the Columbia River between the Ports in the I-5 Trade Corridor Study.

Sincerely,

Victoria Green
Chair, Hayden Island Neighborhood Network
On behalf of: Arbor Lodge, Bridgeton, Cathedral Park, East Columbia, Kenton, Hayden Island, Overlook, Piedmont, Portsmouth, St. Johns and University Park Neighborhood Associations

* Federal Dept. of Transportation, www.fhwa.dot.gov
**PDC, Summer 2003



MEMORANDUM

Transportation Planning
Community and Economic Development Department
City of Gresham

December 2, 2003

TO: Kim Ellis, Metro

FROM: Ron Papsdorf, Principal Transportation Planner

RE: 2004 RTP Update

In reviewing the October 31, 2003 public review materials for the Regional Transportation Plan update, it appears that a few of the project changes for Gresham are not properly reflected. These changes were included in the East Multnomah County submittal of October 20. That original submittal is attached for reference. The projects that need to be corrected are:

2047 - Division Boulevard - project limits and cost
2027 - Civic Neighborhood LRT Station/Plaza - cost
2014 - Glisan Street Bikeway - project limits and cost
2057 - Gresham RC Pedestrian Improvements - cost
new - MAX Path, Ruby Junction to Cleveland Station ($2m)
2048 - Burnside Blvd, Wallula to Hogan - add to FC system
2028 - Powell Blvd - cost

Please feel free to contact me if you have any questions or need further information.

PORTLAND STATE UNIVERSITY

Center for Transportation Studies
Post Office Box 751
Portland, Oregon 97207-0751
PHONE: 503-725-4249
FAX: 503-725-5950
EMAIL: bertini@pdx.edu
WEB: www.cts.pdx.edu

December 2, 2003

Metro Council
600 NE Grand Ave.
Portland, OR 97232-2736

SUBJECT: Metro Council Public Hearing on RTP Update

I am pleased to write this letter in support of the placement of the Sullivan's Gulch / I-84 Trail Feasibility Study on the RTP's "Financially Constrained" list.

Along with one of our graduate students in urban studies and planning, I have had the pleasure of meeting with staff from Metro Parks and Greenspaces and the City of Portland to develop a scope for a short-term class project for civil & environmental engineering undergraduate students at Portland State University. We are looking forward to connecting our students' educational experience with a real world project led by Metro and the City. We hope that in some small way our students' analysis can contribute to the overall success of the Feasibility Study.

The PSU Center for Transportation Studies is pleased to be working with Metro and other agency partners on this and other important projects in our region. Please do not hesitate to contact me at 503-725-4249 if you need any additional information.

Sincerely,

Robert Bertini

Robert L. Bertini, Ph.D., P.E.
Director
Center for Transportation Studies

PORTLAND PUBLIC SCHOOLS
9325 N. Van Houten / Portland, Oregon 97203
Phone: (503) 916-6260 • FAX: (503) 916-2619

CLARENDON SCHOOL Office of the Principal

December 2, 2003

Metro Regional Center
600 NE Grand Ave.
Portland, OR 97232-2736

Dear Metro:

Clarendon Elementary is located two blocks south of Columbia Boulevard and two blocks west of Portsmouth Boulevard.

We are concerned with the shifting of non-local truck traffic from Lombard to Columbia Blvd. We know that Lombard had one of the highest fatality rates in the state, and we worry that this shift will increase the danger to our children crossing Columbia Blvd. to get to our school.

The problem is that we do have a light to help us cross at Portsmouth and Columbia Blvd., but it is located at the top of a hill and is on a blind curve coming from the east. We would like to ensure that our children's crossing is appropriately labeled with school crossing signs, that trucks are aware of the need to stop at our stop signs and lights and that they watch for children, especially before, during and after school hours.

We see that your plan calls for education and enforcement of existing regulations and a truck-signing program. We think that it is important for you to follow through on these promises to keep our children safe.

Sincerely,

Antonio Lopez
Principal

Sylvia Evans
PTA President

and the School Site Council

nll

Subject: RTP freight routes
Date: Wednesday, December 3, 2003 2:26 PM
From: Weinman, Ron <ronw@co.clackamas.or.us>
To: 'Kim Ellis' ellisk@metro.dst.or.us
Cc: "Skidmore, Ron" ronsk@co.clackamas.or.us

Kim,
Clackamas County is recommending that McLoughlin Blvd be changed as follows

* Mc Loughlin Blvd. (Hwy 224 to I-205 south ramps) - Clackamas County/Milwaukie/Gladstone
ACTION - Change the "Main Roadway Route" designation to "No Designation" "Road Connectors"
The reasons for these recommendations are
1. The route is one of the main routes between Oregon City, Gladstone and Milwaukie.
2. There are industrial properties throughout the Corridor with the largest being an area near Roethe Road of about 80 acres.
3. The area adjacent to McLoughlin is a major destination for freight. It serves everything from industrial to retail including a major auto sales area.
4. McLoughlin Blvd would be an alternative for traffic including freight when Highway-224 and I-205 is closed or congested do to incidents on this route.

My suggest is to leave the designation as is and plan on reviewing the classification as part of the major update that is expected to start within the next year. As mentioned, if a change is necessary I would recommend that McLoughlin Blvd be down graded to a Road connector.

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Brant Williams
Director

Eileen Argentina
System Management

Don Gardner
Engineering & Development

Jeanne Nyquist
Maintenance

Richard Steinbrugge
Finance

Laurel Wentworth
Planning

December 3, 2003

MEMORANDUM

To: Tom Kloster, Kim Ellis - Metro

From: Laurel Wentworth, Chief Transportation Planner

Subject: Recommendation on the draft 2004 RTP Update

Thank you for the opportunity to comment on the proposed amendments to the RTP. Other memos from PDOT address technical changes to classifications and projects. This memo raises the question of whether proceeding with the more significant proposed changes to the RTP are wise at this time. We share Washington County's concerns that this is too much change in a very constrained timeframe without adequate opportunity for review and comment. While not ideal, adopting an interim RTP for federal air quality purposes may better serve Metro and local jurisdictional needs at this time.

The points in support of this position are summarized below:

1. The RTP update references a new 2025 population and employment forecast (Page 6-13, Technical Update) that has not been evaluated by local jurisdictions. Local jurisdictions are required to use this forecast for purposes of TSP updates, including planning studies that amend TSPs. Making the change noted could be seen as a level of acceptance for a forecast that does not yet exist and could cause confusion for current planning projects.

2. Dropping the Priority System at this time is not a minor change. Portland has been using the Priority System for planning purposes since the adoption of the RTP. As noted on Page 6—58, Technical Update (New Section 6.8.15), moving to either the Financially Constrained or Preferred System for planning purposes can lead to significant underestimating or overestimating the available transportation system over the next 20 years. Moving to either system for planning purposes needs to be addressed, as the commentary in section 6.8.15 says, "in detail to ensure a balance between allowing desired development and preventing land use actions that outstrip the public ability to provide transportation infrastructure."

3. Making the changes proposed would require complete or partial rewrites of several RTP chapters – particularly Chapter 5, Growth and the Priority System. It will be very confusing to not have the entire RTP updated and reprinted to be consistent with the significant changes noted above.

While we appreciate the effort that staff has made to produce a financially constrained RTP that meets federal requirements, it is premature to adopt RTP amendments that will result in such significant changes at this time.

We urge TPAC to recommend the following to JPACT:

- Complete an RTP that will meet federal requirements
- Do not adopt changes to the RTP that include dropping the Strategic System in favor of Financially Constrained and Preferred Systems.
- Direct Metro staff to establish a work program that will provide for a comprehensive update of the RTP.

CC: John Gillam, Jeanne Harrison

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December 3, 2003

MEMORANDUM

To: Tom Kloster, Kim Ellis - Metro

From: Deena Platman, Transportation Planning

CC: Laurel Wentworth, John Gillam

Subject: Requested changes to the draft 2004 RTP Policy and Project Update

After further review I have a few additional changes to the draft documents.

1 - Policy Update

- Add N Greeley Avenue between N Interstate Avenue and N Going Street as a Road Connector on the Regional Freight System map. Portland's TSP identifies Greeley as a Major Truck Street located in a Freight District.
- Delete the Gateway Regional Center from section 6.7.7 Areas of Special Concern. Portland's TSP has addressed this area in accordance with the Transportation Planning Rule. Delete or revise Figure 1.13b Gateway Regional Center – Special Area of Concern to reflect its current status.

2 – Project Update

- Add a new project to the Financially Constrained System:

  Project Name: Lombard/St. Louis/Ivanhoe Multimodal Improvements

  Segment: St Louis - Philadelphia

  Description: Implement signal and pedestrian crossing improvements to improve pedestrian safety and freight flow.

  Estimated Cost: $1.1 million

  Timing: 2004 – 2009

  Jurisdiction: PDOT

  This project implements a portion of the St Johns pedestrian district improvements (#1150). This phase was selected for MTIP funding and should be identified as a stand-alone project in the RTP.

- # 1095 - Union Station Multi-modal Center Study, move project to Financially Constrained System and update cost estimate to $300,000. This project is a priority for the City of Portland; submitted in the most recent MTIP process and likely to be resubmitted for MTIP funding in the future.

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Laurel Wentworth
Planning

December 3, 2003

MEMORANDUM

To: Tom Kloster, Kim Ellis - Metro

From: John Gillam, Transportation Planning Division

CC: Laurel Wentworth, Deena Platman, Jeanne Harrison

Subject: Requested Changes to the draft 2004 RTP Project Update

Upon further review of the draft (10/31/03) 2004 RTP Project List we have a few additional requested changes to this document.

Project Updates

Add the following projects to the Financially Constrained System:

1. Project #1173, Hillsdale TC Pedestrian Improvements.

   Project Name: Retain same name.

   Project Location: Retain same location.

   Description: Retain same project description.

   Estimated Cost: Retain same project cost.

   Program Year: 2010-2015

   Jurisdiction: Retain as Portland

   Pedestrian and street network improvements for a Town Center warrant inclusion in the Financially Constrained System. This project is identified in the Portland TSP as a mid-term timeframe.

2. Project #1096, Barbur/I-5 Corridor Study.

   Project Name: Retain same name.

   Project Location: Retain same location.

   Description: Retain same project description.

   Estimated Cost: Retain same project cost.

   Program Year: 2004-2009

   Jurisdiction: Retain as Portland

   This study is part of the Metro Corridor Initiatives Planning Program and its completion and recommendations will provide improved project definitions for several RTP projects in the vicinity of the Barbur Boulevard/I-5 Corridor. This project is identified in the Refinement Plans and Studies Chapter of the Portland TSP.

3. New Project for the Capitol Hwy/Vermont/30th Ave. Intersection.

   Project Name: Capitol Hwy/Vermont Intersection Improvements

   Project Location: Capitol Hwy/Vermont/30th Ave. Intersection

   Description: Provide traffic safety and pedestrian and bicycle facility improvements at this intersection and approaching street segments.

   Estimated Cost: $450,000 Program Year: 2010-2015

   Jurisdiction: Portland

   This project is identified as part of the Capitol Highway Plan adopted by City Council. It was not built as part of the initial street project improvements due to budget limitations. This project is on the regional system and is identified in the Portland TSP as a mid-term timeframe.

Add the following project to the Preferred System:

1. New Project for Capitol Hwy. between Sunset and Barbur

   Project Name: SW Capitol Highway - Terwilliger Segment.

   Project Location: Capitol Hwy.: Sunset - Barbur

   Description: Provide pedestrian and bicycle facility improvements.

   Estimated Cost: $910,000 Program Year: 2010-2015

   Jurisdiction: Portland

   This project is identified as part of the Capitol Highway Plan adopted by City Council. Portions of this project segment are rated as higher priority improvements. This project is on the regional system and is identified in the Portland TSP as a mid-term timeframe.

2. New Project for Capitol Hwy. between Huber and Stephenson

   Project Name: SW Capitol Highway – Marquam Segment.

   Project Location: Capitol Hwy.: Huber- Stephenson

   Description: Provide improved pedestrian crossings and median design treatments.

   Estimated Cost: $750,000 Program Year: 2016-2026

   Jurisdiction: Portland

   This project is identified as part of the Capitol Highway Plan adopted by City Council. This project is on the regional system and is identified in the Portland TSP as a mid-term timeframe.

Delete the following projects from the Financially Constrained System, add to the Preferred System:

1. Project #2024, Gateway RC Pedestrian District Improvements – Phase III.

   Retain all other current project information.

   This is the last of a three phase implementation schedule of local street network development in the regional center. The first and second phase of this project should remain as is in the Financially Constrained System.

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Planning

December 3, 2003

MEMORANDUM

To: Tom Kloster, Kim Ellis - Metro

From: John Gillam, Transportation Planning Division

CC: Laurel Wentworth, Deena Platman, Jeanne Harrison

Subject: Allocation Adjustments for Requested Changes to the draft 2004 RTP Project Update

The following provides a summary of allocation adjustments to the Financially Constrained System resulting from our requested project list changes through memos of December 3 from Deena Platman and myself.

Projects added to the Financially Constrained System

Project #1173, Hillsdale TC Pedestrian Improvements	$3,465 000
Project #1096, Barbur/I-5 Corridor Study	$1,732,000
New Project, Capitol Hwy/Vermont/30th Ave. Intersection	$ 450,000
New Project, Lombard/St. Louis/Ivanhoe Multi-Modal Imps.	$1,100,000
Project #1095, Union Station/Multi-Modal Center Study	$ 300,000
Subtotal	$7,047,000

Projects deleted from the Financially Constrained System*

Project #2024, Gateway RC Ped. District Imps. – Phase III	$6,930,000

* Project is added to the Preferred System

As you can see, our adjustments place our requests within $117,000 of balance. This should be within acceptable estimate range at this level of detail. But if these figures need to exactly balance, then reduce Project #1173 by this amount. Please call me if you have any questions.

From: "Chris Smith" <chrissm@easystreet.com>
Date: Wed, 3 Dec 2003 14:45:57 -0800
To: "Tom Kloster" <klostert@metro.dst.or.us>
Cc: "Michael Harrison" <mike.harrison@ci.portland.or.us>
Subject: FW: [wnwdiscussion] FW: Wake Up SW Portland our Transportation $ are being stolen

Tom,

Can you please enter this into the public comment record for the RTP?

Thanks.

Chris

-----Original Message-----
From: Anne Dufay [mailto:anne@nwnw.org]
Sent: Wednesday, December 03, 2003 1:25 PM
To: 'wnwdiscussion'
Subject: [wnwdiscussion] FW: Wake Up SW Portland our Transportation $ are being stolen

-----Original Message-----
From: Don Baack [mailto:baack@pacifier.com]

Greater SW Portland is going to be the loser in the latest changes to The Regional Transportation Plans if commissioner Jim Francesconi and the Portland Department of Transportation, PDOT, have their way. Guess what, a huge slush fund, $80,375,000, for yet to be designed projects associated with the Tram and North MacAdam development will be the winner. The Tram is slated to get $15 million, and changes to the west end of the Ross Island Bridge are slated to get over $25 million from the scarce funds that will be spent in the immediate future. That will just be the beginning, notice how the tram costs have doubled in the past month? Is this huge slush fund going to pay for the tram cost over runs?

To pay for the largess in the North MacAdam to encourage development, we are asked to forgo improvements planned long ago and patiently awaiting funding.

The net effect on SW Portland will be a longer wait to get through the light on Barbur at Sheridan just south of I-405, we now must wait for 5 light cycles at the 5-6 pm rush hour, a two lane Front Avenue (Naito Parkway) which will force more traffic onto Barbur, and adversely affect our ability to get downtown to Oldtown, to the Ross Island Bridge and to NE Portland via the Steel Bridge. What will Barbur Blvd be like in this area when Front becomes constricted? We will wait even more signal cycles at Sheridan, we will still walk in the mud along Capitol Highway or worse, not be able to safely walk or bike along Capitol Highway at all. We will not be able to walk along Barbur Blvd for lack of sidewalks. We will not have signals at intersections which are very difficult to negotiate.

How is this grand theft of our transportation dollars happening? PDOT and Metro are in the process of a quick, stealth (there has been no City of Portland public comment opportunity, just a tiny postcard early in October, and the Portland City Council has not approved the changes) updating the Regional Transportation Plan, RTP. The RTP specifies which projects will be funded with federal transportation dollars in the next and subsequent rounds. To get considered in the next 5 years, your project must be on the preferred or financially constrained list. Everything else is eyewash.

I want to explain why I call the Barbur Streetscape Project the silk purse for a sows ear project. In 1997 and 1998 the Oregon Department of Transportation Department, ODOT, was preparing to resurface Barbur Blvd. ODOT was preparing to address a number of sidewalk and bike lane deficiencies but did not want to install street trees as was required by City of Portland standards. A number of folks in SW Portland objected. The net result was an agreement between the citizens of SW Portland and Charlie Hales, at that time the Commissioner of Transportation, that an urgent study would be done for the bike and pedestrian needs of the entire length of Barbur Blvd, and that funding would follow on a priority basis. The study was completed within 6 months. To date, Tri-Met has funded and built just one small pedestrian crossing. 3 additional pedestrian crossings have been promised.

Until now the funding for the project, 4,620,000 has been on the preferred list. Now it is being dumped into the ignore category and we can put up with no sidewalks, interrupted and dangerous bike lanes for at least 10 years. Really makes you want to trust your government doesn't it.

You will be interested to know that just 2 capital projects have been built in SW Portland in the last 2 or 3 years with a total cost of under $800,000.

What can we do? We can testify at the 2pm Metro Council hearing on December 4th about our objections to these changes. Ask them to put the following projects on the financially constrained list: 2 Capitol Highway Plan projects, Hoot Owl Corner and Sunset to Terwilliger , the section from Multnomah to Taylor's Ferry is already on that list. Ask them to keep the promises made on Barbur in 1998 and put the entire 4.6 million Barbur Streetscape Project back on the financially constrained list, ask that the signals at SW Multnomah Blvd and Garden Home, SW 62nd and Taylors Ferry, SW Vermont and Capitol Highway at SW 25th, and the bike and ped improvements for BH Highway be on the financially constrained list. Ask that 5 million in funding for the pedestrian crossing of I-5 associated with the tram be broken out as a separate project so that the funds cannot be used for other purposes. Ask that the Newberry and Vermont Bridges on Barbur be put on the list for replacement in 5 years or so to assure the funds are available when these bridges must be replaced. (They underwent temporary repairs 5 years ago and were scheduled to last 10 years from that time.)

Ask that the total funds designated for the I-5, North MacAdam, Ross Island Bridge changes be reduced from the $80,375,000, (projects 1025, 1027, 1030, 1087 and 1098) currently in the financially constrained budget. Ask that the projects be broken into a number of projects and a portion of them be removed from the financially constrained budget.

You can let Jim Francesconi and the rest of the Portland City Council know what you think of their transportation decisions and spending priorities. We are being screwed and I for one am tired of it. We need a more equitable distribution of transportation dollars. Here are a few facts:

Per the 1999 street inventory information I have: SW has 50.9 miles of substandard arterial street mileage, which represents 45% of the total substandard arterial street mileage in the entire City of Portland. Arterials are streets like Barbur, BH Highway, and Capitol Highway. SW has 144.7 miles of substandard local streets, 35% of the total substandard local streets in the City of Portland. The reason the arterials and streets are classified substandard is mostly due to not having sidewalks.

This is not going to change unless we decide to do something to change it. It will take each of us making our voice heard loud and clear. Join me in objecting to this theft.

Pass this on to your friends and neighbors. Speak up now.

Don Baack

Don Baack
6495 SW Burlingame Place
Portland, OR 97239-7001
503-246-2088
Baack@pacifier.com
SWTrails Web Site http://explorepdx.com/swtrails.html

Southwest Neighborhoods, Inc.
7688 SW Capitol Highway, Portland, OR 97219 (503) 823-4592

RECEIVED
DEC 04 2003
By

December 3, 2003

Metro Regional Center
600 NE Grand Ave
Portland, OR 97232

Our coalition of 16 neighborhoods serving Southwest Portland has reviewed the RTP as posted on your website. We have also coordinated our concerns with the Portland Bureau of Transportation planning staff.

- Southwest Portland is behind the rest of the metropolitan area regarding the transportation infrastructure serving the communities. Within Portland itself, 45% of the substandard arterials in the entire city are within Southwest Portland, even though it comprises only about 1/7th of the land area. Pedestrian facilities, so important to our school children and our transit system, as well to air quality and personal health, are almost non-existent, with only 15+/-% of the city streets having sidewalks. Priority funding to bring Southwest Portland up to the standard of the rest of the metropolitan area must be provided if progress is to be made to counteract this historic neglect. These improvements can be accomplished in accordance with the Portland Transportation System Plan (TSP) but only if both the City and Metro provide funding.

- Comprehensive project development concept plans have been carried for three major project areas during the past decade in Southwest Portland. These are for Capitol Highway, Barbur Boulevard Streetscape, and South Portland Circulation.

    - Capitol Highway Plan. This is the oldest of these priority plans. Project funding to complete this construction has not been incorporated into the funded portion of the RTP. Specifically, The Portland TSP 90029 and 90070 need to be given immediate funding priority within the RTP, and RTP# 1202 must be retained.

    - Barbur Boulevard Steetscape Plan. This 1999 project to create a series of safer pedestrian crossings as well as construct longitudinal sidewalks along this major trafficway was to have

commenced upon plan completion. It hasn't, with only one crossing constructed in 4 years. This project appears to be RTP# 1199. It should have been completed prior to the current reconstruction of I-5 through the corridor and the construction of the ITS system designed to handle the added traffic demands of this corridor, but these projects were funded while the community and personal safety needs were not. Recommend immediate full funding. Note that subsequent studies of this corridor are also being recommended in the RTP, but the value of these improvements will be unaffected the results of those studies.

- South Portland Circulation Plan. This plan is contained in the RTP as #1027, with full funding at $28,293,000. This is better handled as a series of projects, with those elements adding to the transportation infrastructure, such as the pedestrian bridge over Interstate 5 and the safer access to the Ross Island Bridge receiving priority and funding during the life of this RTP, and the other elements moved to the priority classification.

- In addition to those projects contained within specific plans, we offer comment on the following projects in the Portland TSP or in you your RTP.
  - We strongly support RTP# 1211, Garden Home Road, SW (Capitol Hwy-Multnomah and RTP# 1189, Beaverton Hillsdale Hwy at 62nd Ave pedestrian improvements and urge the construction of these in the immediate future. These intersections are extremely dangerous at this time.
  - We urge Metro to consider moving RTP#'s 1176 and 1177 to the 2004-2009 time frame.
  - The recently identified safety improvements (guardrails) to Boonesferry Road and Arnold Street need to be added to both the TSP and RTP.
  - RTP# 1181, "Beaverton-Hillsdale Highway ITS" needs to have its description clarified to "Capitol Highway/Beaverton-Hillsdale Highway ITS". The project location appears to start on Capitol Highway as it includes Terwilliger within the project description. The Beaverton-Hillsdale Highway does not intersect Terwilliger, and the project most likely incorporates the signal at Capitol Highway and Terwilliger. Further, any ITS improvements that project excess traffic must be accompanied by adequate pedestrian facilities when placed in an urban setting such as this. Accordingly, the cost of this project needs to be increased to include the construction of any missing sidewalk and street crossing sections.
  - Key projects for moving traffic through SW Portland have not been included within the 2025 RTP Financially constrained system. These projects would provide relief to the I-5/Barbur/South Portland

corridor. Specific items that should be brought into the funding umbrella to assure their construction are RTP#'s 1004, 1031, 1195, and 1196.

- Barbur Boulevard structures over Vermont and Newberry, in the vicinity of the northerly Capitol Highway/Barbur intersection. Five years ago ODOT performed emergency repairs to these structures while heavy traffic was detoured through residential areas. They indicated at that time the remaining physical life of these timber structures was 10 years. Reconstruction of these structures, with the addition of appropriate bike and pedestrian facilities, must be included in the immediate time frame.
- Key projects for moving traffic through SW Portland have not been included within the 2025 RTP Financially constrained system. These projects would provide relief to the I-5/Barbur/South Portland corridor. Specific items that should be brought into the funding umbrella to assure their construction are RTP#'s 1004, 1031, 1195, and 1196.

Sincerely,

Glenn Bridger,
President, SW Neighborhoods, Inc.

Lillie Fitzpatrick,
Transportation Committee Chair,
SW Neighborhoods, Inc.

cc: John Gillam, Laurel Wentworth

Connections

Business Districts:

Downtown - Rose Quarter -

Lloyd - Hollywood -

82nd Ave - Gateway

Neighborhoods:

Directly serves 14 inner eastside Portland neighborhoods

Within ¼ Mile:

- 15 Parks
- 23 Schools and Playgrounds

Murray Hill - Citizen
3817 N. Williams Ave 97227

Connections

Transit:

- All 8 Max stations
- 22 Bus lines
- All 3 Transit Centers

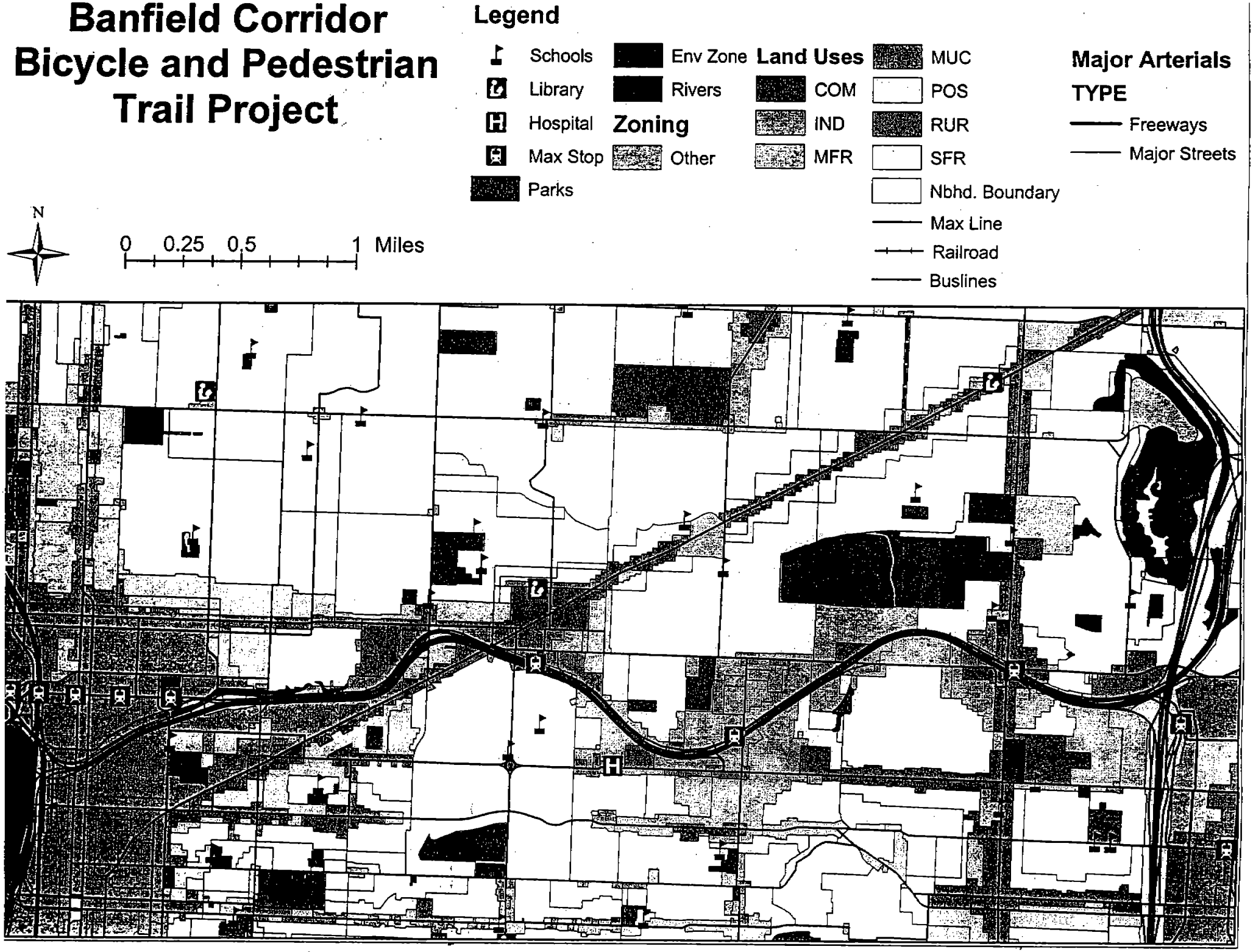
Bikeways:

- Serves 16 City Bikeways
- Regional links via the I-205 Trail and the Eastside Esplanade/OMSI-to-Springwater

Walking:

- 50 potential access points on north side
- 17 existing bridges links south side

Banfield Corridor Bicycle and Pedestrian Trail Project



RECEIVED
DEC 04 2003
By

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:

Highway 26 (Sunset Highway) needs AN expansion of at least one lane on each side from Highway 217 interchange west to Cornelius Pass Rd. Building this infrastructure will support Oregon's economic recovery AND increase our ability to move goods, services and people. Clatsop, Columbia & Washington County citizens would benefit significantly with short commute time thus being able to spend more time with their families. Business will benefit with faster delivery times (over)

Submitted by:

Tim Phillips
Name

220 NW 2ND Ave Suite 950 Portland, OR 97209
Street Address *City/Zip*

503-224-0010 ~~Tim~~ Tphillips@phillipsANDco.com
Phone *E-Mail*

Send me more info:

☒ *2000 RTP Document CD* *Other RTP Info:* Expansion of Hwy 26 from Hwy 217 to Cornelius Pass Rd.

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

And quicker access to distribution hubs.

The existing infrastructure is over loaded and is a significant bottleneck for commuters, truck traffic AND service vehicles

The new lanes could be designed for High Occupancy Vehicles or for truck traffic only. A final decision for the use of the new infrastructure would require a refinement study to determine the most efficient traffic usage and air quality impact.

HON. EUGENE GRANT
Mayor

ROBERT BROOKS
JEFF DULCICH
JONATHAN EDWARDS
ROB WHEELER

City Manager
CLINT HOLMES

Assistant City Manager
City Recorder
WANDA KUPPLER

City of Happy Valley

12915 S.E. KING ROAD
HAPPY VALLEY, OR 97236-6298
TELEPHONE (503) 760-3325
FAX (503) 760-9397
Web site: *www.happy-valley.org*

Metro Council
Via hand delivery

Re: Mount Scott Creek Trail Project #48

Dear Councilors:

The Mount Scott Creek Trail was included in 1992 in the Metro Regional Trail plan as Project # 48. A segment of that project in Happy Valley has already been completed. With the completion of the new Sunnyside road bridge over Mt. Scott Creek the time is right to proceed to connect the Springwater trail on the north of Happy Valley with the existing trails on the portion of Mt. Talbert owned by Metro that is located just south of Happy Valley. This trail would allow for bicycle and pedestrian access to extensive trails in both north and south directions from Happy Valley. As you know Happy Valley is in great need of these means to get its residents out of their cars and exercising their bodies. This trail will also provide a very useful means of pedestrian and bicycle access from Happy Valley to the shopping center that is located at 122nd and Sunnyside Road. Most importantly this trail will provide the fast growing population of Happy Valley with a trail connection to the premier Metro amenities in the vicinity to Powell Butte via the Springwater Corridor and to Mt. Talbert on the south. Happy Valley is very willing to provide local funds to help complete this trail, but needs the help that will come from adding this trail to the Regional Transportation Plan. The City Council considers this our number one trail priority and we thank you for consideration of helping us complete the trail.

Very Truly

Eugene Grant
Mayor

December 4, 2003

Kim Ellis
Metro
600 NE Grand Avenue
Portland OR 97232

RE: RTP Update Public Comments

Dear Ms. Ellis:

The City of Wilsonville has the following comments regarding the draft 2004 RTP Update:

1. Place the entire Wilsonville Road Interchange project within the Financially Constrained list, not just the PE and ROW with construction on the Preferred List. This is important because this project has been identified as a high priority project both by the City and by ODOT, as well as regional and federal partners who participated in ODOT's 2002 Freeway Access Study.

   The critical nature of this project is evidence by the City of Wilsonville's commitment of $3.5 million in the city's current budget to begin Phase 1 of the needed improvements. However, this is a very limited fix to the problems that exist at the interchange and a more comprehensive solution is now moving through the OTIA 3 process as a freight mobility project. Placing the entire project on the Financially Constrained list recognizes the level of significance this project has on the I-5 south metro region and for freight mobility.

   In response to the proposed update to the RTP System Maps, the City has attached an updated map of our major freight distribution centers and truck terminals (see Figure 3a). There are several industrial areas in south Wilsonville that utilize the Wilsonville Road Interchange on a daily basis and the importance of improving the interchange for freight mobility and safety can not be emphasized enough.

2. As submitted at the October 29, 2003 TPAC Workshop, the City of Wilsonville has re-evaluated two project priorities since the last update of the financially constrained list and they would include the following changes to the draft 2004 RTP:

   - Remove project #6091, the Boeckman Road/I-5 Overcrossing, from the financially constrained list and move it to the preferred system. The project total in the draft RTP is $9,890,000.
   - Add project #6093, the Barber Street extension to the financially constrained list. The project total in the draft RTP is $7,310,000.

   As you can see, this would remove a burden of more than $2.5 million from the financially constrained system. The Barber Street Extension project was determined to be a higher priority project because of its ability to have a greater impact on providing relief to the Wilsonville Road Interchange. This was concluded as part of the *I-5/Wilsonville Freeway Access Study*, which was prepared by DKS Associates in November of 2002 in coordination with ODOT, Metro, and the City of Wilsonville.

3. UPDATE Appendix 4 – Transportation Analysis Zone Assumptions, does not list Wilsonville as an Industrial Area (pg. 3) under 2040 Grouping. With Interstate 5 running through the middle of Wilsonville, the City has a significant Industrial land base which utilizes both the Wilsonville Road Interchange and Stafford Road Interchange. The majority of our industrial areas are located near established street and transit routes, therefore the City of Wilsonville should be included as a Tier 1 Industrial area.

4. The City has reviewed the proposed Policy Map Updates and there are several changes to be made to have the maps reflect the City's Transportation Systems Plan. The proposed modifications are summarized in a spreadsheet and shown on several figures attached to this letter.

5. In Appendix 8, under Title 6: Regional Accessibility, Regional Street Designs, the City of Wilsonville should now meet compliance with the adoption of the Transportation Systems Plan.

Thank you for the opportunity to provide these comments on the draft 2004 RTP Update. If you have any questions, please call Danielle Cowan, Public Affairs Director, at (503) 682-1011 or Laurel Byer, Assistant City Engineer, at (503) 682-4960.

Sincerely,

Arlene Loble
City Manager

LB:

Attachments

c: Eldon Johansen, Community Development Director
Mike Stone, City Engineer
Laurel Byer, Assistant City Engineer
Danielle Cowan, Public Affairs Director

COALITION FOR A LIVABLE FUTURE

310 SW FOURTH AVENUE, SUITE 612 • PORTLAND, OR 97204
PHONE: 503.294.2889 • FAX: 503.225.0333 • WWW.CLFUTURE.ORG

December 4, 2003

Metro Growth Mgmt.

DEC 0 5 2003

To: Metro Council Members
From: Jill Fuglister, Coalition for a Livable Future
Catherine Ciarlo, Bicycle Transportation Alliance

Re: Comments on the 2004 RTP Update

Thank you for the opportunity to comment on the 2004 update of the Regional Transportation Plan. On behalf of the Coalition for a Livable Future and the Bicycle Transportation Alliance, we would like to express our concern about the process of the update. We recognize that Metro is under considerable pressure to meet federally imposed deadlines. However, we believe the public has not been given an opportunity for meaningful involvement in an update that, far from being a "minor" update, will have a tremendous impact on the region's transportation system.

The Coalition for a Livable Future (CLF) is a coalition of 60 community organizations working to protect, restore, and maintain healthy, equitable, and sustainable communities in the greater Portland metropolitan region. The Bicycle Transportation Alliance (BTA) is a non-profit organization working to create healthy, sustainable communities by making bicycling safer, more convenient and more accessible in Oregon. Both organizations support Metro's Region 2040 vision for the Portland metro area as a place where people of all ages, incomes and ability have an array of daily transportation options available to them. We believe that this can only be accomplished by deliberate, strategic investment that ensures the development of complete networks for all modes of travel – including transit, walking and bicycling – as well as motor vehicles.

We are concerned that the current RTP update, in the crunch to meet a constrained timeline, will move the region away from the principles and modal goals set out in the 2000 RTP. Furthermore, the public has not had a meaningful opportunity to understand and comment on these changes. Characterized as a "housekeeping" update, the proposed revisions add over $1.5 billion in projects to the Financially Constrained list, according to Table 1, *Summary of 2004 RTP Financially Constrained System Project List Changes*.

Despite the scope of these proposed additions, Metro began work on the Air Quality Conformity Analysis on November 3, only three days after the public comment period opened. This raises a critical question: how would the Metro Council and JPACT respond if public comment were to reveal a lack of support for major projects being modeled? Clearly, with air quality modeling well underway, Metro would not be well positioned to respond in any meaningful fashion. Again, we understand that the region is facing tight deadlines with potentially significant effects. However, characterizing the update as "minor" is inaccurate at best.

The heart of CLF's and the BTA's concern about the update centers around the project mode split in the new Financially Constrained System. At the beginning of this RTP update,
Metro staff laid out a set of guiding principles and targets that were to drive the update process.

COALITION MEMBERS

AMERICAN INSTITUTE OF ARCHITECTS, PORTLAND CHAPTER • AMERICAN SOCIETY OF LANDSCAPE ARCHITECTS • ASSOCIATION OF OREGON RAIL AND TRANSIT ADVOCATES • AUDUBON SOCIETY OF PORTLAND • BETTER PEOPLE • BICYCLE TRANSPORTATION ALLIANCE • CASCADIA BEHAVIORAL HEALTH CARE • CITE, CREATIVE INFORMATION • CITIZENS FOR SENSIBLE TRANSPORTATION • CLACKAMAS COMMUNITY LAND TRUST • COLUMBIA GROUP SIERRA CLUB • COLUMBIA RIVER INTER-TRIBAL FISH COMMISSION • COMMUNITY ACTION ORGANIZATION • COMMUNITY ALLIANCE OF TENANTS • COMMUNITY DEVELOPMENT NETWORK • ECUMENICAL MINISTRIES OF OREGON • ELDERS IN ACTION • ENTERPRISE FOUNDATION • ENVIRONMENTAL COMMISSION OF THE EPISCOPAL DIOCESE OF OREGON • FAIR HOUSING COUNCIL OF OREGON • FANS OF FANNO CREEK • FRIENDS OF ARNOLD CREEK • FRIENDS OF CLARK COUNTY • FRIENDS OF FOREST PARK • FRIENDS OF GOAL FIVE • FRIENDS OF ROCK, BRONSON AND WILLOW CREEKS • FRIENDS OF SMITH AND BYBEE LAKES • FRIENDS OF TRYON CREEK STATE PARK • GROWING GARDENS • HILLSDALE NEIGHBORHOOD ASSOCIATION • JOBS WITH JUSTICE • JUSTICE & PEACE COMMISSION OF ST. IGNATIUS CATHOLIC CHURCH • LEAGUE OF WOMEN VOTERS OF THE COLUMBIA RIVER REGION • MERCY ENTERPRISE • NORTHWEST HOUSING ALTERNATIVES • 1000 FRIENDS OF OREGON • OREGON COUNCIL OF TROUT UNLIMITED • OREGON ENVIRONMENTAL COUNCIL • OREGON FOOD BANK • OREGON SUSTAINABLE AGRICULTURE LAND TRUST • PEOPLE'S FOOD CO-OP • PORTLAND CITIZENS FOR OREGON SCHOOLS • PORTLAND COMMUNITY LAND TRUST • PORTLAND COMMUNITY REINVESTMENT INITIATIVES • PORTLAND HOUSING CENTER • PORTLAND IMPACT • REACH COMMUNITY DEVELOPMENT INC. • ROSE COMMUNITY DEVELOPMENT CORP. • SISTERS OF THE ROAD CAFE • SOUTHEAST UPLIFT NEIGHBORHOOD PROGRAM • SUNNYSIDE UNITED METHODIST CHURCH • TUALATIN RIVERKEEPERS • TUALATIN VALLEY HOUSING PARTNERS • URBAN LEAGUE OF PORTLAND • URBAN WATER WORKS • WETLANDS CONSERVANCY • WILLAMETTE PEDESTRIAN COALITION • WILLAMETTE RIVERKEEPER • WOODLAWN NEIGHBORHOOD ASSOCIATION

A key goal (driven by the need to keep the region in air quality compliance) was that project mode splits should remain relatively stable in the 2004 RTP Update process.

This goal has not been met. The table below is copied from Metro's public outreach materials, with a final column added. It reveals an 11% increase in road and bridge projects and a 14 % drop in transit dollars.

Distribution of Financially Constrained System Projects

	[TARGET SPLIT]		
Balancing Modes of Transportation	2000 RTP	Draft 2004 RTP	Change
Road and Bridge	35%	46%	**+11%**
Bicycle and Pedestrian	7%	9%	+2%
Transit Projects	55%	41%	**-14%**
Boulevard Projects	3%	4%	+1%

While we recognize that the changes result from OTIA III, the availability of state funding should not preempt Metro's planning process. Furthermore, if the region is going to make such a substantial shift away from the mode split outlined in the 2000 RTP, the public should understand that shift and have a meaningful opportunity to comment on it. Again, such a change is hardly "housekeeping."

Recognizing that the region must move forward with this RTP update in order to meet federal deadlines, CLF and the BTA urge the Council to note that the project mix in this update does not reflect a well-thought-out, well-coordinated strategy to achieve a truly multi-modal transportation system.

Looking forward to the next major RTP update, we urge the Metro Council to set a clear goal of achieving a mode split that looks more like that contained in the 2000 RTP – a document developed with extensive and meaningful public involvement. With virtually no public process and little technical evaluation, the current RTP update with its substantially shifted mode split should be considered an interim document. It should not be the basis of future plans.

Specifically, CLF and the BTA request that the Council adopt a resolution to use the 2000 mode split as the starting point for the next RTP. Moving forward, we urge you to set even more aggressive targets for transit, bicycle and pedestrian mode shares to guide the next update.

Thank you for your consideration of these comments. We look forward to working with Metro, the region's jurisdictions, and its citizens on the 2006 RTP update.

Sincerely,

Catherine Ciarlo
Executive Director
Bicycle Transportation Alliance

Jill Fuglister
Coordinator
Coalition for a Livable Future

SW Hills Residential League
Post Office Box 1033 Portland, Oregon 97207
Tel (503)292-3716 Fax (503)292-3719
swhrl@yahoo.com

December 4, 2003

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Mr. David Bragdon
METRO Council President
600 NE Grand Avenue
Portland, Oregon 97232

RE: METRO REGIONAL TRANSPORTATION PLAN POLICY UPDATE PUBLIC COMMENTS

Dear Mr. Bragdon:

Thank you for the opportunity to comment on Metro's Policy Update concerning the 2004 Regional Transportation Plan (RTP). I have taken this occasion to review Metro's updated documents and compared its project highlights and amendments with proposals found in the City's Transportation System Plan (TSP).

I speak to you as the President of SW Hills Residential League (SWHRL) on matters of concern in our neighborhood. The League was established and incorporated in 1969. We are recognized by the City as the official neighborhood association representing Portland's SW Hills neighborhood. That includes the Sunset Highway and the Terwilliger Parkway. Currently we have 23 Directors on our board who represent the various areas of the Neighborhood. We have been *Preserving Our Neighborhood's Heritage For 35 Years.* Today I speak of our neighborhood's future. I think you may know of our neighborhood– it's the one used familiarly by Portland civic leaders as a backdrop for the downtown livability. The Neighborhood is used by <u>all</u> Portlanders and visitors; we welcome that, but it has come with a cost.

The League is disappointed that the Metro Transportation Plan fails to recognize the true needs of the SW Hills. Conversely, Portland's Transportation System Plan continues to identify the Neighborhood's needs as genuine, just as they have done in past years–in their previous Twenty Year Transportation Plan. The problem is the City has not really done anything with the plan, except to construct lots of speed bumps on our neighborhood's streets. I will limit my remarks to two areas of the Metro plan: <u>The Oregon Health Sciences University's (OHSU) Aerial Tram and Highway 26's Sunset Corridor</u>. Metro proposes pumping millions and millions of transportation dollars into these two projects alone.

The OHSU Aerial Tram proposal, which we see you have allocated some $ 15 million, does not adequately represent the authentic needs of the Neighborhood.

It's not innovative, rather it's elitist. Moreover, Metro should not be in the business of funding a private transportation system. It is noteworthy that many Oregonians have become cynical about the function and cost of big government bureaucracies, like Metro. The League is not a part of that movement. We remain optimistic about the potentials of government in solving problems. However, when Metro seemingly has abundant money to spend on risky, expensive and divisive projects, we pay attention. It is an outrageous waste of our transportation dollars. We strongly suggest deleting this project from Metro's Regional Transportation Plan, placing it reasonably where it belongs, in the Projects Dropped category. This would eliminate a burden of $ 15 million from the financially constrained transportation system.

The League believes the City's proposal for the OHSU Aerial Tram is not responsive to the true needs of the Neighborhood and that it is irresponsible to use our City's transportation dollars to fund such a venture. OHSU and current city officials have underestimated the importance of cultivating friendly democratic relations with the leaders in our neighborhood system. Lately their theme resembles, "Damn the torpedoes! Full steam ahead!" It's not the Portland Way. SW Hills residents would definitely not identify one our transportation needs as an aerial tram traveling above our streets. It is utterly not needed and it has been a highly divisive issue in all of the neighborhoods located in the OHSU vicinity (Homestead, Corbett/Terwilliger/Lair Hill, Hillsdale and SWHRL). OHSU has become committed to building higher and higher fences in the Neighborhood, mostly beneficial to themselves and their developers. Metro is adding fuel to the fire by proposing it partially fund this private and very expensive private transportation venture. Lastly, on this matter, there exist no compelling reason to build an aerial tram in the Neighborhood and it certainly does not conform to the City's own transportation plan. Portland's Transportation System Plan is highly supportive of making "it more convenient for people to walk, bicycle, use transit and drive less to meet their daily needs. By "transit" we assumed they meant public transportation, not private. The league joins collectively with other neighborhood associations in urging Metro to focus funding on public oriented projects that are highly beneficial to public and neighborhood needs.

Our second area of concern is Highway 26's Sunset Corridor. This is a portrait of a monestrous transportation failure. It's appearance is revolting, its congestion, noise, pollution and injury are legendary, yet Metro continues to propose spending millions and millions of transportation dollars improving this funnel. That is precisely what it is, a transportation funnel, because no matter how many lanes you add or improve, it still must pass through the tunnel entering or exiting the downtown. There's no getting around that fact. It's Paradise Lost and the concrete walls constructed to hold back Mother Nature's landscape resembles something from a dystopian science fiction scene, where humanity is diminished, cast aside to make room for machines. It's about a disastrous as it gets. It's not the future, it's the past and it's a huge failure. Apparently Metro still believes the automobile is indomitable, however there exist urban transportation models that promote the use of public transportation. Rather than perpetuating a poor transportation model, which has wasted enormous amounts of human time and resources the League proposes that a different trajectory be funded, one geared toward viable mass transit and multi-use transit ways for non-motorized travelers. We feel that reasonable progress can be

made toward constructing such transportation models if Metro refocuses the funding and expertise there. Portland needs the leadership to thoroughly prepare us for the future. Sadly Metro's current proposals falls short of meeting this need, as well as failing to address the here and now.

Back in the heyday of the civil rights movement, a wonderful, eloquent speaker, Fannie Lou Hamer, observed that she was sick and tired or being sick and tired. Well, that statement today nicely summarizes how many SW Hills residents feel. We live in an area of the City with no real multi-use transit ways, that are separated from increasingly speeding motor vehicle traffic. Intriguingly, every Twenty Year Plan that comes along identifies the same streets to be improved for a new generation. But it never seems to get done. The City's Transportation System Plan is the latest version of these prospects. In its introduction, City transportation leaders argues that "alternative approaches must be used to ensure integrated, comprehensive solutions." Our neighborhood loves this idea. Many of the streets identified for improvements in this current version have appeared before, so it leave us perpetually wondering what happened during the last twenty years. The streets and project numbers are as follows:

90001 Davenport
90024 Broadway
90029 Capitol
90031 Dosch
90034 Hamilton
90038 Humphrey
90049 Marquam
90054 Patton
90063 Sunset

There all there again cited for bicycle and pedestrian improvements. Certainly we would add SW Fairmount Boulevard to the streets identified. Fairmount is a scenic destination for all Portlanders and is long overdue for pedestrian improvements.

In sum, SW Hills Residential League recommends the following:

*Delete funding for the OHSU Aerial Tram project

*Direct the Metro staff planners to focus their talents on solving the Sunset Corridor's problems in practical and intelligent ways that utilize viable modern models

*Direct the Metro staff planners to undertake a comprehensive update of the RTP, coordinating it thoroughly with the City's TSP

*Re-direct the millions of dollars these additions will save the regional transportation program toward the "alternative approaches" Portland's transportation experts suggest

*Moving up the program years for the SW Hills street projects to 2004-10

SW Hills Residential League supports our City's vision for making our neighborhood's streets safe and friendly for non-motorized travelers. We believe such transportation improvement programs should be a transportation priority at Metro. In the SW Hills, the transportation experts long ago took away the Neighborhood's streetcars, which delivered people efficiently and safely up and down the hills and throughout the downtown. What has evolved are very large, noisy and polluting cars, that travel at very high speeds, up and down our narrow, windy, hilly and scenic streets. It's scary and the majority of people in the Neighborhood recognize this dangerous condition. There's a strong feeling that residents must transport themselves and their loved ones in cars, in order to protect themselves. In a sense, we've become caged birds with our cars and it only exacerbates the problem.

There's a systematic practice of denying Southwest neighborhoods their due. Metro and Portland's decisions in planning priorities have deprived us of safely being able to walk our streets, which remain largely devoid of transit ways for non-motorized people. There needs to be a corrective plan in place that promotes people not their automobiles. Metro's leadership can be the major catalyst for changing these deplorable conditions. Designing, funding and constructing a SW Hills transit way, for all Portlanders to utilize, would reverse the course of past actions.

Thank you for your attention to this very sensitive issue. SW Hills Residential League and our neighbors and friends look forward to working with Metro and City transportation leaders on these proposals in the near future.

Sincerely,

Pamella E. Settlegoode, Ph.D.
President SWHRL

C: Rod Monroe, Metro District 6
Andy Cotugno, Metro Planning Director
Commissioner Jim Francesconi
Brant Williams, PDOT Director
Deena Platman, PDOT Planner

The Columbia Slough Watershed Council

7040 NE 47th Avenue Portland, Oregon 97218-1212
Tel: 503.281.1132 Fax: 503.281.5187 Email: jay.mower@columbiaslough.org
www.columbiaslough.org

Jay Mower, Coordinator

Date: December 4, 2003

To: Metro Council

From: Jay Mower, Coordinator
Columbia Slough Watershed Council

RTP # 4076

Re: Support for including the Columbia Slough Trail in RTP

One of my earliest civic activities after moving to Portland in 1991 was taking a community-sponsored walk on the yet-unfinished Springwater Corridor Trail. Over the years I have seen the benefits that this tremendous transportation feature provides to the public.

Metro knows that in order to achieve a balanced transportation system it is important to include multi-use trails in the Regional Transportation Plan. Providing citizens choices other than the automobile is critical to building livable communities. I support this.

I want you to know there is strong support for regional trails in the Columbia Slough Watershed area. In June of this year, after much work, the Watershed Council completed a long awaited Watershed Action Plan. In developing this plan we interviewed business and land owners, and worked with a wide array of community members. Our job, as a Watershed Council, is to encourage the community to implement the Action Plan.

The Action Plan's highest category is called Top Priority. One of our Top Priority projects is: *Completion of the Columbia Slough Trail.* As you may know, portions of the Columbia Slough trail are finished – and if you been on the trail, you know how beautiful it is – but there are many missing links and gaps. A fully-completed trail will provide multiple benefits. For example, there are hundreds of businesses along the Slough. When it is finished I am confident workers will use the Columbia Slough trail to access jobs. There will be access from Interstate MAX, I-205 bike path, and multiple bus routes that cross or travel near the Slough.

The Columbia Slough Watershed Council urges that you add the Columbia Slough Trail to the RTP's financially constrained list. We support this action.

A feasibility study RTP # 4076

Thank you very much.

Subject: TPlan 2000 update comments to go into record. Request for response.
Date: Monday, December 8, 2003 8:01 PM
From: Roger M. Ellingson <rogere@rmegen.net>
To: Trans System Accounts trans@metro.dst.or.us

Hello,

I am writing to be put on the record for the 2000 transportation plan update review. I am concerned that the regional transportation plan is not taking into account the increased levels of transportation system noise pollution around the metro area and the impact this is having on regional livability.

I have measured the traffic noise pollution levels at my home which is located in a residential area adjacent to SW Barnes Road. The levels exceed the 66-67dBA State of Oregon and Federal guidelines for this type of developed area 50% of the time. 10% of the time the noise levels are twice the standards. The noise peaks due to unmuffled vehicle exhaust routinely exceed 100dBA SPL! All measurements are taken in a position recommended by a Ph.D. noise expert. These problems I have at my home are not unique to the Metro area.

The main noise generators I have observed are 1) unmuffled heavy trucks routinely using illegal exhaust/compression system brakes, 2) increased tire and engine noise due to increasing vehicle speeds both legal and and above the legal limit, 3) heavy increases in the number of illegally muffled Harley-davidson motorcyles being operated, 4) huge increases in the number of modified "performance" resonator type exhaust vehicles being driven, 5) poor education, general confusion, and lack of will at the local jurisdiction levels to enforce what few vehicle noise emission laws are currently in force.

According to FHWA documents the main contributors to vehicle noise pollution are medium and heavy trucks. All transportation system planning is based upon these estimates. But the problem with metro and local transporation planning is the lack of enforcement of federal and state motor vehicle noise emission laws. If the laws are not enforced, then transportation system planning does not work either. There needs to be a balance to the overall system. Sound transportation system planning must be based upon sound foundational principles.

Upon further investigation, I and others have found there is no coordination between jurisdictions across the Metro area regarding noise pollution. Some cities have recently updated noise ordinances, but other areas like Washington County where I live have consciously avoided addressing the noise pollution levels from associated traffic impacts for decades. To our knowledge, Metro does not have any policy, knowledge, or understanding of the noise pollution impacts of the transporation system either.

I request that Metro review the current planning being undertaken to account for the items I have pointed out in this letter. I will be looking forward to hearing exactly how Metro and the Joint commission will be addressing this regional livability deficiency and how I can help.

Thank you for responding to this request.

Sincerely yours,
Roger M. Ellingson
8515 SW Barnes Road
Portland, OR 97225
503 297 5044

Dept. of Business and Community Services
MULTNOMAH COUNTY OREGON
Land Use and Transportation Program

1600 SE 190th Avenue
Portland, Oregon 97233-5910
(503) 988-5050

MEMORANDUM

TO: Kim Ellis
Metro

FROM: Ed Abrahamson EA
Principal Planner

RE: Corrections to Regional Transportation Plan (RTP) Project List

A review of 2004 RTP Project Update document revealed a number of Multnomah County projects that required corrections, as follows:

- #2041—257th Ave., Division St. to Powell Valley Rd.: Project is included in the Financially Constrained List but was left off the Table 1 summary list.
- #2120—Sandy Blvd. Bike/Ped project: Remove project from Table 1 and RTP
- #2124—Halsey St., 238th Ave. to Historic Columbia River Highway: Project is included in the Financially Constrained List but was omitted from Table 1 summary list. Project cost should be changed to $3,240,000.

If you have any questions or require additional information, please call me at (503) 988-5050 x29620.

EACK 2885.MEM (TRANPRTP520)

Subject: RTP Amendment Request
Date: Wednesday, December 10, 2003 2:41 PM
From: Gillam, John <John.Gillam@pdxtrans.org>
To: "'ellisk@metro.dst.or.us'" ellisk@metro.dst.or.us
Cc: "Wentworth, Laurel" Laurel.Wentworth@pdxtrans.org, "Platman, Deena" Deena.Platman@pdxtrans.org

Kim: As we discussed on the phone, we want to withdraw our request of Nov. 12 to move project #1199 - Barbur Blvd. Pedestrian Access to Transit Improvements from the Financially Constrained system to the Preferred system. Unlike other larger scale projects planned along the I-5/Barbur corridor, this project is smaller in scope, more flexible in design regarding adjacent land uses and helps implement the Barbur Boulevard Streetscape Plan. These projects are not dependent upon recommendations that may result from the Regional Corridor Planning Program for the I-5/Barbur corridor. Please retain this project in the Financially Constrained system and advance it to the 2004-2009 timeframe.

Subject: FW: Comments on RTP 2004 12/10/2003
Date: Wednesday, December 10, 2003 6:54 PM
From: Tom Kloster <klostert@metro.dst.or.us>
To: Kim Ellis ellisk@metro.dst.or.us

Another set...

------ Forwarded Message
From: Don Baack <baack@pacifier.com>
Date: Wed, 10 Dec 2003 16:27:14 -0800
To: klostert@metro.dst.or.us, mclains@metro.dst.or.us,
monroer@metro.dst.or.us, parkr@metro.dst.or.us, hostickac@metro.dst.or.us,
bragdond@metro.dst.or.us, burkholderr@metro.dst.or.us,
newmanb@metro.dst.or.us
Cc: gbridger@teleport.com, gbridger@yahoo.com, "L Fitzpatrick" <lf@pdx.edu>,
lgard@spiritone.com, sbogert@spiritone.com, psettlegoode@msn.com
Subject: Comments on RTP 2004 12/10/2003

December 10, 2003 4:15 pm.

I have the following comments on the RTP 10/31/2004 draft as it relates to SW Portland. The numbers refer to the Project List #.

First of all, please pass a resolution requiring each member city to adopt the amendments to the RTP after a suitable previously announced comment period to permit the citizens of each of these cities an opportunity to comment and make their views known. The current game rules make it an insiders game and not what we the citizens need or want.

1095 Barbur Blvd multi-modal improvements 15,000,000. This project was promised to SW Portland in lieu of having much of it done by ODOT when Barbur was re paved in 1999. We were promised it would be receive funding priority. That promise should be kept. The Barbur Corridor Study is desired to identify the new southbound on-ramp prior to Capitol Highway South, and the changes needed at Capitol Highway and Barbur.

1193 could be put off for a few years until 1096 the I-5 Barbur 405-217 Corridor is complete. It is my understanding that 1096 is in the financially constrained alternative. If it is not, it needs to be made a part of the constrained system. It is key to many changes in SW Portland.

Cannot find: Earthquake retrofitting for the bridge on Capitol Highway over SW Bertha Blvd, repairs or replacement to Vermont and Newberry Structures (Bridges) on Barbur just south of the north connection with I-5. They should be in the plan.

North MacAdam: A huge pile of money is proposed for this area including Naito Parkway, connections to the Ross Island Bridge, etc. No attention has been paid to the direct connections to I-405, I-5 while much attention has been directed to getting the spaghetti out of the east end of the Ross Island Bridge. The direct connections to the freeways are the logical next steps in implementing the North MacAdam plan, not messing around with the traffic that will not be there when the direct connections are completed. Make this project a top priority, taking funds from all the other projects designed to enhance North MacAdam.

Pedestrian bridge over I-5 and adjacent streets associated with the North MacAdam project should be specified as such to make sure the funds are not diverted to another project. I understand it is a $5,000,000 or so project.

Don Baack
6495 SW Burlingame Place
Portland, OR 97239-7001
503-246-2088
Baack@pacifier.com
SWTrails Web Site http://explorepdx.com/swtrails.html
Hillsdale Neighborhood Web Site http://explorepdx.com/hnameet.html

------ End of Forwarded Message

Exhibit "C" to Res. 03-3380A

METRO

2004 RTP UPDATE

Summary of Recommendations on Public Comments Received

December 5 – December 10, 2003

Consent Items

PACKET 1 – POLICY UPDATE

No additional comments received.

PACKET 2 – PROJECT UPDATE

Comment 131: Add Project #2041 (257th Avenue improvements) to the Table 1 summary of financially constrained system changes. Project is included in the Oct. 31, 2003 financially constrained project list, but is not shown on Table 1. (Multnomah County, 12/09/03)

Staff Recommendation: Agree. Amend as requested.

Comment 132: Add Project #2124 (Halsey St. improvements) to the Table 1 summary of financially constrained system changes. Project is included in the Oct. 31, 2003 financially constrained project list, but is not shown on Table 1. Update project cost to be $3,240,000. (Multnomah County, 12/09/03)

Staff Recommendation: Agree. Amend as requested.

Comment 133: Delete Project #2120 (Sandy Boulevard improvements) from the Table 1 summary of financially constrained system changes. This project is not included in the Oct. 31, 2003 financially constrained project list, but is shown on Table 1. (Multnomah County, 12/09/03)

Staff Recommendation: Agree. Amend as requested.

Comment 134: Withdraw request of November 12, 2003 (Comment #38) to remove Project #1199 - Barbur Boulevard Pedestrian Access to Transit Improvements from the Financially Constrained System. Unlike other larger scale projects planned along the I-5/Barbur corridor, this project is smaller in scope, more flexible in design regarding adjacent land uses and helps implement the Barbur Boulevard Streetscape Plan. These projects are not dependent upon recommendations that may result from the Regional Corridor Planning

Program for the I-5/Barbur corridor. Retain this project in the Financially Constrained system and advance it to the 2004-2009 timeframe. (City of Portland, 12/10/03)

Staff Recommendation: Agree. Amend as requested.

Comment: 135: Project #1095 (Barbur Blvd multi-modal improvements). This project was promised to SW Portland in lieu of having much of it done by ODOT when Barbur was repaved in 1999. That promise should be kept. The Barbur Corridor Study is desired to identify the new southbound on-ramp prior to Capitol Highway South, and the changes needed at Capitol Highway and Barbur. (Don Baack, 12/10/03)

Staff Recommendation: See Recommendation in Comment #134. This project will be included in the financially constrained system.

Comment 136: Project #1193 could be put off for a few years until 1096 the I-5 Barbur 405-217 Corridor is complete. It is my understanding that 1096 is in the financially constrained alternative. If it is not, it needs to be made a part of the constrained system. It is key to many changes in SW Portland. (Don Baack, 12/10/03)

Staff Recommendation: No change recommended. Project #1096 is not in the financially constrained. Other corridors have been identified as higher priorities at this time.

Comment 137: Add a project to complete earthquake retrofitting for the bridge on Capitol Highway over SW Bertha Blvd, repairs or replacement to Vermont and Newberry Structures (Bridges) on Barbur just south of the north connection with I-5. (Don Baack, 12/10/03)

Staff Recommendation: See TPAC Recommendation to Comment 125.

Comment 138: A lot of money is proposed for the North Macadam area including Naito Parkway, connections to the Ross Island Bridge, etc. No attention has been paid to the direct connections to I-405, I-5 while much attention has been directed to getting the spaghetti out of the east end of the Ross Island Bridge. The direct connections to the freeways are the logical next steps in implementing the North Macadam plan, not messing around with the traffic that will not be there when the direct connections are completed. Make this project a top priority, taking funds from all the other projects designed to enhance North Macadam. (Don Baack, 12/10/03)

Staff Recommendation: See TPAC Recommendation to Comment 124.

Comment 139: Pedestrian bridge over I-5 and adjacent streets associated with the North Macadam project should be specified as such to make sure the funds are not diverted to another project. I understand it is a $5,000,000 or so project. (Don Baack, 12/10/03)

Staff Recommendation: No change recommended. Project #1200 is not proposed to be included in the financially constrained at this time. Other priority projects have been included for this area.

PACKET 3 – TECHNICAL UPDATE

Comment 140: Do not make changes recommended in Section 6.2 (Demonstration of Compliance with State Requirements) based on TPAC recommendation in Comment #1, and provide clarifying language in introduction and Section 6.1 (Demonstration of Compliance with Federal Requirements) that this update will only address federal planning requirements. (Metro staff, 12/10/03)

Staff Recommendation: Agree. Amend as requested.

OTHER

Comment 141: The RTP update has not adequately addressed increased levels of noise pollution due to transportation. The main noise generators I have observed are 1) unmuffled heavy trucks routinely using illegal exhaust/compression system brakes, 2) increased tire and engine noise due to increasing vehicle speeds both legal and and above the legal limit, 3) heavy increases in the number of illegally muffled Harley-davidson motorcyles being operated, 4) huge increases in the number of modified "performance" resonator type exhaust vehicles being driven, 5) poor education, general confusion, and lack of will at the local jurisdiction levels to enforce what few vehicle noise emission laws are currently in force. The lack of enforcement of federal and state motor vehicle noise emission laws is the main problem with regional and local planning. (Roger Elligsen, 12/8/03)

Staff Recommendation: No change recommended. Noise ordinances are regulated and monitored locally. This comment will be forwarded to local governments.

STAFF REPORT

IN CONSIDERATION OF RESOLUTION NO. 03-3380A, FOR THE PURPOSE OF ADOPTING THE 2004 REGIONAL TRANSPORTATION PLAN AS THE FEDERAL METROPOLITAN TRANSPORTATION PLAN TO MEET FEDERAL PLANNING REQUIREMENTS

Date: December 10, 2003 Prepared by: Kim Ellis

PROPOSED ACTION

This resolution would adopt the 2004 Federal update to the Regional Transportation Plan ("Federal RTP") as the federal metropolitan transportation plan and would bring the RTP into compliance with the Clean Air Act and federal planning requirements, pending approval of Resolution No. 03-3382 (the 2004 RTP/2004-07 MTIP Air Quality Conformity Determination). Metro is not required to update the regional transportation plan for state planning purposes until 2007.

The Federal RTP, included as Exhibit "A," contains:

- Policy Packet (Part 1) – Chapter 1 of the Regional Transportation Plan (RTP) presents the overall policy framework for specific transportation policies, objectives and actions identified throughout this plan. It also sets a direction for future planning and decision-making by the Metro Council and the implementing agencies, counties and cities.

  The Policy Packet includes the proposed policy amendments for the Federal RTP, which includes changes to several transportation system maps in Chapter 1 and changes to Chapter 1 policy text to establish two tiers of industrial areas ("regionally significant" and "local") for the purpose of transportation planning and funding.. The updated system maps include a number of "housekeeping" amendments that reflect fine-tuning of the various modal system maps. Many of these amendments were recommended by local cities and counties as part of local transportation plans adopted since the last RTP update in August 2000. In addition, a new map that identifies the Metropolitan Planning Organization (MPO) Planning Boundary is proposed to be added to Chapter 1 of the RTP. This boundary defines the area that the Regional Transportation Plan applies to for federal planning purposes.

- Project Packet (Part 2) - The Project Packet includes an updated Financially Constrained System that will be eligible for state and federal funding and a larger "Illustrative System" that identifies the 20-year transportation needs for the region. 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. This packet incorporates new projects recommended in local transportation plans or corridor studies adopted since 2000 and endorsed by Metro as "friendly amendments" as part of the local review process. The updated financially constrained system is required for federal planning purposes, serves as the basis for a conformity determination with the federal Clean Air Act that will be addressed through a separate Resolution No. 03-3382. Projects that have been added to the Federal RTP and that are not included in the 2000 RTP priority system would require compliance with statewide planning goals through a separate amendment to the 2000 RTP Priority System prior to construction,

- Technical Packet (Part 3) - The Technical Packet incorporates technical changes to the Chapter 6 of the RTP that delete technical requirements that have been addressed through recently adopted

corridor studies and frame future work that must still be completed as part of future updates to the Federal RTP.

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 Federal update to the RTP 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.

In addition, federal transportation planning rules require Metro, as the Metropolitan Planning Organization ("MPO"), to identify a MPO Planning Area 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 urban growth boundary and the 2000 census defined urbanized area boundary for the Portland metropolitan region. A new map has been added to chapter 1 of the RTP to meet this requirement.

FACTUAL BACKGROUND AND ANALYSIS

The most pressing need for this update to the RTP is continued compliance with the federal Clean Air Act. 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." The financially constrained system of projects is then evaluated to determine whether implementation of the projects would violate the federal Clean Air Act.

In October 2003, Metro staff worked with members of the Transportation Policy Alternatives Committee (TPAC) and other interested parties to develop a comprehensive inventory of regional transportation projects identified in local plans and special studies adopted since the 2000 RTP was completed in order to update the 2000 RTP project list. This inventory included:

- 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 Federal 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 Federal RTP. The recommendations endorsed in each of these efforts are also reflected Federal RTP.

The updated "Illustrative System" of projects served as the basis for defining an updated financially constrained system of improvements that represents a subset of roughly half of the Illustrative system. Development of the financially constrained system followed the basic principles of (a) maintaining the Region 2040 Plan policy emphasis of the 2000 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.

The Federal RTP provides an updated set of financially constrained projects and programs for future MTIP allocations and is anticipated to meet the federal clean air act. 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.

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 Federal RTP update combined the preferred and priority systems contained in the 2000 RTP as a single "Illustrative" 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 "Illustrative" 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.

The Federal RTP 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.

In addition to updating transportation projects and growth forecasts, Metro must demonstrate that the Federal RTP meets federal and state air quality analysis requirements. During November and December, Metro completed a technical analysis known as air quality conformity.

The results of the Federal RTP update work tasks are included in the 2004 Regional Transportation Plan Public Comment document, which is included as Exhibit "A" (Parts 1, 2 and 3). A public comment period was held from October 31, 2003 through December 10, 2003. The Metro Council held a public hearing on Dec. 4, 2003. Exhibit "B" includes a "Summary of Public Comments: Receive October 31, 2003 through December 4, 2003," dated December 5, 2003. Exhibit "C" includes a "Supplemental Public Comments: Received December 5, 2003 through December 10, 2003," dated December 11, 2003.

The Metro Council is being asked to approve Exhibit A as amended by Exhibit "B" and "C" and direct this resolution, the updated Federal RTP and Resolution 03-3382 upon its adoption by the Metro Council be submitted to the U.S. Department of Transportation and the U.S. Environmental Protection Agency prior to January 26, 2004 for review for acknowledgement that these documents conform with the requirements of the Clean Air Act.

ANALYSIS/INFORMATION

1. Known Opposition

None known. The region is and has been in compliance with the Clean Air Act since 1996. The Federal RTP financially constrained system of transportation improvements is anticipated to meet federal clean air act requirements.

2. Legal Antecedents

There are a wide variety of past Federal, State and regional legal actions that apply to this action.

Federal regulations include:

- the Clean Air Act, as amended [42 U.S. C. 7401, especially section 176(c)]; and
- Federal statutes concerning air quality conformity [23 U.S.C. 109(j)];
- US EPA transportation conformity rules (40 CFR, parts 51 and 93)
- USDOT rules that require Metro to update RTPs on a three-year cycle [23 CFR 450.322(a)].

State regulations include:

- Oregon Administrative Rules for Transportation Conformity, (OAR Chapter 340, Division 252);
- Portland Area Carbon Monoxide Maintenance Plan and Portland Area Ozone Maintenance Plan each prepared in 1996 and which received Federal approvals on September 2, 1997 and May 19, 1997 respectively.

Previous related Metro Council actions include:

- Metro Resolution No. 00-2969, adopting the air quality conformity for the 2000 RTP;
- Metro Resolution No. 02-3186A, amending the 2000 RTP and 2002 MTIP to incorporate OTIA bond projects;
- Metro Ordinance 03-1007A, amending the 2000 RTP to incorporate the two phases of the South Corridor Study

- Metro Resolution 03-3351, amending the 2000 RTP and MTIP to incorporate the South Corridor LRT Project (again, using a less than full analysis method to assess air quality impacts from the project when added to the RTP and MTIP).

3. Anticipated Effects

Approval of this Resolution will allow submittal of the Federal RTP as set forth in Exhibit A and amended by Exhibit "B" and Exhibit "C" to the U.S. Department of Transportation (Federal Highway Administration and Federal Transit Administration) as well as the U.S. Environmental Protection Agency for their review and hopefully, acknowledgement by U.S. DOT and U.S. EPA in a formal conformity determination that the Federal RTP complies with the federal Clean Air Act and federal planning requirements. This approval will allow Metro and local, regional and state agencies to proceed with transportation investments within the region.

4. Budget Impacts

None. The subject transportation investments are allocations of Federal and State transportation funds.

RECOMMENDED ACTION

Adopt Resolution 03-3380.

STAFF REPORT

IN CONSIDERATION OF RESOLUTION NO. 03-3380A, FOR THE PURPOSE OF ADOPTING THE 2004 REGIONAL TRANSPORTATION PLAN AS THE FEDERAL METROPOLITAN TRANSPORTATION PLAN TO MEET FEDERAL PLANNING REQUIREMENTS

Date: ~~November 6, 2003~~December 10, 2003 Prepared by: Kim Ellis

PROPOSED ACTION

This resolution would adopt the 2004 Federal update to the Regional Transportation Plan ("Federal RTP") as the federal metropolitan transportation plan and would bring the RTP into compliance with the Clean Air Act and federal planning requirements, pending approval of Resolution No. 03-3382 (the 2004 RTP/2004-07 MTIP Air Quality Conformity Determination). Metro is not required to update the regional transportation plan for state planning purposes until 2007.

The ~~2004~~ Federal RTP, included as Exhibit "A," ~~includes~~contains:

- ~~RTP Policies~~Policy Packet (Part 1) – Chapter 1 of the Regional Transportation Plan (RTP) presents the overall policy framework for specific transportation policies, objectives and actions identified throughout this plan. It also sets a direction for future planning and decision-making by the Metro Council and the implementing agencies, counties and cities.

  The Policy Packet includes ~~T~~the proposed policy amendments for the ~~2004~~ Federal RTP, ~~Regional Transportation Plan~~ which includes ~~are limited to~~ changes to several transportation system map ~~changes~~ in Chapter 1 and changes to Chapter 1 policy text to establish two tiers of industrial areas ("regionally significant" and "local") for the purpose of transportation planning and funding. ~~No changes to Chapter 1 policy text are proposed as part of this update.~~ The updated system maps include a number of "housekeeping" amendments that reflect fine-tuning of the various modal system maps. Many of these amendments were recommended by local cities and counties as part of local transportation plans adopted since the last RTP update in August 2000. In addition, a new map that identifies the Metropolitan Planning Organization (MPO) Planning Boundary is proposed to be added to Chapter 1 of the RTP. This boundary defines the area that the Regional Transportation Plan applies to for federal planning purposes.

- ~~RTP Projects and Systems Analysis~~Project Packet (Part 2) - ~~Chapters 2 through 5 of the~~ The Project Packet ~~RTP~~ includes an updated Financially Constrained System that will be eligible for state and federal funding and a larger "Illustrative System" that identifies~~y~~ 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~~ 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. This packet incorporates new projects ~~amendments~~ recommended in local transportation plans or corridor studies 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 5 also includes a description of the~~ The updated financially constrained system~~, which~~ is required for federal ~~certification,~~planning purposes, ~~and~~ serves as the basis for a conformity determination with the federal Clean Air Act that will be addressed through a separate Resolution No.

03-3382. Projects that have been added to the Federal RTP and that are not included in the 2000 RTP priority system would require compliance with statewide planning goals through a separate amendment to the 2000 RTP Priority System prior to construction.

- ~~RTP Implementation~~Technical Packet (Part 3) - ~~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.~~ The Technical Packet incorporates technical changes to the Chapter 6 of the RTP that delete technical requirements that have been addressed through recently adopted corridor studies and frame future work that must still be completed as part of future updates to the Federal RTP.

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~~ Federal update to the RTP 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.

In addition, federal transportation planning rules require Metro, as the Metropolitan Planning Organization ("MPO"), to identify a MPO Planning Area 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 urban growth boundary and the 2000 census defined urbanized area boundary for the Portland metropolitan region. A~~n~~ new map has been added to chapter 1 of the RTP to meet this requirement.

FACTUAL BACKGROUND AND ANALYSIS

The most pressing need for this update to the RTP is continued compliance with the federal Clean Air Act. 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." The financially constrained system of projects is then evaluated to determine whether implementation of the projects would violate the federal Clean Air Act.

In October 2003, Metro staff worked with members of the Transportation Policy Alternatives Committee (TPAC) and other interested parties to develop a comprehensive inventory of regional transportation projects identified in local plans and special studies adopted since the 2000 RTP was completed in order to update the 2000 RTP project list. This inventory included:

- 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~~ Federal 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~~ Federal RTP. The recommendations endorsed in each of these efforts are also reflected ~~2004~~ Federal RTP.

The updated ~~preferred~~ "Illustrative ~~s~~System" of projects served as the basis for defining an updated financially constrained system of improvements that represents a subset of roughly half of the ~~preferred~~ Illustrative system. Development of the financially constrained system followed the basic principles of (a) maintaining the Region 2040 Plan policy emphasis of the 2000 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.

The ~~2004~~ Federal RTP~~Regional Transportation Plan~~ provides an updated set of financially constrained projects and programs for future MTIP allocations and is anticipated to meet the federal clean air act. 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.

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~~ Federal RTP update combined the preferred and priority systems contained in the 2000 RTP as a single ~~preferred~~ "Illustrative" 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~~ "Illustrative" 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 reviewed and updated system performance conclusions from the 2000 RTP, as appropriate, to reflect the new preferred and financially constrained systems.~~ The ~~2004~~ Federal 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 were identified are referenced for future corridor or area studies.~~

In addition to updating transportation projects and growth forecasts, Metro must demonstrate that the ~~2004~~ Federal RTP meets federal and state air quality analysis requirements. During November and December, Metro completed a technical analysis known as air quality conformity.

The results of the ~~2004~~ Federal RTP update work tasks are included in the 2004 Regional Transportation Plan Public Comment document, which is included as Exhibit "A~~.~~" (Parts 1, 2 and 3). A ~~30-day~~ public comment period was held from October 31, 2003 through December ~~4~~10, 2003. The Metro Council held a public hearing on Dec. 4, 2003. Exhibit "B" includes a "Summary of Public Comments: Receive October 31, 2003 through December 4, 2003," dated December 5, 2003. Exhibit "C" includes a "Supplemental Public Comments: Received December 5, 2003 through December 10, 2003," dated December 11, 2003,

The Metro Council is being asked to approve Exhibit A as amended by Exhibit "B" and "C" ~~this work~~ and direct ~~that a request be~~this resolution, the updated Federal RTP and Resolution 03-3382 upon its adoption by the Metro Council be submitted ~~for~~ to the U.S. Department of Transportation and the U.S. Environmental Protection Agency prior to January 26, 2004 for review ~~and~~ for acknowledgement that these documents conform with the requirements of the Clean Air Act.~~of the 2004 RTP Conformity Determination.~~

ANALYSIS/INFORMATION

1. Known Opposition

None known. The region is and has been in compliance with the Clean Air Act since 1996. The ~~2004~~ Federal RTP financially constrained system of transportation improvements is anticipated to meet federal clean air act requirements.

2. Legal Antecedents

There are a wide variety of past Federal, State and regional legal actions that apply to this action.

Federal regulations include:

- the Clean Air Act, as amended [42 U.S. C. 7401, especially section 176(c)]; and
- Federal statutes concerning air quality conformity [23 U.S.C. 109(j)];
- US EPA transportation conformity rules (40 CFR, parts 51 and 93)
- USDOT rules that require Metro to update RTPs on a three-year cycle [23 CFR 450.322(a)].

State regulations include:

- Oregon Administrative Rules for Transportation Conformity, (OAR Chapter 340, Division 252);
- Portland Area Carbon Monoxide Maintenance Plan and Portland Area Ozone Maintenance Plan each prepared in 1996 and which received Federal approvals on September 2, 1997 and May 19, 1997 respectively.

Previous related Metro Council actions include:

- Metro Resolution No. 00-2969, adopting the air quality conformity for the 2000 RTP;
- Metro Resolution No. 02-3186A, amending the 2000 RTP and 2002 MTIP to incorporate OTIA bond projects;
- Metro Ordinance 03-1007A, amending the 2000 RTP to incorporate the two phases of the South Corridor Study
- Metro Resolution 03-3351, amending the 2000 RTP and MTIP to incorporate the South Corridor LRT Project (again, using a less than full analysis method to assess air quality impacts from the project when added to the RTP and MTIP).

3. Anticipated Effects

Approval of this Resolution will allow submittal of the ~~2004~~ Federal RTP as set forth in Exhibit A and amended by Exhibit "B" and Exhibit "C" to the U.S. Department of Transportation~~,~~ (Federal Highway Administration and Federal Transit Administration) as well as the U.S. Environmental Protection Agency for their review and hopefully, acknowledgement by U.S. DOT and U.S. EPA in a formal conformity determination that the ~~2004~~ Federal RTP complies with the federal Clean Air Act and federal planning requirements. This approval will allow Metro and local, regional and state agencies to proceed with transportation investments within the region.

4. Budget Impacts

None. The subject transportation investments are allocations of Federal and State transportation funds.

RECOMMENDED ACTION

Adopt Resolution 03-3380.

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF DESIGNATION OF THE 2004 REGIONAL TRANSPORTATION PLAN AS THE FEDERAL METROPOLITAN TRANSPORTATION PLAN TO MEET FEDERAL PLANNING REQUIREMENTS	)))))	RESOLUTION NO. 03-3380 Introduced by Councilor 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 (Federal Highway Administration and the Federal Transit Administration) 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

WHREAS, federal transportation planning rules require Metro, as the Metropolitan Planning Organization ("MPO"), to identify a MPO Planning Boundary; and

WHEREAS, a post-adoption air quality analysis must demonstrate conformity with the federal Clean Air Act for continued federal certification; 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 a public hearing on the 2004 RTP on December 11, 2003; now therefore,

BE IT RESOLVED that the Metro Council:

1. The 2004 Regional Transportation Plan ("RTP"), adopted by the Council in Ordinance No. 03-1024, shall be the federal Metropolitan Transportation Plan

2. The map in Part 1 (Policy Update) of the 2004 Regional Transportation Plan Update, adopted by the Council in Ordinance No. 03-1024, shall be the Metropolitan Planning Organization Planning Area Boundary for purposes of the federal Metropolitan Transportation Plan.

3. The Chief Operating Officer shall submit this resolution and the 2004 RTP and the 2004 RTP/2004-07 MTIP Air Quality Conformity Determination as set forth in Part 4 (Air Quality Conformity) of Exhibit A to the U.S. Department of Transportation (Federal Highway Administration and the Federal Transit Administration) and the U.S. Environmental Protection Agency for review for acknowledgement that these documents conform with the requirements of the Clean Air Act prior to January 26, 2004.

4. The Findings of Compliance in Exhibit B, attached and incorporated into this resolution, explain how the 2004 RTP conforms to the requirements of the Clean Air Act and federal planning requirements.

ADOPTED by the Metro Council this ____ day of December 2003.

David Bragdon, Council President

Approved as to Form:

Daniel B. Cooper, Metro Attorney

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OMA/RPB/kvw (11/12/03)

STAFF REPORT

IN CONSIDERATION OF RESOLUTION NO. 03-3380, FOR THE PURPOSE OF DESIGNATION OF THE 2004 REGIONAL TRANSPORTATION PLAN AS THE FEDERAL METROPOLITAN TRANSPORTATION PLAN TO MEET FEDERAL PLANNING REQUIREMENTS

Date: November 6, 2003 Prepared by: Kim Ellis

PROPOSED ACTION

This resolution would adopt the 2004 Regional Transportation Plan (RTP) as the federal metropolitan transportation plan and would bring the RTP into compliance with the Clean Air Act and federal planning requirements. The 2004 RTP includes:

- RTP Policies – Chapter 1 of the Regional Transportation Plan (RTP) presents the overall policy framework for specific transportation policies, objectives and actions identified throughout this plan. It also sets a direction for future planning and decision-making by the Metro Council and the implementing agencies, counties and cities.

  The proposed policy amendments for the 2004 Regional Transportation Plan are limited to several transportation system map changes in Chapter 1. No changes to Chapter 1 policy text are proposed as part of this update. The updated system maps include a number of "housekeeping" amendments that reflect fine-tuning of the various modal system maps. Many of these amendments were recommended by local cities and counties as part of local transportation plans adopted since the last RTP update in August 2000. In addition, a new map that identifies the Metropolitan Planning Organization (MPO) Planning Boundary is proposed to be added to Chapter 1 of the RTP. This boundary defines the area that the Regional Transportation Plan applies to for federal planning purposes.

- 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 5 also includes a description of the financially constrained system, which is required for federal certification, and serves as the basis for a conformity determination with the federal Clean Air Act that will be addressed through a separate Resolution No. 03-3382.

- 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.

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.

In addition, federal transportation planning rules require Metro, as the Metropolitan Planning Organization ("MPO"), to identify a MPO Planning Area 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 urban growth boundary and the 2000 census defined urbanized area boundary for the Portland metropolitan region. An new map has been added to chapter 1 of the RTP to meet this requirement.

FACTUAL BACKGROUND AND ANALYSIS

The most pressing need for this update to the RTP is continued compliance with the federal Clean Air Act. 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." The financially constrained system of projects is then evaluated to determine whether implementation of the projects would violate the federal Clean Air Act.

In October 2003, Metro staff worked with members of the Transportation Policy Alternatives Committee (TPAC) and other interested parties to develop a comprehensive inventory of regional transportation projects identified in local plans and special studies adopted since the 2000 RTP was completed in order to update the 2000 RTP project list. This inventory included:

- 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 2004 RTP.

The updated preferred system of projects served as the basis for defining an updated financially constrained system of improvements that represents a subset of roughly half of the preferred system. Development of the financially constrained system followed the basic principles of (a) maintaining the Region 2040 Plan policy emphasis of the 2000 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.

The 2004 Regional Transportation Plan provides an updated set of financially constrained projects and programs for future MTIP allocations and is anticipated to meet the federal clean air act. 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.

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 reviewed and updated system performance conclusions from the 2000 RTP, as appropriate, to reflect the new preferred and financially constrained 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 were identified are referenced for future corridor or area studies.

In addition to updating transportation projects and growth forecasts, Metro must demonstrate that the 2004 RTP meets federal and state air quality analysis requirements. During November, Metro completed a technical analysis known as air quality conformity.

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. The Metro Council is being asked to approve this work and direct that a request be submitted for US Department of Transportation and U.S. EPA review and acknowledgement of the 2004 RTP Conformity Determination.

ANALYSIS/INFORMATION

1. Known Opposition
None known. The region is and has been in compliance with the Clean Air Act since 1996. The 2004 RTP financially constrained system of transportation improvements is anticipated to meet federal clean air act requirements.

2. Legal Antecedents

There are a wide variety of past Federal, State and regional legal actions that apply to this action.

Federal regulations include:
- the Clean Air Act, as amended [42 U.S. C. 7401, especially section 176(c)]; and
- Federal statutes concerning air quality conformity [23 U.S.C. 109(j)];
- US EPA transportation conformity rules (40 CFR, parts 51 and 93)
- USDOT rules that require Metro to update RTPs on a three-year cycle [23 CFR 450.322(a)].

State regulations include:
- Oregon Administrative Rules for Transportation Conformity, (OAR Chapter 340, Division 252);
- Portland Area Carbon Monoxide Maintenance Plan and Portland Area Ozone Maintenance Plan each prepared in 1996 and which received Federal approvals on September 2, 1997 and May 19, 1997 respectively.

Previous related Metro Council actions include:
- Metro Resolution No. 00-2969, adopting the air quality conformity for the 2000 RTP;
- Metro Resolution No. 02-3186A, amending the 2000 RTP and 2002 MTIP to incorporate OTIA bond projects;
- Metro Ordinance 03-1007A, amending the 2000 RTP to incorporate the two phases of the South Corridor Study
- Metro Resolution 03-3351, amending the 2000 RTP and MTIP to incorporate the South Corridor LRT Project (again, using a less than full analysis method to assess air quality impacts from the project when added to the RTP and MTIP).

3. Anticipated Effects
Approval of this Resolution will allow submittal of the 2004 RTP as set forth in Exhibit A to the US Department of Transportation, Federal Highway Administration and Federal Transit Administration as well as the US Environmental Protection Agency for their review and hopefully, acknowledgement by US DOT and US EPA in a formal conformity determination that the 2004 RTP complies with the federal Clean Air Act and federal planning requirements. This approval will allow Metro and local, regional and state agencies to proceed with transportation investments within the region.

4. Budget Impacts
None. The subject transportation investments are allocations of Federal and State transportation funds.

RECOMMENDED ACTION

Adopt Resolution 03-3380.