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Metro | Agenda

Meeting: **Metro Council Work Session** **REVISED 6/13/2014**

Date: Tuesday, June 17, 2014
Time: 2 p.m.
Place: Council Chamber

CALL TO ORDER AND ROLL CALL

2 PM	**1.**	**ADMINISTRATIVE/ COUNCIL AGENDA FOR JUNE 19, 2014/ CHIEF OPERATING OFFICER COMMUNICATION**	
2:10 PM (30 MIN)	**3.**	**COMMUNITY PLANNING AND DEVELOPMENT GRANTS: FULL FUNDING FOR PARTIALLY FUNDED PROJECTS AND ADDITIONAL FUNDING FOR HOUSE BILL 4078 AFFECTED PROJECTS – INFORMATION / DISCUSSION**	**Martha Bennett, Metro** **Gerry Uba, Metro**
2:40 PM (45 MIN)	**4.**	**SOUTHWEST CORRIDOR PLAN: REVIEW OF RESOLUTION IMPLEMENTING SOUTHWEST CORRIDOR STEERING COMMITTEE RECOMMENDATION – INFORMATION / DISCUSSION**	**Malu Wilkinson, Metro**
3:25 PM (30 MIN)	**5.**	**REGIONAL TRANSPORTATION PLAN STATUS UPDATE ON AIR QUALITY CONFORMITY AND PUBLIC COMMENTS – INFORMATION / DISCUSSION**	**John Mermin, Metro**
3:55 PM	**6.**	**COUNCIL COMMUNICATION**	

ADJOURN

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Agenda Item No. 3.0

COMMUNITY PLANNING AND DEVELOPMENT GRANTS: FULL FUNDING FOR PARTIALLY FUNDED PROJECTS AND ADDITIONAL FUNDING FOR HOUSE BILL 4078 AFFECTED PROJECTS

Metro Council Work Session
Tuesday, June 17, 2014
Metro, Council Chamber

METRO COUNCIL

Work Session Worksheet

PRESENTATION DATE: June 17, 2014 **LENGTH: 30 minutes**

PRESENTATION TITLE: Community Planning and Development Grants: Full Funding for Partially Funded Projects and Additional Funding for Projects affected by HB 4078 (Map Amendment Consensus Bill)

DEPARTMENT: Planning and Development

PRESENTER(s): Martha Bennett, Chief Operating Officer – ext. 1541 and Gerry Uba, CPDG project manager –ext 1737)

WORK SESSION PURPOSE & DESIRED OUTCOMES

- Purpose: Review and discuss proposed full funding for local projects awarded Community Planning and Development Grants funded with construction excise tax, so that cities and counties can put in place community plans to achieve on-the-ground development and redevelopment.

- Outcome: Council authorizing the Chief Operating Officer to fully fund Cycle 3 Community Planning and Development Grants projects funded with construction excise tax.

TOPIC BACKGROUND & FRAMING THE WORK SESSION DISCUSSION

On August 15, 2013, Metro Council awarded Cycle 3 Community Planning and Development Grants, funded with construction excise tax, to 19 projects in the Metro region for a total of $4.2 million. The following four projects were partially funded:

- Gresham and Portland Powell-Division Transit and Development project
- Portland Mixed-use zoning project
- Sherwood and Washington County Industrial Site Assessment project
- Clackamas County Strategically Significant Employment Lands Project

Metro Council award decision (Resolution No. 13-4450) was based on the recommendations of the Chief Operating Officer, which was informed by the recommendation of the Screening Committee. When the Screening Committee members shared their recommendations with the Metro Council before the awards, they pointed out that partial funding for some projects was mostly due to limited grant resources.

HB 4078 (Map Adjustment Consensus Bill), adopted last spring, had profound effects on the following two projects which were fully funded for concept planning in urban reserve areas adjacent to the following cities.

- Cornelius Urban Reserves Concept Plan project
- Forest Grove Westside Planning Plan project

HB 4078 brought urban reserve areas into the urban growth boundary and made the projects' areas eligible for annexation. In addition, this legislation eliminates the need for concept planning under Metro's Title 11 requirements, and calls for comprehensive planning requirements under Title 11.

City of Forest Grove staff had been negotiating an intergovernmental agreement (IGA) with Metro staff for concept planning before HB 4078 was passed. The revised scope of work to meet the comprehensive planning requirements under Title 11 will cost the city additional $10,000.

City of Cornelius has yet to start negotiating an IGA with Metro staff. However, it is assumed that the additional cost of switching from concept planning to comprehensive planning will not be more than $10,000.

Attached is the list of the six projects which will benefit from the proposed legislation.

QUESTIONS FOR COUNCIL CONSIDERATION

- What questions do you have about these proposed full funding of Cycle 3 community planning and development projects?
- Do you have questions regarding the increase in funding for the Cities of Cornelius ($10,000) and Forest Grove ($10,000) so as to meet the requirements of both HB 4078 and Title 11?
- What questions do you have about authorizing the COO to fully fund the six projects listed above?

PACKET MATERIALS

- Would legislation be required for Council action **√**Yes ☐ No
- If yes, is draft legislation attached? **√**Yes ☐ No
- What other materials are you presenting today? [Staff Report]

CPDG Cycle 3: Projects Partially Funded and Affected by HB 4078 (All Inside the UGB)
[prepared for Metro Council]
Updated 6-3-14

NOTE: Screening Committee recommendations and COO's recommendations to Metro Council for partial funding was mostly due to limited grant resources.

	City/County	Project Name	Amount requested	Per IGA, Amount Funded	Difference
Projects Partially funded					
1	**Gresham***	Powell-Division Transit and Development Project	$362,290	$303,599	$58,691
	Portland*		$450,000	$377,401	$72,599
2	**Portland**	Mixed-Use Zoning Project	$425,500	$380,759	$44,741
3	**Sherwood****	Tonquin Employment master Plan and Washington County Large Lot Industrial Site Assessments	$143,955	$255,000 (No IGA yet)	$116,455 (No IGA yet)
	Washington County**		$227,500		
4	**Clackamas County**	Strategically Significant Employment Lands Project	$221,000	$200,000	$21,000
		Sub-Total	**$1,830,245**	**$1,516,759**	**$313,486**
Projects Affected by HB 4078					
1	**Cornelius*****	Revised form Urban Reserve Concept Plan to Comprehensive Plan	$73,000	$73,000	$10,000
2	**Forest Grove*****	Revised form Urban Reserve Concept Plan to Comprehensive Plan for Westside	$123,000	$123,000	$10,000
		Sub-Total	**$196,000**	**$193,000**	**$20,000**
		GRAND TOTAL	**$2,026,245**	**$1,709,759**	**$333,486**

* *Gresham & Portland Joint Project:* Powell-Division Transit & Development Project [Both Requested $812,290; both were Funded for $681,000]
** *Sherwood and Washington County:* Tonquin Employment Master Plan/Washington County Large Lot Ind. Site Assessments [Both Requested $371,455; both were Funded for $255,000]
***Urban reserve concept planning originally proposed will be changed to Comprehensive Planning for the project areas.

Agenda Item No. 4.0

SOUTHWEST CORRIDOR PLAN: REVIEW OF RESOLUTION IMPLEMENTING SOUTHWEST CORRIDOR STEERING COMMITTEE RECOMMENDATION

Metro Council Work Session
Tuesday, June 17, 2014
Metro, Council Chamber

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF ADOPTING THE SOUTHWEST CORRIDOR HIGH CAPACITY TRANSIT DESIGN OPTIONS, COMPLEMENTARY MULTIMODAL PROJECTS AND POTENTIAL STATION LOCATIONS FOR FURTHER STUDY	)))	RESOLUTION NO. 14-XXXX Introduced by Councilor Craig Dirksen and Councilor Bob Stacey

WHEREAS, the Metro Council identified the Southwest Corridor, located between downtown Portland and Sherwood, as the region's top priority for consideration for a high capacity transit investment based on the 2009 Regional High Capacity Transit System Plan;

WHEREAS, in December 2011, the Southwest Corridor Plan Steering Committee, including representatives of the cities and counties in the corridor, as well as Metro, TriMet and ODOT, adopted a charter agreeing to use a collaborative and publicly inclusive approach to develop the Southwest Corridor Plan;

WHEREAS, the Southwest Corridor Plan process is intended to lead to the adoption of a locally preferred alternative under the National Environmental Policy Act of 1969 (NEPA) for a high capacity transit investment in the Southwest Corridor, and consideration of the Southwest Corridor Plan as an amendment to Metro's Regional Transportation Plan;

WHEREAS in fall 2013, along with each of the Southwest Corridor Plan partner jurisdictions, the Metro Council endorsed the *Southwest Corridor Shared Investment Strategy* (Metro Council Resolution No. 13-4468A) and directed staff to coordinate and collaborate with project partners on refinement and analysis of high capacity transit alternatives and local connections in the Southwest Corridor, along with associated roadway, active transportation and parks/natural resource projects that support the land use vision for the corridor, as described in the *Southwest Corridor Shared Investment Strategy*;

WHEREAS the Southwest Corridor Plan Steering Committee and its project partners have organized three community planning forums, three design workshops, a business summit, and three online questionnaires in order to gather public input and help further refine and analyze potential impacts of over 60 high capacity transit design options, 66 associated multimodal projects, and 30 potential station areas in the corridor;

WHEREAS, as a result of this work, the Southwest Corridor Plan Steering Committee created the *Southwest Corridor Transit Design Options*, which sets forth a range of the most promising high capacity transit design options and associated roadway, bicycle and pedestrian improvements and potential station locations in the corridor that support the Southwest Corridor land use vision;

WHEREAS, on June 9, 2014, the Steering Committee unanimously adopted the *Southwest Corridor Transit Design Options* and recommended that its transportation alternatives be further analyzed through an official NEPA process;

WHEREAS, the Southwest Corridor project partners have committed to collaboratively fund further study of the options set forth in *Southwest Corridor Transit Design Options* under NEPA, as demonstrated in the actions of their governing bodies;

WHEREAS, the Metro Council has considered the support of local and agency partners in the corridor for the *Southwest Corridor Transit Design Options*, and the public comments and public testimony it has received regarding the Southwest Corridor Plan;

WHEREAS, the Metro Council's adoption of the *Southwest Corridor Transit Design Options* for further study under NEPA is not intended to be a binding land use decision, but instead directs continued study which could result in future consideration of a locally preferred alternative under NEPA and appropriate plan and code amendments for possible adoption and implementation; now therefore

BE IT RESOLVED that the Metro Council, in order to support the Southwest Corridor land use vision and address current and future transportation needs in the corridor, adopts the *Southwest Corridor Transit Design Options*, attached as Exhibit A, and directs staff to study the *Southwest Corridor Transit Design Options* under the National Environmental Policy Act in collaboration with the Southwest Corridor Plan project partners and with the involvement of stakeholders and public, as has been done in earlier phases of this project.

ADOPTED by the Metro Council this 26th day of June, 2014.

Tom Hughes, Council President

Approved as to Form:

Alison R. Kean, Metro Attorney

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Metro | *Memo*

Date: June 2, 2014
To: Southwest Corridor Steering Committee
From: Malu Wilkinson, Metro Southwest Corridor Project Manager
Matt Bihn, Metro Principal Transportation Planner
Subject: Summary of input and potential changes to the draft recommendation for Southwest Corridor HCT alignment options to study further

This memo provides an overview of input received, meetings held, and project partner discussion on the draft recommendation that was released on May 6, 2014 to define high capacity transit (HCT) design options, complementary multimodal projects, and potential station areas to study further in a draft environmental impact statement (DEIS) under the National Environmental Policy Act (NEPA). The Project Team Leaders (PTL) have identified some proposed changes for your consideration, described a few questions to be answered, and defined a schedule to approach the next phase with an aim towards efficiently managing our shared resources for further study of the important investments in the Southwest Corridor to support the land use vision.

Background

The Southwest Corridor Plan is a comprehensive effort focused on supporting community-based development and placemaking that targets, coordinates and leverages public investments to make efficient use of public and private resources. In July 2013, the Southwest Corridor Plan Steering Committee narrowed the options for a potential high capacity transit investment to serve the corridor land use vision by recommending: 1) continued study of Bus Rapid Transit (BRT) and light rail transit (LRT); 2) at least 50 percent of bus rapid transit in a dedicated transitway; and 3) a route from Portland to Tualatin via Tigard.

During the past year project partner staff has focused on developing: 1) potential transit alignment options consistent with the Steering Committee direction, 2) potential station areas along these options, and 3) complementary walking, biking and roadway improvement projects, also known as "multimodal projects," related to the transit options and station areas.

Project partner staff, TriMet, consultant technical staff and members of the public defined close to 60 HCT alignment options that are consistent with the July 2013 recommendation. The refinement phase has been designed to identify the most promising options for further study in a DEIS to make the most efficient use of limited public funds. Staff from the cities of Portland, Tigard, Tualatin, Durham, Washington County, Metro and the Oregon Department of Transportation (ODOT) worked with the TriMet technical team to develop the HCT alignment options.

HCT alignment options removed in April

In April 2014 the Steering Committee unanimously removed 14 HCT alignment options based on initial technical work and public comment. While the technical work serves as the foundation for additional analysis such as modeling and impacts analysis, the initial process itself identified some options to be clearly less viable than competing alternative options. These alignment options are described in the April 7, 2014 Steering Committee meeting record and materials.

Draft staff recommendation for HCT alignment options and multimodal projects

Project partner staff developed a recommendation for discussion that included 15 alignment options for BRT and 13 options for LRT (across nine geographic segments) for further study in a DEIS with complementary multimodal projects and station areas. Six BRT and six LRT alignment options were highlighted where there wasn't a consensus recommendation among project partners as to whether or not they merit further study. Each of the HCT alignment options was assessed according to the positive and negative impacts in the following areas:

- **capital cost magnitudes** – relative cost of construction including design elements such as tunnels, structure, length, and built environment;
- **impacts to the natural environment –** impacts to natural resources including trees, parks, watersheds, including considerations of potential opportunities for improvements;
- **development/redevelopment potential –** potential to support the Southwest corridor land use vision;
- **property impacts** - effects on buildings and private property;
- **traffic performance** – effects on roadway operations;
- **transit performance travel time** - assessment of ridership potential and operating costs based on characteristics such as distance and speed;
- **transit performance – accessibility** – assessment of ridership potential based on household and employment access.

Major elements informing a Steering Committee decision

Over the last month project staff have received public input on the discussion draft recommendation and have also explored technical concerns through additional work and analysis that can inform a Steering Committee decision in June. Partner discussions have addressed some concerns and helped to define further questions to focus attention on moving forward.

Public input informing the draft recommendation

The information on public input collected in March and April is available on the Plan's website. The public input collected in May to inform a Steering Committee recommendation on HCT alignment options, complementary multimodal projects and potential station areas to study in a DEIS is summarized in Appendix A. Public meetings in May included: project-sponsored meetings (a Community Planning Forum and a Business Summit, both held in Tigard); project partner-sponsored meetings (e.g., Portland Working Group, Tigard Transportation Advisory Committee and City Center Advisory Commission, Tualatin Planning Commission, etc.); and two citizen-sponsored meetings:

- ***Southwest Neighborhoods Inc. Forum:*** This forum included a panel of four Steering Committee members plus Portland's Mayor Hales and a moderated question and answer format. Approximately 80 people attended and were able to get questions answered and share their thoughts on HCT, multimodal projects and station areas in Southwest Portland.
- ***Tualatin Citizen Involvement Organization meeting:*** Two of Tualatin's CIOs partnered to host a meeting to inform their members about the Southwest Corridor Plan and to give them an opportunity to hear from other perspectives. Metro, TriMet, SMART and John Charles of the Cascade Policy Institute were invited to present with the CIO organizers moderating questions.

Metro and project partners provided the public with an opportunity to give input on the draft recommendation with an online questionnaire. More than 350 people responded and 22% of the comments entered indicated that they supported the draft recommendation in full, while 57% of the comments indicated that they supported the draft recommendation with changes. The percentage of comments indicating that they did not support the draft recommendation at all or did not know was 12% and 9%, accordingly. The comments entered in the online questionnaire on the

draft recommendation, and the comments provided by the public at the May 13 Community Planning Forum and the May 29 Business Summit, are presented and discussed in Appendix A and inform the suggested changes presented in this memo.

PTL recommended changes to discussion draft recommendation

Based on public input and partner discussions, the PTL recommends the Steering Committee consider the following changes to the 5/6/2014 draft recommendation:

1. ***Multimodal project 5009:*** Include the full length of bicycle and pedestrian improvements from Barbur Boulevard to Multnomah Village along Capitol Highway for further study. The City of Portland has completed much of the design work for this project and has identified potential funding sources, which minimizes the environmental work necessary for this project in the DEIS. The project is of high importance to the community, provides a critical connection to Multnomah Village (one of the highest ranked stations based on citizen preference), and is difficult to complete in a phased approach due to the existing conditions of many local streets. Inclusion for further study does not mean the project will necessarily be included as part of a New Starts package but allows for future discussion.
2. ***Multimodal project 9023:*** Include the segment of trail west of Boones Ferry Road to connect to the existing trail near the Tualatin Senior Center.
3. ***Highway 217 overcrossings to Tigard:*** Ensure that a transit crossing over Highway 217 in Tigard (HCT options 5A and 5C) allows for pedestrian, bicycle and motor vehicle accessibility to support Tigard's land use vision of increased connectivity between downtown and future development in the Tigard Triangle. Remove Option 5B: Beveland North due to wetland and traffic concerns identified through project partner discussions, as well as the ability of the alternatives to address the same needs.
4. ***BRT in mixed traffic:*** A chief benefit of BRT as a transit mode is that it can operate in mixed traffic where appropriate. The project should work to minimize placing buses in mixed traffic where congestion is anticipated. One example is bus rapid transit serving Hillsdale in mixed traffic through the town center which would result in reliability concerns and delay during peak traffic times with increased congestion in the future. Therefore BRT through Hillsdale should be studied only with the cut and cover tunnel similar to the tunnel being considered for LRT.

PTL recommended further technical analysis prior to initiating DEIS

The PTL suggests the Steering Committee direct further technical analysis and partner discussions to refine the number of alternatives prior to starting the environmental impact statement on the following options to determine the merits of further study:

5. ***Traffic analysis to assess tie-in options:*** Additional traffic analysis and partner discussion to determine the best approach to tie in to downtown Portland and the existing transit system. For example, with the Naito BRT options (1D & 1E), answer questions such as bus routing on SW Lincoln St, an alignment through the Jackson St. terminus, an alignment on SW 1st Ave connecting to SW Jefferson St. or SW Columbia St. For Barbur BRT and LRT options (1A) & 1B), confirm traffic operations into the transit mall can work successfully with the transit improvements.
6. ***HCT branch service to Tigard and Tualatin:*** Explore opportunities to implement branched service to downtown Tigard and south to Tualatin to achieve operational efficiencies.

PTL recommended questions to address during Scoping

The PTL suggests the Steering Committee direct the following questions be addressed during the initial Scoping phase under NEPA, with the aim to further narrow the HCT design options that receive full environmental analysis to those most reasonable and feasible options:

7. ***OHSU Marquam Hill access:*** Explore options for pedestrian/bicycle access (project 2999) to Marquam Hill from a surface alignment on Barbur (1A) or Naito (1F), including outreach

to neighborhoods, interest groups, OHSU, Portland Parks and Recreation and the Veterans Hospital.

8. ***Medium tunnel that serves Marquam Hill and Hillsdale:*** Explore replacing the short tunnel (2A) that serves Marquam Hill with the medium tunnel that serves Hillsdale (2B). Outreach to communities and stakeholders regarding refined tunnel costs, construction impacts, travel time, ridership and equity issues.
9. ***Hillsdale:*** Explore the benefits as compared to the costs and travel time of directly serving the town center (HCT option 2E) that currently has 8 bus lines, and look at enhanced pedestrian/bicycle connections from Barbur Boulevard.
10. ***Adjacent to I-5:*** Further explore and discuss the tradeoffs of providing HCT adjacent to I-5 (2F) rather than on Barbur Boulevard (2D). The construction cost is higher, property impacts are slightly less, travel time may be improved (with two fewer stations), and opportunities to support the community vision as described the Barbur Concept Plan are minimized. Citizen concerns about an HCT investment on Barbur resulting in further barriers to the community need to be addressed.
11. ***Direct service to Portland Community College – Sylvania:*** Assess the potential of a more robust pedestrian connection from Barbur Boulevard to PCC along SW 53rd Ave while working with PCC and the neighborhood to understand the benefits of direct service for future campus plans. BRT direct service (3A) increases travel time but does not cost significantly more than along Barbur. LRT direct service (3C) requires a cut and cover tunnel at a much higher cost than remaining on Barbur.

Next Steps

The Steering Committee recommendation will be forwarded to the Metro Council for consideration on June 26, 2014. Upon Metro Council action and the completion of intergovernmental agreements for the funding of the DEIS, the project partners will move forward with further study of these HCT alignment options by initiating a Scoping Phase under NEPA. The Steering Committee will be asked to finalize the HCT options that receive full environmental review at the close of project Scoping. Our proposed calendar is outlined below. Project partners are aiming towards a streamlined process that will result in consideration of a Locally Preferred Alternative in 2016.

When	What	Steering Committee Actions
Summer 2014	Initiate project scoping, publish in Federal Register	June 9: Recommendations for further study
Early fall 2014	Close project scoping, scoping report may narrow HCT options for environmental review based on public input and additional technical information	Early fall 2014: Action on final HCT options for environmental review
November/December 2014	Detailed definition of HCT alternatives with plan and profile drawings	Early 2015: Steering Committee review of HCT options
Throughout 2015	Review elements of DEIS	Steering Committee guidance on elements of the DEIS
Early 2016	Publish DEIS	Early 2016: Steering Committee review
Mid 2016	Locally Preferred Alternative (build or no build)	Mid 2016: Steering Committee action on LPA

Next steps

The Southwest Corridor project partners are still in the early stages of implementing the Shared Investment Strategy. Project partners will complete further study of the high capacity transit options, potential station locations and supportive multimodal projects in the DEIS as well as moving forward to enhance local service and collaborate to fund early implementation projects in the corridor:

- The Southwest Corridor Plan will begin environmental review, in accordance with NEPA, following Federal Transit Administration (FTA) regulations and policies:

  Summer 2014: Scoping will include the notification of intent to publish an environmental impact statement, purpose and need statement, range of alternatives, and scope of and methods for the environmental review and analysis

  Fall 2014: Detailed definition of HCT design option alternatives and complementary multimodal projects, including plan and profile drawings

  Winter 2014 – early 2016: Prepare, review and finalize the DEIS documenting the environmental analysis and including a finance plan for funding a potential project

  Spring 2016: Anticipated publication of the DEIS

- Metro and FTA will provide a 45 to 60-day public and agency comment period for the DEIS. The comment period will include one or more public hearings
- Following the close of the DEIS comment period, Metro and project partners will select a locally preferred alternative (LPA), considering the DEIS, public and agency comments and recommendations from the project's local and regional partners
- After the LPA is selected, if the LPA is a build alternative, Metro and FTA will prepare and publish the project's final environmental impact statement (FEIS), which will be based on the project's LPA and the no-build alternative

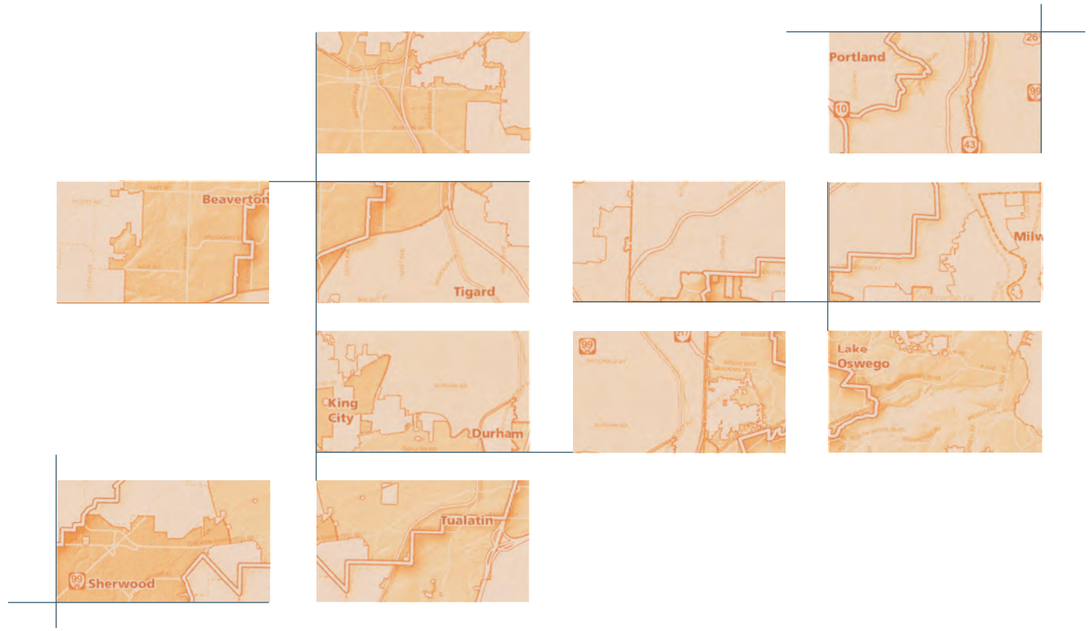
Robust public engagement will continue to be a priority for the project partners throughout all phases, as well as an expectation and requirement under NEPA.

Steering committee decisions: high capacity transit

October 2012	July 2013	mid-2014	mid 2014- mid 2016
Narrowed from 10 HCT alternatives concepts to five	• Direction on Southwest (Transit) Service Enhancement Plan • Which HCT modes to carry forward for further study • Policy direction on "level" of bus rapid transit for further study • Destination	Refinement • Transit design options – For BRT & LRT • Potential station locations • Multimodal projects – Bicycle, pedestrian and roadway improvements	Draft Environmental Impact Statement • Mode • Station locations • Transit system connections • Funding strategies

Refinement decisions and public input opportunities

November/December	January/February/March	March/April	May/June
Feedback on the purpose and need • community planning forum • questionnaire Project purpose and need statement for refinement phase approval	Guidance on narrowing of design options Which seem most promising? Which can be set aside? • corridor design workshops • questionnaire	Feedback on station area planning approach and multimodal projects • community planning forum • questionnaire	Draft recommendation on design options and related elements for further study Feedback on draft recommendation • community planning forum • business summit • questionnaire Final recommendation



GREAT PLACES

SW Corridor Plan

Recommendations on Southwest Corridor high capacity transit design options, complementary multimodal projects and potential station locations for further study

DRAFT JUNE 2, 2014

STEERING COMMITTEE PROJECT PARTNERS

Cities of Beaverton, Durham, King City, Portland, Sherwood, Tigard and Tualatin, Washington County, Oregon Department of Transportation, TriMet and Metro

Overview

As people and employers seek to locate in the Southwest corridor, worsening traffic congestion will impact economic development and livability in the area. In light of this as well as local redevelopment and revitalization goals, the Southwest corridor was selected by regional leaders as the next priority area to study for a potential set of investments, including high capacity transit, to address accessibility and enhance the great places envisioned by communities in the corridor. The Southwest Corridor Plan was launched in September 2011.

Purpose and need for the Southwest Corridor Plan

The purpose of the Southwest Corridor Plan is to connect Tualatin, Tigard, Southwest Portland, and the region's central city through a high capacity transit (HCT) project with strong conncections to other neighboring cities like Sherwood, Durham, King City, Lake Oswego and Beaverton, paired with appropriate community investments to improve mobility in a congested corridor and create the conditions that will allow communities to achieve their land use vision. An HCT project in the Southwest Corridor is needed to address issues including: limited transit service to places where people need or want to go; limited street connectivity and gaps in pedestrian and bicycle networks that create barriers and unsafe conditions for transit access and active transportation; slow and unreliable travel on congested roadways; and unmet demand for transit service in the corridor. The complete statement of purpose and need is available in Appendix B.

Steering Committee

The Southwest Corridor Plan is guided by a Steering Committee that includes representatives from Southwest corridor cities, Washington County and agencies:
Metro Councilor Craig Dirksen, co-chair
Metro Councilor Bob Stacey, co-chair
Tigard Mayor John Cook
Beaverton Mayor Denny Doyle
TriMet general manager Neil McFarlane
Sherwood Mayor Bill Middleton
Portland Commissioner Steve Novick
Tualatin Mayor Lou Ogden
King City Commissioner Al Reu
Washington County Commissioner Roy Rogers
Durham Mayor Gery Schirado
ODOT Region 1 manager Jason Tell

Shared Investment Strategy

In July 2013 the Steering Committee directed staff to: start a local transit service enhancement plan and study both bus rapid transit (with at least fifty percent of the route in a dedicated transitway) and light rail from downtown Portland to Tualatin, via Tigard in more detail. This was part of the Steering Committee's Shared Investment Strategy for the Southwest corridor. The strategy calls for investments in both local service and high capacity transit and related multimodal (biking, walking and roadway improvements) and green (parks, trails and nature) projects, consideration of new regulations and incentives to promote private investment consistent with community visions, and development of a collaborative funding strategy for the Southwest Corridor Plan.

Public involvement in the refinement period

Successful plans and projects share one common element: they respond to the needs and priorities of the public. Residents of the cities in the Southwest corridor were involved in the creation of the local land use plans that form the foundation of the Southwest Corridor Plan. Broad and effective public involvement has been one of the pillars and aspirations of the Southwest Corridor Plan since its inception. Staff has utilized a variety of both tried-and-true and innovative engagement techniques to reach out to the residents and other stakeholders in the corridor and encourage them to provide input and make their voices heard. Tools utilized include Shape SW (an interactive online planning game), a Southwest corridor blog, Twitter feed and Facebook page, tabling at events where specific audiences congregate, community planning forums, corridor design workshops, and paper and online questionnaires. Public input is analyzed, summarized and presented to the Steering Committee to help them make informed decisions. The voices of the community are powerful: public input has contributed greatly to maintaining tunnel options for further study in the DEIS, as well as contributed to the removal from further study of unfeasible options in Durham, Tigard and elsewhere in the corridor.

During the refinement phase Metro and the Southwest Corridor Plan partners implemented public involvement activities designed to inform the public about the elements of the Plan, interact with the public in large events to answer questions and concerns, and solicit their input in person or through online questionnaires. In October and November 2013, the public was asked to comment on the Plan's statement of purpose and need. In March 2014, staff conducted three corridor design workshops to gather feedback on the HCT design options, especially on the options proposed to be removed from further study. During the same period staff conducted outreach to Spanish- and Vietnamese-speaking members of the public in Tigard. The Plan also obtained public input on the potential station area locations and related multimodal projects in April 2014. Finally, in May 2014 staff solicited public input on the draft recommendation of transit design options and multimodal projects to carry into a DEIS phase. Input collected from the public was read, analyzed, summarized and presented to the Steering Committee to inform their decisions. Public involvement reports have been published online. Appendix A contains the report on the draft recommendation input received in May 2014. A complete public involvement report for the refinement phase will be published online in June 2014.

Improving local bus service in the Southwest corridor

One of the recommendations in the Shared Investment Strategy was to improve local bus service to help people better connect with jobs, educational opportunities and other important destinations in the region. To implement this recommendation, TriMet is conducting the Southwest Service Enhancement Plan (SWSEP), which will be a shared, long-term vision for local bus service throughout the Southwest region, including locations outside the Southwest corridor. TriMet has been coordinating with Metro and the Southwest Corridor Plan partners to ensure any bus improvements connect and work in coordination with the proposed HCT investment.

TriMet has heard directly from the public in the Southwest region through neighborhood meetings, an online survey, and meetings with community groups, employers, youth, seniors, and people with limited English proficiency. The public identified connections to job centers and community resources as their most important goals for the SWSEP. The next steps for TriMet are to create a draft plan, hold a second round of public engagement in the fall of 2014, and finalize the vision for improved service in early 2015. New service improvements will be implemented as TriMet's budget allows.

Leveraging investment in potential station areas

The foundation of the Southwest Corridor Plan is the land use vision as defined by each community for their downtowns, main streets and employment areas. The HCT design options were delineated in a way that best supports that land use vision while meeting transportation goals. Partner staff identified the most promising potential station locations, close to 30 due to the large number of HCT design options. As the number of transit design options is narrowed, the number of potential station locations will also be reduced.

Metro completed a preliminary potential station area analysis that provides an assessment of the opportunities and constraints of each location. The analysis included some of the most promising tools, policies and incentives to consider putting in place to leverage a major transit investment and support achieving the local land use vision. Many of the tools and policies included in the potential station area analysis would help support development consistent with the local vision regardless of a transit investment, and could be considered by each city for implementation. The potential station area analysis can be found in Appendix D.

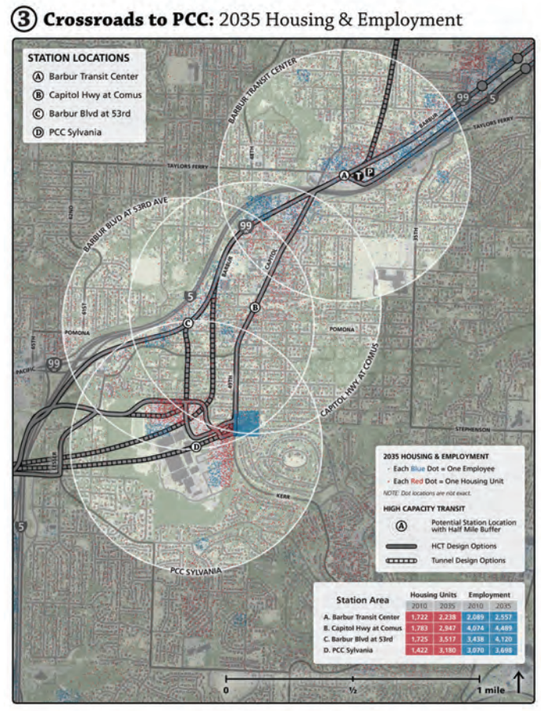
In addition to the technical analysis of the potential station area locations, the public had the opportunity to review the analysis results and give feedback in April 2014. The public input gathered was read, analyzed and provided to the Steering Committee members to help inform their consideration of the recommendation.

In the DEIS, the potential station areas will be studied in further detail, and may result in changes to the location of the station areas or changes in multimodal projects in order to increase their potential to serve more households and employment. Metro, TriMet, and local staff will continue to work collaboratively with the public to determine the best location for station areas.

Parks, trails and nature projects

People consistently point to the parks, trails, natural areas and urban tree canopy as essential elements of what draws them to live, work and play in the Southwest corridor. Gathering information from local plans, project partners compiled an inventory of "green" projects including parks, trails and natural areas as well as water quality improvements and natural resource enhancements like improved wildlife habitat corridors and replacing or retrofitting culverts for fish passage.

The Shared Investment Strategy approved in July 2013 identified more than 400 "green" projects in the Southwest corridor. If there is a decision to invest in HCT in the corridor, a number of these green projects will be prioritized for implementation based on their proximity to transit, station areas and multimodal projects, and also on environmental impact mitigation criteria.



SOUTHWEST CORRIDOR PLAN
DRAFT 4/10/14

NOTE: The corridor alignment options maps and associated opportunities and constraints are in draft form. As the Southwest Corridor Plan continues to study and refine these options, they are very likely to change.

Land use vision and context

The foundation of the Southwest Corridor Plan is the local land use vision that reflects each community's unique characteristics and aspirations, and identifies areas to focus new development. Land use plans include Portland's Barbur Concept Plan, Tigard's High Capacity Transit Land Use Plan, the Linking Tualatin plan and Sherwood's Town Center Plan. Building on these plans, partners selected potential HCT alternatives that could catalyze the corridor land use vision, and refined a list of multimodal projects that would support HCT and make it work better for the corridor.

The corridor land use vision emphasizes maintaining and enhancing the many stable single-family neighborhoods, while allowing for growth in the cities' downtowns, main streets, corridors and employment areas to create more services for existing residents as well as more housing, employment and transportation choices in the future.

Creating and enhancing great places

Great places are defined by a mix of elements that come together in one location to meet a range of community needs. Public investment can play a key role in creating and enhancing great places in the Southwest corridor. Public actions can influence development in three main ways: by regulations and policies, by investments in the public realm, and by development incentives that catalyze private investment. The Southwest Corridor Plan and Shared Investment Strategy address all three of these areas.

Public investments in HCT can improve traffic congestion and enhance the attractiveness and market appeal of the corridor. Through public-private partnerships, catalytic projects can bring more people to identified locations in the corridor, which in turn attracts more amenities and private investment to the area. Locating more jobs and housing choices near transit – and attracting additional retail and services – not only spurs economic activity, but it also increases the overall market value in the corridor and preserves the character of existing single-family neighborhoods. Collaboration between Plan partners and the private and non-profit sectors will ensure that the local land use vision is supported by the implementation of prioritized projects that serve a diverse range of people in a sustainable and equitable way.

Implementation & Development in the Southwest Corridor

Collaborative efforts between public entities and the private sector are one crucial way to create and enhance great places and realize the local land use vision. The Southwest Corridor Plan identified the need to provide an opportunity for these collaborations. With this goal in mind, the Steering Committee convened a group of community leaders with a passion for the Southwest corridor who know how to get things done. This group is known as "Implementation & Development in the Southwest Corridor," or ID Southwest. Members include representatives from major employers, small businesses, environmental concerns, non-profit organizations, higher education institutions and state legislators. ID Southwest's goal is to make the most of public-private partnerships and help implement early opportunity projects in the corridor. You can find the list of ID Southwest members in Appendix H.

Refinement process

In August 2013 staff began a refinement phase that included analysis of potential transit design options consistent with the direction given by the Steering Committee, potential station areas along these options, and multimodal projects supportive of transit options and station areas. Based on the technical analysis and public input, the Steering Committee recommends a set of high capacity transit design options for further study in a draft environmental impact statement (DEIS) under the National Environmental Policy Act (NEPA). The recommendation includes the most promising transit design options that emerged during the refinement phase, and their associated potential station areas and transit-supportive multimodal projects.

Creating better options for local connections

People get to transit by car, bike, or their own feet and when they arrive at their station they will either walk or bicycle to their final destination. Multimodal (car, bike, or pedestrian) improvements that are complementary to the HCT design options will maximize access to transit by people who live, work, study, shop, play and visit the Southwest Corridor. Staff identified projects from the Shared Investment Strategy that include improvements to help people walk, bike or drive to each transit station or along the alignment, which are known as "station-supportive multimodal projects" or "transit-supportive multimodal projects," accordingly.

During the Southwest Corridor Plan refinement phase, project partners studied 67 potential multimodal projects that were originally identified in the local land use plans. Each transit design option studied had associated multimodal projects that help people reach the potential station areas. Other multimodal projects are improvements to help people walk, bike or drive next to HCT in a safe and convenient way.

In addition to the technical analysis of the multimodal projects, the public had the opportunity to review the analysis results and give feedback in April 2014. Based on public input and the analysis results, 49 station-supportive and transit-supportive multimodal projects are recommended to advance into the DEIS for further study. Some of the multimodal projects are recommended to be partially included in the DEIS if a smaller component of the project shows more capacity to connect people to transit than the entire project. The complete list of multimodal projects recommended for further study in the DEIS can be found on pages 8 and 9.

How we got here

The Southwest Corridor Plan Steering Committee assessed nearly 60 HCT design options in nine different geographic segments throughout the corridor for consideration for further study. Through preliminary design, options were analyzed based on the following categories:

- **relative (capital) cost of construction** including design elements such as tunnels, structure, length and built environment
- i**mpacts to natural resources** including trees, parks, watersheds, and considerations of potential opportunities for improvements
- **potential to support the Southwest corridor land use vision** through new development or redevelopment
- **effects on buildings and private property**
- **effects on roadway operations, bikeways and sidewalks**
- **assessment of ridership potential and operating costs** based on design characteristics such as distance and speed, and household and employment access

The Steering Committee considered the technical assessment, public input, and discussions with partners. The resulting recommendation proposes to study 18 design options for bus rapid transit (BRT) and 19 options for light rail (LRT) across the nine geographic segments. The table on page 5 lists the HCT design options recommended for further study.

Multimodal projects included in the recommendation were selected based on how well they support the recommended HCT options. For some projects, only portions are recommended for further study.

Potential stations identified during the refinement phase design process were analyzed to establish which locations could best serve and activate the key places along the corridor. The analysis also helped to recommend policies and investments for local consideration to activate the desired local land uses in potential station areas.

The HCT options, multimodal projects, and stations recommended for further study are shown on the map on pages 6 and 7.

NUMBER	PROJECT TITLE	COST	RECOMMENDATION FOR FURTHER STUDY
5057	SW 53rd and Pomona (improves safety of ped/bike users)	¢	Include with Barbur/53rd Ave. station, if station is on Barbur
6013	Barbur/PCC ped/bike connection	¢	Barbur/53rd Ave. station, if station is on Barbur
6026	Pomona St: Bicycle and Ped improvements (35th to Barbur)	$	Barbur/53rd Ave. station: 53rd to 45th
9053	Ped/Bike Connection between Tigard Triangle and PCC-Sylvania	$	All options: opportunity to add ped/bike facilities to HCT connection
	4. Tigard Triangle		
1078	Atlanta Street Extension (new roadway)	$$	North Triangle station
2045	72nd Avenue sidewalks: 99W to Bonita. (Also included in segment 7. South Tigard)	$	Triangle North station: one side 99W to Dartmouth Triangle South station: one side Dartmouth to Hunziker 72nd/Tech Ctr. Dr. station: west side Tech Ctr. Dr. to Landmark Ln. WES/Bonita station: east side Bonita to Landmark Ln.
3117	72nd Avenue bikeway: 99W to city limits. (Also included in segments 7, South Tigard and 8, Bridgeport Village)	$	All options: if re-striping (conversion from 3- to 2-lane with bike lanes)
5024	68th Avenue (widen to 3 lanes)	$$$	Triangle North station: sidewalk on one side Atlanta to south of Baylor 68th Ave. option
	5. OR–217 crossing		
1107	Hwy. 217 Over-crossing – Beveland/Hampton Connection	$$$$	Beveland or Hampton options
2054	Commercial Street sidewalks: Main to Lincoln	¢	All options: one side of street
2058	Hunziker Street Sidewalks: 72nd to Hall	$	Hunziker/Beveland station: one side Beveland overcrossing to 72nd
	6. Downtown Tigard		
1077	Ash Avenue railroad crossing (new roadway)	$	All options (requires closure of another crossing by city)
2077	Tigard Transit Center crossing improvements.	$	All options: crosswalk visibility and timing elements at Greenburg, Hall Dartmouth, 72nd and 68th
2079	Tigard Transit Center pedestrian path	¢	All options
2080	Tigard Transit Center sidewalk infill	¢	All options
3129	Tigard Transit Center Bicycle Hub	¢	All options: bike-n-ride
	7. South Tigard		
3121	Bonita Road bike lanes: 72nd to Bangy	¢	WES/Bonita station: re-striping only
6001	Bonita Rd. sidewalks and bike lanes – Carman Dr. to Bangy Rd.	¢	WES/Bonita station: bike lanes only, minor widening
9014	Fanno Creek Trail – Tualatin River to Tigard St.	$	WES/Bonita station: Bonita to Ashford Durham/79th station: Bonita to Durham Park Bridgeport West station: Bonita to Ashford
	8. Bridgeport Village		
2046	72nd Avenue sidewalks: Upper Boones Ferry to Durham	$	Bridgeport Village front-door station 72nd Ave. option
	9. Tualatin		
9023	Tualatin River Pathway	$$	Tualatin TC or Upper Boones Ferry/Lower Boones Ferry stations: Boones Ferry Rd. east to existing trail

¢ = up to $500,000
$ = up to $5 million
$$ = up to 10 million
$$$ = up to $20 million
$$$$ = more than $20 million

Multimodal projects complementary to HCT design options included for further study

NUMBER	PROJECT TITLE	COST	RECOMMENDATION FOR FURTHER STUDY
	1. Tie-in to existing transit		
1044	South Portland Circulation and Connectivity (Ross Island Bridge ramp connections)	$$$$	Naito design option
2999	Pedestrian connection from Barbur to Terwilliger at Gibbs	$	Barbur/Naito station near Gibbs
3038	Lower SW 1st bikeway – from SW Barbur Blvd to SW Arthur St.	¢	Barbur/Naito station near Gibbs
4002	Barbur Blvd, SW (3rd - Terwilliger): Multimodal Improvements. (Also included in segment 2. South Portland to Barbur Transit Center)	$$	Barbur design option
5013	Naito/South Portland Improvements (left turn pockets with bike/ped and remove tunnel, ramps and viaduct)	$$$$	Barbur station: signalized pedestrian crossing(s) of Naito Naito design option
6022	I-405 Bike/Ped Crossing Improvements	$	All options: opportunity to address with HCT crossing of I-405
	2. South Portland to Barbur Transit Center		
1020	Beaverton Hillsdale/Bertha/Capitol Hwy. Intersection Improvements	$	Hillsdale/Capitol surface options
1048	Traffic Calming (in the Burlingame and Hillsdale retail districts)	¢	Hillsdale station: access and safety treatments in Hillsdale Transit Center
2004	26th Ave, SW (Spring Garden – Taylors Ferry): Pedestrian Improvements	¢	Barbur/26th Ave. station
2011	Connections to Transit/Transit Improvements: Barbur & Taylors Ferry	¢	All options
2041	SW 19th Ave sidewalks: Barbur – Spring Garden	¢	Barbur/Multnomah station
3017A	Capitol Hill Rd bikeway – from SW Barbur Blvd to SW Bertha Blvd	¢	Barbur/Multnomah station
3017B	Capitol Hill Rd sidewalks– -from SW Barbur Blvd to SW Bertha Blvd.	$	Barbur/Multnomah station: Barbur to existing sidewalk at Custer Park
3028	Inner Hamilton bikeway – from SW Terwilliger Blvd to SW Corbett	¢	Barbur/Multnomah station
3033A	Inner Troy bikeway – from SW Capitol Hwy to SW Capitol Hill Rd.	¢	Barbur/Multnomah station
3044	Middle Barbur bikeway – from SW 23rd Ave to SW Capitol Hwy-Barbur Blvd Ramp.	$	I-5 option or Barbur stations within ½ mile of stations Include with Barbur option
3069A	Spring Garden, SW (Taylors Ferry – Capitol Hwy): Bikeway	$	Include low-cost elements with Barbur/26th Ave. or Barbur/Multnomah station
3069B	Spring Garden/Dolph Ct, SW (Capitol Hwy - Barbur): Sidewalks	$	Barbur/26th Ave. or Barbur/Multnomah station: 27th Ave. to intersection with 26th Way/Dolph Ct.
3093A	Terwilliger bikeway gaps	¢	Terwilliger station: lower section (near Barbur)
3101	Vermont-Chestnut bikeway – from SW Capitol Hwy to SW Terwilliger	¢	Terwilliger station
5005	Barbur Blvd, SW (Terwilliger - City Limits): Multi-modal Improvements Also included in segment 3. PCC area	$$$$	Include within ½ mile of Barbur stations (including tunnel and I-5 options) Include with Barbur option
5009	Capitol Hwy Improvements (replace roadway and add sidewalks)	$$$	All options: one side, Taylors Ferry Rd. to Alice St.
5010	Capitol Hwy, SW (Terwilliger – Sunset): Multi-modal Improvements	$	Surface Hillsdale/Capitol alignment
5059	SW Portland/ Crossroads Multimodal Project (roadway realignments and modifications to Barbur Blvd., Capitol Hwy., and the I-5 southbound on-ramp)	$$$$	All options: multimodal investment at the Barbur/Capitol/Huber/Taylors Ferry intersections
6003	Multnomah viaduct bicycle and pedestrian facilities	$	Barbur option
6034	Taylors Ferry, SW (Capitol Hwy – City Limits): Bicycle & Pedestrian Improvements	$	All options: Capitol to 49th Ave.
9005	Red Electric Trail: Fanno Creek Trail to Willamette Park	$$$	Hillsdale station: Hillsdale to Shattuck
	3. PCC area		
2027	Pedestrian Overpass of I-5 near Markham School	$$	Include adjacent to station area, with Barbur/53rd Ave. station, if station is on Barbur

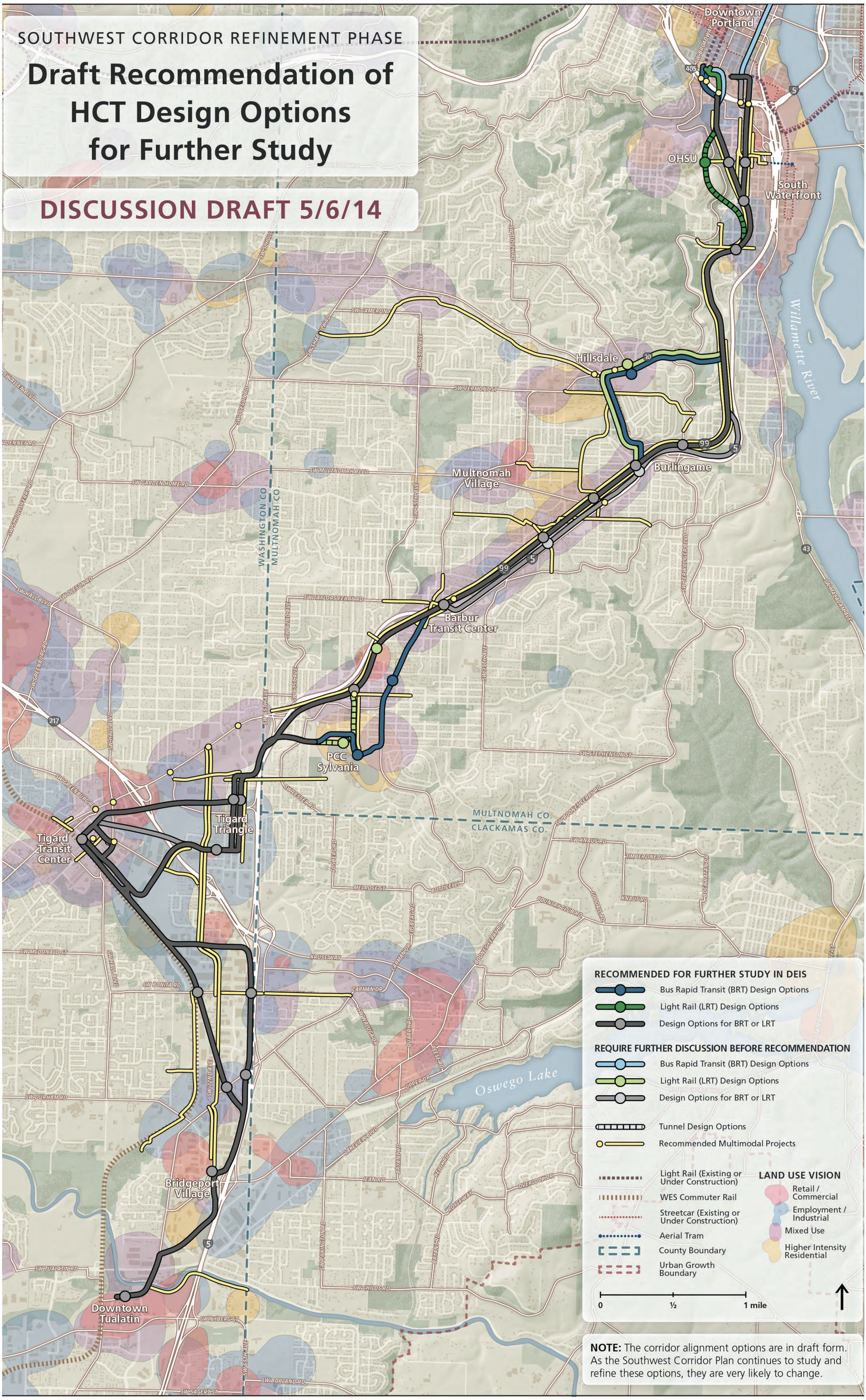
HCT options recommended for further study

Options	BRT - Recommended	LRT - Recommended
1. Tie-in to Existing Transit		
Barbur via Fifth/Sixth Ave couplet (with OHSU elevator)	✔	
Barbur via Fourth Ave (with OHSU elevator)		✔
Naito to Transit Mall (with OHSU elevator)	✔	✔
Naito to Transit Mall via First Ave (with OHSU elevator)	✔	✔
Naito to First Ave – extended downtown (with OHSU elevator)	✔	
2. South Portland to Barbur Transit Center		
Barbur Boulevard	✔	✔
Barbur-Hillsdale Loop using Capitol Hwy & Bertha	✔	✔
Short tunnel – exit at Hamilton		✔
Adjacent to I-5	✔	✔
3. PCC Area		
PCC campus via Capitol Hwy (uses either I-5 crossing)	✔	
Barbur – Crossroads to Tigard (with improved PCC walk via SW 53rd, uses new bridge I-5 crossing)		✔
Short tunnel via Barbur (uses new bridge I-5 crossing)		✔
New bridge (option for campus BRT routes)	✔	✔
4. Tigard Triangle		
68th/69th Couplet	✔	✔
5. OR-217 Crossing		
Clinton to Tigard Transit Center	✔	✔
Beveland South	✔	✔
6. Downtown Tigard		
Commercial Street to Tigard Transit Center (no loop)	✔	✔
Commercial Street with downtown loop via Hall	✔	✔
7. South Tigard		
WES alignment to parallel I-5 via Tech Center Drive	✔	✔
WES alignment to parallel I-5 via PWNR Freight Rail ROW	✔	✔
8. Bridgeport Village		
Lower Boones Ferry (from Durham Rd, 72nd or parallel to I-5)	✔	✔
9. Tualatin		
Parallel to Boones Ferry (north side of downtown)	✔	✔

SOUTHWEST CORRIDOR REFINEMENT PHASE

Draft Recommendation of HCT Design Options for Further Study

DISCUSSION DRAFT 5/6/14



NOTE: The corridor alignment options are in draft form. As the Southwest Corridor Plan continues to study and refine these options, they are very likely to change.

Agenda Item No. 5.0

REGIONAL TRANSPORTATION PLAN STATUS UPDATE ON AIR QUALITY CONFORMITY AND PUBLIC COMMENTS

Metro Council Work Session
Tuesday, June 17, 2014
Metro, Council Chamber

METRO COUNCIL

Work Session Worksheet

PRESENTATION DATE: May 6, 2014 **TIME:** **LENGTH:** 10 minutes

PRESENTATION TITLE: 2014 Regional Transportation Plan (RTP) status update on air quality conformity and public comments

DEPARTMENT: Planning

PRESENTER(S): John Mermin, 503-797-1747, john.mermin@oregonmetro.gov

WORK SESSION PURPOSE & DESIRED OUTCOMES

- Purpose: Inform Metro Council of current status and next steps of 2014 RTP update. Debrief regarding any comments arising during comment period on air quality conformity analysis
- Outcome: Metro Council understands status and next steps of 2014 RTP update. Metro Council understands the results of the air quality conformity analysis and the nature of any public comments received on the analysis

TOPIC BACKGROUND & FRAMING THE WORK SESSION DISCUSSION

The Regional Transportation Plan compiles and organizes over 1000 regionally significant projects submitted by local jurisdictions and agency partners. These projects are first developed and identified in local plans before being submitted for inclusion in the Regional Transportation Plan. The last Regional Transportation Plan was adopted by the Metro Council in June, 2010 and approved by the USDOT in September 2010. To avoid a "lapse" the plan must be updated and approved by the USDOT by September 2014. If the plan were to lapse, no federally-funded transportation improvements could be obligated which could delay construction of local projects around the region.

The 2014 RTP work program must be scaled to focus on critical policy and project updates needed in the near term, while deferring less urgent or developed issues to the subsequent RTP update. A major focus of the 2014 update will be on meeting state and federal requirements. The primary work product of will be an updated RTP that continues to comply with federal and state requirements, especially the Clean Air Act. Additionally, the update will incorporate recommendations from the Active Transportation Plan (ATP) and Regional Safety Plan, including updated bicycle and pedestrian maps, performance measures and policy guidance. Note -The Active Transportation Plan will also be proposed for adoption as a standalone modal plan by Resolution.

The vast majority of edits to the RTP document are of the technical / house-keeping variety. The policy edits are located primarily within the Chapter 2 bicycling and walking sections. These edits strengthen existing polices and provide additional detail to reflect the Regional Active Transportation and Regional Safety Plans but do not propose dramatic shifts in policy direction.

In June 2013, staff presented the proposed work program for the RTP update to Metro Council. In September 2013 JPACT and the Metro Council approved the work program. Over the last several months, staff has been implementing the work program. Highlights include:

- Hosting a modeling workshop in August with local modeling staff and consultants
- Hosting two workshops in September with participants from TPAC, MTAC and other interested stakeholders to inform their project list update, covering topics including:

    - Demographic/economic/travel trends,
    - Proposed active transportation and safety policy edits
    - Instructions for the process (Sept-Dec 2013) to update their project list
- Answering questions from local staff as they embark on process to update their project list
- Presenting existing conditions information to JPACT on November 14th and at a Metro Council Work Session on November 19th.
- Local agencies submitting their updated project lists to Metro in early December
- Metro staff has begun coding and modeling RTP projects for system performance
- Presented summary of composition of draft project list to Metro Council, TPAC, JPACT, MTAC, MPAC, Regional Trails forum, and C-4 Metro subcommittee
- Finalized edits to the draft RTP document – including updating the chapters covering existing conditions, policies, revenue, projects, and implementation.
- Shared preview of the public review draft plan at meetings of TPAC (February 28) and MTAC (March 5), Metro Council work session (March 11), JPACT (March 13) and MPAC (March 26)
- Shared system performance / modeling results at a TPAC / MTAC workshop (March 17)
- A 45-day regional public comment period was held from March 21 to May 5, including 3 community forums (one per county) plus a table at the Oregon Active Transportation Summit
- Tentative approval of plan received from MTAC, MPAC and TPAC in late April
- Acceptance of project list for purpose of air quality conformity analysis was received from JPACT and Metro Council on May 8
- Final air quality modeling was completed from May 9 – 15. The results show the 2014 RTP financially constrained project list is in compliance with federal clean air regulations. A 30-day comment period was held on the results (May 16 – June 15).

Next Steps

- Final recommendation on RTP ordinance from MTAC (June 18), TPAC (June 27), MPAC (June 25), JPACT (July 10)
- Final action by Metro Council (July 17)

QUESTIONS FOR COUNCIL CONSIDERATION

List questions for Council's consideration that will help/guide the Council in providing policy direction.

- Does Metro Council have any questions for staff?

PACKET MATERIALS

- Would legislation be required for Council action X Yes ☐ No
- If yes, is draft legislation attached? ☐ Yes X No
- What other materials are you presenting today?

Materials following this page were distributed at the meeting.

Portland Expo Center
Gun show talking points and Q&A
June 13, 2014

Talking points:

The Portland Expo Center is a publicly-owned facility that does not and cannot discriminate against clients, vendors, exhibitors and guests. That includes who we do business with and who rents space.

Metro attorneys review our booking agreements to ensure that clients and planned events adhere to all relevant laws and legal obligations.

The Collectors West Gun and Knife Show and the Rose City Gun & Knife Show are long-standing clients of the Expo Center and have proved to be diligent and professional in the preparations for and operations of each show. They have a solid track record of hosting successful and enjoyable events and have built strong and loyal customer base.

Prior to any event, the Portland Expo Center works with our clients to identify and address any potential safety and security concerns. For all gun shows, we collaborate with the Portland Police Bureau to provide extra security and we're appreciative of this partnership.

We anticipate that the upcoming June Collectors West Gun and Knife Show will be another successful event for our client and customers and look forward to providing the excellent customer service our clients have come to rely upon at the Portland Expo Center.

Potential questions and suggested answers:

How can the Portland Expo Center do business with a company that promotes the use of guns after the events at Reynolds High School earlier this week?

The Portland Expo Center is a public facility and cannot discriminate against clients and customers. We do not advocate for nor take a stand against what or how our clients choose to utilize rented space. Our criteria are that all activities must be legal, and hosting a gun and knife show is, without a doubt, a legal activity.

How do you think this weekend's show will be impacted by the shooting at RHS?

We have no reason to believe the Collector's West Gun and Knife Show will be anything but another safe, successful and enjoyable event for its customers.

[If pressed further to speculate on the upcoming show, refer reporters to the client.]

STAFF REPORT

IN CONSIDERATION OF RESOLUTION NO. 14-4542, FOR THE PURPOSE OF AUTHORIZING THE METRO CHIEF OPERATING OFFICER TO FULLY FUND CYCLE 3 COMMUNITY PLANNING AND DEVELOPMENT GRANTS

Date: June 10, 2014 Prepared by: Gerry Uba, 503-797-1737

BACKGROUND

Metro Council adopted Resolution No. 13-4450 on August 15, 2013, awarding Cycle 3 Community Planning and Development Grants (CPDG), funded with construction excise tax, to 19 projects in the Metro region for a total of $4.2 million. The following four projects were partially funded:

- Gresham and Portland Powell-Division Transit and Development project
- Portland Mixed-use zoning project
- Sherwood and Washington County Industrial Site Assessment project
- Clackamas County Strategically Significant Employment Lands Project

Metro Council award decision (Resolution No. 13-4450) was based on the recommendations of the Chief Operating Officer (COO), which was informed by the recommendations of the grant applications Screening Committee. The Screening Committee recommendation to the COO, and their presentation to the Metro Council pointed out that partial funding for some projects was mostly due to limited grant resources.

Due to continued strong revenues from the construction excise tax in the current Cycle 3 grant period, the COO proposed full funding for the four projects listed above, so as to make sure the region gets the best results from these projects as originally conceived. As shown in the attachment, the difference between amount requested by local governments and amount awarded is $313,486.

HB 4078 (Map Adjustment Consensus Bill), adopted last spring by the Oregon legislature, had profound effects on the following two projects which were fully funded for concept planning in urban reserve areas adjacent to the following cities.

- Cornelius Urban Reserves Concept Plan project
- Forest Grove Westside Planning Plan project

HB 4078 brought urban reserve areas into the urban growth boundary and made the projects' areas eligible for annexation. In addition, this legislation eliminates the need for concept planning under Metro's Title 11 requirements, and calls for comprehensive planning requirements under Title 11.

City of Forest Grove staff had been negotiating an intergovernmental agreement (IGA) with Metro staff for concept planning before HB 4078 was passed. The revised scope of work to meet the comprehensive planning requirements under Title 11 will cost the city additional $10,000. City of Cornelius has yet to start negotiating an IGA with Metro staff. However, it is assumed that the additional cost of switching from concept planning to comprehensive planning will not be more than

$10,000. Amount requested and awarded to these two projects, and the expected cost increase to cover for comprehensive planning of the new urban areas are shown in the attachment.

ANALYSIS/INFORMATION

1. **Known Opposition**

   There is no known opposition to the proposed full funding of partially funded projects and projects impacted by HB 4078.

2. **Legal Antecedents**

   Resolution No. 14-4542, awarding Cycle 3 CPDG grants was adopted by Metro Council on August 15, 2013.

3. **Anticipated Effects**

   The proposed full funding of grant projects will make it possible for the grantees to ensure that the region gets the best results from the community planning and development projects.

4. **Budget Impacts**

   The proposed full funding will not have any additional impact on the currently budgeted resources for staff in the Planning and Development Department working on the CPDG program.

RECOMMENDED ACTION

The Chief Operating Officer recommends adoption of Resolution No. 14-4542.

ATTACHMENT

CPDG Cycle 3: Projects Partially Funded and Affected by HB 4078 (All Inside the UGB)

	City/County	Project Name	Amount requested	Per IGA, Amount Funded	Difference
Projects Partially funded					
1	**Gresham***	Powell-Division Transit and Development Project	$362,290	$303,599	$58,691
	Portland*		$450,000	$377,401	$72,599
2	**Portland**	Mixed-Use Zoning Project	$425,500	$380,759	$44,741
3	**Sherwood****	Tonquin Employment master Plan and Washington County Large Lot Industrial Site Assessments	$143,955	$255,000 (No IGA yet)	$116,455 (No IGA yet)
	Washington County**		$227,500		
4	**Clackamas County**	Strategically Significant Employment Lands Project	$221,000	$200,000	$21,000
		Sub-Total	**$1,830,245**	**$1,516,759**	**$313,486**
Projects Affected by HB 4078					
1	**Cornelius*****	Revised form Urban Reserve Concept Plan to Comprehensive Plan	$73,000	$73,000	$10,000
2	**Forest Grove*****	Revised form Urban Reserve Concept Plan to Comprehensive Plan for Westside	$123,000	$123,000	$10,000
		Sub-Total	**$196,000**	**$196,000**	**$20,000**
		GRAND TOTAL	**$2,026,245**	**$1,709,759**	**$333,486**

* *Gresham & Portland Joint Project:* Powell-Division Transit & Development Project [Both Requested $812,290; both were Funded for $681,000]
** *Sherwood and Washington County:* Tonquin Employment Master Plan/Washington County Large Lot Ind. Site Assessments [Both Requested $371,455; both were Funded for $255,000]
***Urban reserve concept planning originally proposed will be changed to Comprehensive Planning for the project areas.

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF ADOPTING THE SOUTHWEST CORRIDOR HIGH CAPACITY TRANSIT ALIGNMENT OPTIONS, COMPLEMENTARY MULTIMODAL PROJECTS AND POTENTIAL STATION LOCATIONS FOR FURTHER STUDY	)))	RESOLUTION NO. 14-4540 Introduced by Councilor Craig Dirksen and Councilor Bob Stacey

WHEREAS, the Metro Council identified the Southwest Corridor, located between downtown Portland and Sherwood, as the region's top priority for consideration for a high capacity transit investment based on the 2009 Regional High Capacity Transit System Plan;

WHEREAS, in December 2011, the Southwest Corridor Plan Steering Committee, including representatives of the cities and counties in the corridor, as well as Metro, TriMet and ODOT, adopted a charter agreeing to use a collaborative and publicly inclusive approach to developing the Southwest Corridor Plan;

WHEREAS, the Southwest Corridor Plan process is intended to lead to the adoption of a locally preferred alternative under the National Environmental Policy Act of 1969 (NEPA) for a high capacity transit investment in the Southwest Corridor, and consideration of the Southwest Corridor Plan as an amendment to Metro's Regional Transportation Plan;

WHEREAS, in fall 2013, each of the Southwest Corridor Plan project partner jurisdictions and agencies expressed formal support for the *Southwest Corridor Shared Investment Strategy*, a document that brings together local land use, transportation and community-building projects already advanced in project partners' plans that support development consistent with the future land use vision for the corridor, and the partners each expressed their intention to cooperatively advance key elements of the *Southwest Corridor Shared Investment Strategy*;

WHEREAS in October 2013, the Metro Council endorsed the *Southwest Corridor Shared Investment Strategy* (Metro Council Resolution No. 13-4468A) and directed staff to coordinate and collaborate with project partners on refinement and analysis of high capacity transit alternatives and local connections in the Southwest Corridor, along with associated roadway, active transportation and parks/natural resource projects that support the land use vision for the corridor;

WHEREAS the Southwest Corridor Plan Steering Committee further refined, developed conceptual designs, analyzed potential impacts, and gathered public input for over 60 high capacity transit design options, 66 associated multimodal projects and 30 potential station areas;

WHEREAS, project partners collaborated to gather input from the public by holding three community planning forums and three design workshops, a business summit, and three online questionnaires to inform a Steering Committee recommendation on the most promising high capacity transit design options for further study;

WHEREAS, the Southwest Corridor Plan Steering Committee established Implementation and Development in the Southwest corridor (ID Southwest) on January 23, 2014, as called for in Metro Resolution No. 13-4468-A to identify and help implement early opportunity projects in the Southwest corridor;

WHEREAS, the Southwest Corridor Plan Steering Committee defined a package of the most promising high capacity transit design alignment options, associated roadway, bicycle and pedestrian projects and potential station areas be studied further, known as ~~and created~~ the *Southwest Corridor Transit Design Options*;

WHEREAS, the *Southwest Corridor Transit Design Options* includes a range of reasonable design options and associated roadway, bicycle and pedestrian improvements and station locations that support the Southwest Corridor Land Use Vision;

WHEREAS, on June 9, 2014, the Steering Committee unanimously adopted the *Southwest Corridor Transit Design Options*, ~~defined~~identified specific questions to be answered during a focused refinement period prior to initiating the NEPA process, and recommended that ~~its~~ the~~-~~ transportation alternatives set forth in the *Southwest Corridor Transit Design Options* and the results of the focused refinement study be further analyzed in a federal environmental impact statement;

WHEREAS, the Southwest Corridor project partners have committed to collaboratively fund the further study of the options set forth in *Southwest Corridor Transit Design Options* under NEPA, as demonstrated in the actions of their governing bodies;

WHEREAS, the Metro Council has considered the support of local and agency partners in the corridor for the *Southwest Corridor Transit Design Options*, and the public comments and public testimony it has received regarding the Southwest Corridor Plan;

WHEREAS, the Metro Council's adoption of the *Southwest Corridor Transit Design Options* for focused refinement and further study under NEPA, is not intended to be a binding land use decision, but rather is intended to direct continued study which could result in future consideration of appropriate plan and code amendments for the Southwest Corridor Plans' possible adoption and implementation; now therefore

BE IT RESOLVED that, the Metro Council, in order to support the Southwest Corridor land use vision and address current and future transportation needs in the corridor, (1) adopts the *Southwest Corridor Transit Design Options*, attached as Exhibit A, (2) ~~and~~ directs staff to complete a focused refinement period of the *Southwest Corridor Transit Design Options*, and (3)~~prior to initiating study of~~ directs staff to study the *Southwest Corridor Transit Design Options*, after Steering Committee direction ~~and~~on the results of the focused refinement analysis, under the National Environmental Policy Act (NEPA) in collaboration with the Southwest Corridor Plan project partners and with the involvement of stakeholders and public, as has been done in earlier phases of this project.

ADOPTED by the Metro Council this 26th day of June, 2014.

Tom Hughes, Council President

Approved as to Form:

Alison R. Kean, Metro Attorney

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF ADOPTING THE SOUTHWEST CORRIDOR HIGH CAPACITY TRANSIT ALIGNMENT OPTIONS, COMPLEMENTARY MULTIMODAL PROJECTS AND POTENTIAL STATION LOCATIONS FOR FURTHER STUDY	)))	RESOLUTION NO. 14-4540 Introduced by Councilor Craig Dirksen and Councilor Bob Stacey

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ADOPTED by the Metro Council this 26th day of June, 2014.

Tom Hughes, Council President

Approved as to Form:

Alison R. Kean, Metro Attorney

Southwest Corridor Steering Committee 6/9/14 Recommendations:

Project partners will address a select set of questions during a focused refinement period from July to November 2014. Once completed, the Steering Committee will be asked to finalize the HCT options that receive full environmental review. Project partners desire a streamlined NEPA process that will begin in late 2014 and result in consideration of a Locally Preferred Alternative in 2016.

Recommended questions to address during a focused refinement period

The Steering Committee has directed staff to address the following questions prior to initiating the project scoping phase under NEPA, in order to further narrow the HCT design options that receive full environmental analysis to the most reasonable and feasible options:

1. ***Traffic analysis to assess tie-in options:*** Additional traffic analysis and partner discussion to determine the best approach to tie in to downtown Portland and the existing transit system.
2. ***HCT branch service to Tigard and Tualatin:*** Explore opportunities to implement branched service to downtown Tigard and south to Tualatin to achieve operational efficiencies.
3. ***OHSU Marquam Hill access:*** Explore options for pedestrian/bicycle access to Marquam Hill from a surface alignment on Barbur or Naito, including outreach to neighborhoods, stakeholder groups, OHSU, Portland Parks and Recreation and the Veterans Hospital.
4. ***Medium tunnel that serves Marquam Hill and Hillsdale:*** Explore replacing the short tunnel that serves Marquam Hill with the medium tunnel that serves Hillsdale. Outreach to communities and stakeholders regarding refined tunnel costs, construction impacts, travel time, ridership and equity issues.
5. ***Hillsdale:*** Explore the benefits as compared to the costs and travel time of directly serving the town center which currently has eight bus lines, and look at enhanced pedestrian/bicycle connections from Barbur Boulevard.
6. ***Adjacent to I-5:*** Further explore and discuss the tradeoffs of providing HCT adjacent to I-5 rather than on Barbur Boulevard.
7. ***Direct service to Portland Community College – Sylvania:*** Assess the potential of a more robust pedestrian connection from Barbur Boulevard to PCC along SW 53rd Ave while working with PCC and the neighborhood to understand the tradeoffs of direct service for the future of the campus.
8. ***Funding strategy:*** Complete a preliminary assessment of potential funding sources and a strategy for a future HCT investment to help inform Steering Committee and public conversations on HCT alignment choices.

SOUTHWEST CORRIDOR REFINEMENT PHASE

Steering Committee Recommendation of HCT Design Options for Further Study

June 9, 2014

Downtown Portland
Tie-In to Existing Transit
OHSU
South Waterfront
Short Tunnel vs. Medium Tunnel
Hillsdale via Cut and Cover Tunnel
Hillsdale
Willamette River
Burlingame
Multnomah Village
Adjacent to I-5
Barbur Transit Center
PCC via Cut and Cover Tunnel
PCC Sylvania
Tigard Triangle
Tigard Transit Center
Tigard-Tualatin Branch Service
Bridgeport Village
Downtown Tualatin
Oswego Lake
WASHINGTON CO.
MULTNOMAH CO.
CLACKAMAS CO.

RECOMMENDED FOR FURTHER STUDY IN DEIS
- Bus Rapid Transit (BRT) Design Options
- Light Rail (LRT) Design Options
- Design Options for BRT or LRT

IDENTIFIED FOR FURTHER REFINEMENT BEFORE DEIS
- Bus Rapid Transit (BRT) Design Options
- Light Rail (LRT) Design Options
- Design Options for BRT or LRT

- Tunnel Design Options
- Recommended Multimodal Projects
- Light Rail (Existing or Under Construction)
- WES Commuter Rail
- Streetcar (Existing or Under Construction)
- Aerial Tram
- County Boundary
- Urban Growth Boundary

LAND USE VISION
- Retail / Commercial
- Employment / Industrial
- Mixed Use
- Higher Intensity Residential

0 ½ 1 mile

NOTE: The corridor alignment options are in draft form. As the Southwest Corridor Plan continues to study and refine these options, they are very likely to change.

HCT Options Recommended for DEIS or Identified for Further Refinement before DEIS

Option	BRT		LRT	
	Recommended	Identified for Further Refinement	Recommended	Identified for Further Refinement
1. Tie-In to Existing Transit				
Barbur via Fifth/Sixth Ave Couplet (with OHSU elevator)	✓			
Barbur via Fourth Ave (with OHSU elevator)		✓	✓	
Naito to Transit Mall (with OHSU elevator)	✓		✓	
Naito to Transit Mall via First Ave (with OHSU elevator)		✓		✓
Naito to First Ave - extended downtown (with OHSU elevator)		✓		
2. South Portland to Barbur Transit Center				
Barbur Boulevard	✓		✓	
Barbur - Hillsdale Loop using Capitol Hwy & Bertha		✓		✓
Short Tunnel - exit at Hamilton			✓	
Medium Tunnel - exit at Bertha				✓
Adjacent to I-5		✓		✓
3. PCC Area				
PCC Campus via Capitol Hwy (uses either I-5 crossing)	✓			
Barbur - Crossroads to Tigard (with improved PCC walk via SW 53rd, uses new bridge I-5 crossing)	✓		✓	
Short Tunnel via Barbur (uses new bridge I-5 crossing)				✓
New Bridge (option for campus BRT routes)	✓			
4. Tigard Triangle				
68th/69th Couplet	✓		✓	
5. OR-217 Crossing				
Clinton to Tigard Transit Center	✓		✓	
Beveland South	✓		✓	
6. Downtown Tigard				
Commercial Street to Tigard Transit Center (no loop)	✓		✓	
Commercial Street with Downtown Loop via Hall		✓		✓
7. South Tigard				
WES Alignment to Parallel I-5 via Tech Center Drive	✓		✓	
WES Alignment to Parallel I-5 via PWNR Freight Rail ROW	✓		✓	
8. Bridgeport Village				
Lower Boones Ferry (from Durham Rd, 72nd or parallel to I-5)	✓		✓	
9. Tualatin				
Parallel to Boones Ferry (north side of downtown)	✓		✓	

GREAT PLACES
SW Corridor Plan

Steering Committee Recommendations on HCT Options, Multimodal Projects, and Potential Station Areas for Further Study

6/13/14

PROJECT PARTNERS

Cities of Beaverton, Durham, King City, Lake Oswego, Portland, Sherwood, Tigard and Tualatin, Multnomah and Washington counties, Oregon Department of Transportation, TriMet and Metro

Southwest Corridor Draft Recommendation

Background

The Southwest Corridor Plan is a comprehensive effort focused on supporting community-based development and placemaking that targets, coordinates and leverages public investments to make efficient use of public and private resources.

In July 2013, the Southwest Corridor Plan Steering Committee narrowed the options for a potential high capacity transit investment to serve the corridor land use vision by recommending: 1) continued study of both Bus Rapid Transit (BRT) and light rail transit (LRT); 2) at least 50 percent of bus rapid transit in a dedicated transitway; and 3) the route from Portland to Tualatin via Tigard.

The Steering Committee also approved a Shared Investment Strategy for the Southwest corridor. The strategy calls for 1) investments in both local service and high capacity transit, 2) investments in roadways and active transportation that connect people to high capacity transit and support local land use visions, 3) investments in parks, trails and nature, 4) consideration of new regulations, policies and incentives to promote private investment consistent with community visions, and 5) development of a collaborative funding strategy for the Southwest Corridor Plan. This Shared Investment Strategy was endorsed by each of the twelve project partners in fall 2013.

During the past year project partner staff has focused on developing: 1) potential transit design options consistent with the direction given by the Steering Committee, 2) potential station areas along these options, and 3) complementary walking, biking and roadway improvement projects, also known as "multimodal projects," related to the transit options and station areas.

Project partner staff, TriMet technical staff and consultants and members of the public defined close to 60 HCT design options that are consistent with the July 2013 Steering Committee recommendation. The refinement phase has been designed to identify the most promising options for further study in a draft environmental impact statement (DEIS). Staff from the cities of Portland, Tigard, Tualatin, Durham, Washington County, Metro and the Oregon Department of Transportation (ODOT) met with the TriMet technical team to develop the HCT design options.

HCT options removed in April

In April 2014 the Steering Committee unanimously removed 14 HCT options based on initial technical work and public comment. While the technical work serves as the foundation for additional analysis such as modeling and impacts analysis, the process itself identified some options to be clearly less viable than competing alternative options. These options are described in the April 7, 2014 Steering Committee meeting record and materials.

Draft recommendation for HCT options & multimodal projects

Project partners developed a recommendation that includes 15 options for BRT and 13 options for LRT (across nine geographic segments) for further study in a DEIS with complementary multimodal projects and station areas. Each of the HCT options has been assessed as to the positive and negative impacts in the following areas:

- **capital cost magnitudes** – relative cost of construction including design elements such as tunnels, structure, length, and built environment;
- **impacts to the natural environment** – impacts to natural resources including trees, parks, watersheds, including considerations of potential opportunities for improvements;
- **development/redevelopment potential** – potential to support the Southwest corridor land use vision;
- **property impacts** – effects on buildings and private property;
- **traffic** – effects on roadway operations, bikeways, and sidewalks;
- **transit performance - travel time** – assessment of ridership potential and operating costs based on characteristics such as distance and speed;
- **transit performance - accessibility** – assessment of ridership potential based on household and employment access.

With respect to six BRT and six LRT alignment options, however, the committee lacked a consensus recommendation as to whether these options merit further study under NEPA. These options form the basis for the questions to be answered in a focused refinement period, and are described on the following page.

This information is presented in the form of summary maps on the following pages and in more detail in technical Appendix C.

Leveraging investment in potential station areas

The foundation of the Southwest Corridor Plan is the land use vision as defined by each community for their downtowns, main streets and employment areas. The HCT design options were delineated in a way that best supports that land use vision while meeting transportation goals. Project partner staff worked with the TriMet design team to identify the most promising potential station areas – 30 locations due to the large number of HCT options.

Metro completed a preliminary station area analysis that provides project partners with an assessment of the opportunities and constraints of each location. This includes some of the most promising tools, policies and incentives to consider putting in place to make the most out of a major transit investment and therefore support achieving the local land use vision. Since this analysis had to be completed prior to a recommendation on HCT options it includes each of the 30 odd potential locations. Many of the tools and policies would help support development consistent with the local vision regardless of a transit investment, and could be considered by each city for implementation.

This information is presented in technical Appendix E.

Public input informing the draft recommendation

In March and April 2014 the Southwest Corridor Plan partner staff offered several opportunities for the public to provide input on the HCT design options, station locations and multimodal projects. Opportunities included: one (1) Transit Fair, three (3) corridor design workshops on HCT options, one (1) community planning forum and one (1) online questionnaire on station locations and multimodal projects. A memorandum summarizing public input on the removal of proposed HCT design options was submitted to the Steering Committee on March 31, 2014. A more complete report of the public input on HCT design options obtained in March will be submitted to the Steering Committee on May 12, 2014.

Public input obtained this spring regarding the station locations and multimodal projects is summarized in a public involvement report (Appendix A). The report includes information on the most popular station locations and multimodal projects identified by the public, a summary of the public comments on those topics, and the reasons why the public preferred those station locations and projects. The information on public input collected in March and April is for Steering Committee consideration to inform a final recommendation on HCT design options, complementary multimodal projects and potential station areas to study in a DEIS.

Next steps

Project partners will address a select set of questions during a focused refinement period from July to November 2014. Once completed, the Steering Committee will be asked to finalize the HCT options that receive full environmental review. Project partners desire a streamlined NEPA process that will begin in late 2014 and result in consideration of a Locally Preferred Alternative in 2016.

Recommended questions to address during a focused refinement period

The Steering Committee has directed staff to address the following questions prior to initiating the project scoping phase under NEPA, in order to further narrow the HCT design options that receive full environmental analysis to the most reasonable and feasible options:

1. **Traffic analysis to assess tie-in options:** Additional traffic analysis and partner discussion to determine the best approach to tie in to downtown Portland and the existing transit system.
2. **HCT branch service to Tigard and Tualatin:** Explore opportunities to implement branched service to downtown Tigard and south to Tualatin to achieve operational efficiencies.
3. **OHSU Marquam Hill access:** Explore options for pedestrian/bicycle access to Marquam Hill from a surface alignment on Barbur or Naito, including outreach to neighborhoods, stakeholder groups, OHSU, Portland Parks and Recreation and the Veterans Hospital.
4. **Medium tunnel that serves Marquam Hill and Hillsdale:** Explore replacing the short tunnel that serves Marquam Hill with the medium tunnel that serves Hillsdale. Outreach to communities and stakeholders regarding refined tunnel costs, construction impacts, travel time, ridership and equity issues.
5. **Hillsdale:** Explore the benefits as compared to the costs and travel time of directly serving the town center which currently has eight bus lines, and look at enhanced pedestrian/bicycle connections from Barbur Boulevard.
6. **Adjacent to I-5:** Further explore and discuss the tradeoffs of providing HCT adjacent to I-5 rather than on Barbur Boulevard.
7. **Direct service to Portland Community College – Sylvania:** Assess the potential of a more robust pedestrian connection from Barbur Boulevard to PCC along SW 53rd Ave while working with PCC and the neighborhood to understand the tradeoffs of direct service for the future of the campus.
8. **Funding strategy:** Complete a preliminary assessment of potential funding sources and a strategy for a future HCT investment to help inform Steering Committee and public conversations on HCT alignment choices.

Appendices

A. Public Involvement Report (draft as of June 2, 2014)

B. Purpose and Need

C. HCT Options Analysis

D. Multimodal Projects

E. Station Area Analysis

F. Green Project Opportunity List

G. ID Southwest Members (as of June 2014)

How to navigate this document

The following recommendation summary is separated by sections representing nine geographic segments:

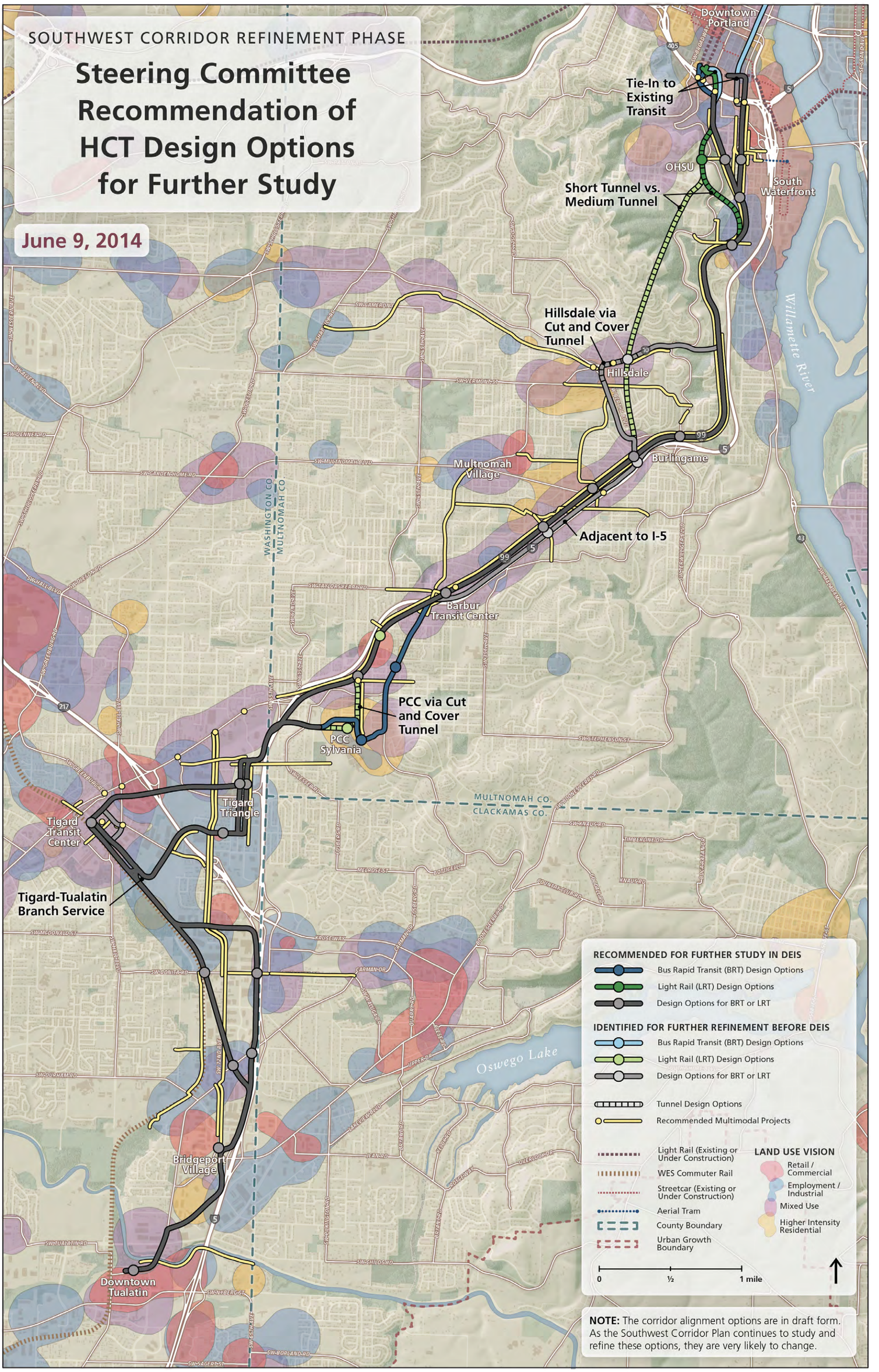
1. Tie-in to existing transit;
2. South Portland to Barbur Transit Center;
3. PCC Area;
4. Tigard Triangle;
5. OR-217 Crossing;
6. Downtown Tigard;
7. South Tigard;
8. Bridgeport Village;
9. Tualatin.

Each section includes the following:

- **HCT design option map(s):** These maps identify all of HCT design options under consideration along with recommended station locations. HCT design options are classified by recommendation status: recommended for advancement into the Draft Environmental Impact Statement (DEIS), not recommended, or requires more discussion. Sections 1, 2, 3, and 6 include separate maps for BRT and LRT options; the remaining sections, where BRT and LRT options are identical, include a single map representing options for both modes.
- **A brief narrative** characterizing the HCT options in the segment.
- **A list of options by category:** Each option is identified by category: recommended, not recommended, or flagged for further discussion, and includes bullet points indicating the primary reasons why the option is categorized that way. These points are highlights only; the Recommendation Summary Appendix C includes descriptions of each option along with a longer list of tradeoffs and considerations.
- **A tradeoffs table:** The table shows the relative ratings of each option in the geographic segment, summarizing the analysis considering six categories: capital cost magnitudes, travel time, accessibility, impacts to the natural environment, development/redevelopment potential, property impacts, and traffic performance. The ratings for each option reflect performance relative to the other options in the same geographic segment; ratings cannot be compared between options in different segments.
- **A map of multimodal projects** recommended to advance into the DEIS.
- **A brief overview of multimodal projects** in the segment.
- **A multimodal project list:** The list identifies projects recommended to be included in the DEIS, partially included in the DEIS, or not included, with descriptions and relative costs.

HCT Options Recommended for DEIS or Identified for Further Refinement before DEIS

Option	BRT		LRT	
	Recommended	Identified for Further Refinement	Recommended	Identified for Further Refinement
1. Tie-In to Existing Transit				
Barbur via Fifth/Sixth Ave Couplet (with OHSU elevator)	✓			
Barbur via Fourth Ave (with OHSU elevator)		✓	✓	
Naito to Transit Mall (with OHSU elevator)	✓		✓	
Naito to Transit Mall via First Ave (with OHSU elevator)		✓		✓
Naito to First Ave - extended downtown (with OHSU elevator)		✓		
2. South Portland to Barbur Transit Center				
Barbur Boulevard	✓		✓	
Barbur - Hillsdale Loop using Capitol Hwy & Bertha		✓		✓
Short Tunnel - exit at Hamilton			✓	
Medium Tunnel - exit at Bertha				✓
Adjacent to I-5		✓		✓
3. PCC Area				
PCC Campus via Capitol Hwy (uses either I-5 crossing)	✓			
Barbur - Crossroads to Tigard (with improved PCC walk via SW 53rd, uses new bridge I-5 crossing)	✓		✓	
Short Tunnel via Barbur (uses new bridge I-5 crossing)				✓
New Bridge (option for campus BRT routes)	✓			
4. Tigard Triangle				
68th/69th Couplet	✓		✓	
5. OR-217 Crossing				
Clinton to Tigard Transit Center	✓		✓	
Beveland South	✓		✓	
6. Downtown Tigard				
Commercial Street to Tigard Transit Center (no loop)	✓		✓	
Commercial Street with Downtown Loop via Hall		✓		✓
7. South Tigard				
WES Alignment to Parallel I-5 via Tech Center Drive	✓		✓	
WES Alignment to Parallel I-5 via PWNR Freight Rail ROW	✓		✓	
8. Bridgeport Village				
Lower Boones Ferry (from Durham Rd, 72nd or parallel to I-5)	✓		✓	
9. Tualatin				
Parallel to Boones Ferry (north side of downtown)	✓		✓	


SOUTHWEST CORRIDOR REFINEMENT PHASE
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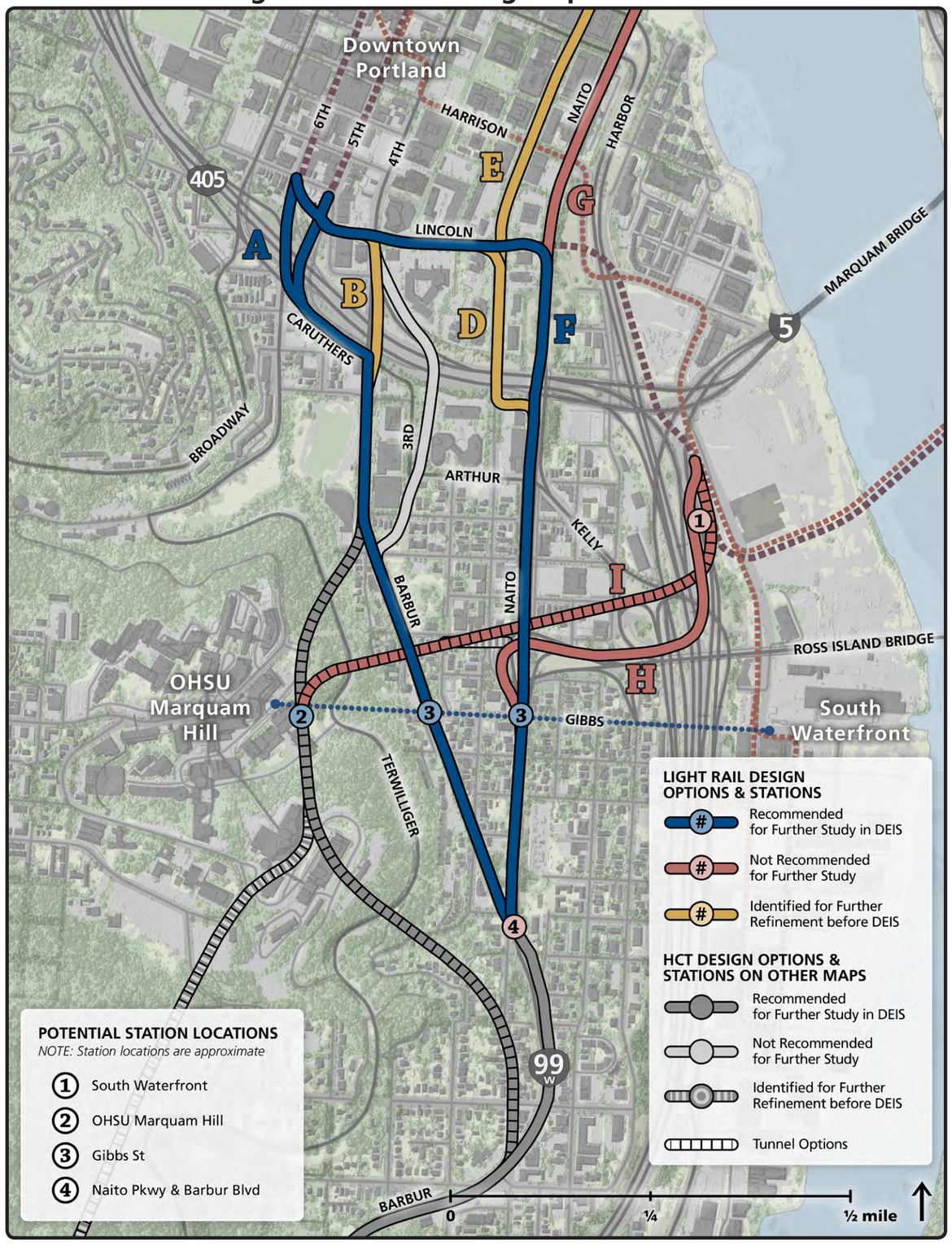
Mixed Use
Higher Intensity Residential
0
½
1 mile
NOTE: The corridor alignment options are in draft form. As the Southwest Corridor Plan continues to study and refine these options, they are very likely to change.

1. Tie-In to Existing Transit

1. Tie-In to Existing Transit: BRT Design Options



6/13/14

Design Options

The design options recommended for further study would have two distinctly different goals: Barbur via a 5th/6th Avenue couplet would provide the fastest connection to the transit mall, while the Naito option would support redevelopment of the South Portland neighborhood. All Barbur and Naito options would include an elevator serving Marquam Hill/OHSU from the vicinity of SW Barbur and SW Gibbs Street. Naito options would be incompatible with OHSU tunnel options.

Recommended for further study because:

A. Barbur via 5th/6th Avenue Couplet would:

- Provide the fastest connection to CBD and transit mall;
- Provide the least expensive BRT connection, costing $35M (2014$) less than Naito option.

F. Naito to Transit Mall would:

- Have potential to include a redesign of the Ross Island Bridgehead, including a redesign of Naito to change its character from a 1940's-era expressway to neighborhood-scale boulevard.

Identified for further refinement because:

B. Barbur via 4th Avenue would:

- Be similar to 5th/6th couplet option, but with less direct connection to transit mall.

D. Naito to Transit Mall via SW 1st Avenue would:

- Include a redesign of Naito;
- Have potential to include a redesign of the Ross Island Bridgehead;
- Avoid some traffic by leaving Naito (but not with Ross Island Bridgehead project).

E. Naito to SW 1st Ave - extended downtown would:

- Avoid SW Lincoln Street and portions of the transit mall;
- Support the City of Portland's Central City Plan;
- Affect traffic operations on SW 1st Avenue, which is currently one-way southbound;
- Likely require BRT to operate in mixed traffic, resulting in slower travel times and less reliable service.

Not recommended because:

G. Naito Parkway - extended downtown would:

- Likely require BRT to operate in mixed traffic, resulting in slower travel times and less reliable service;
- Provide fewer and less convenient transfer opportunities compared to options on the transit mall.

H. South Waterfront - bridge/tunnel to Naito and

I. South Waterfront - tunnel to OHSU would:

- Provide an indirect connection between the transit mall and the corridor;
- Require significant structure (bridges and/or tunnels) at high costs relative to other options;
- Cause significant construction impacts near OHSU's Collaborative Life Sciences Building, streetcar, and Portland-Milwaukie LRT.

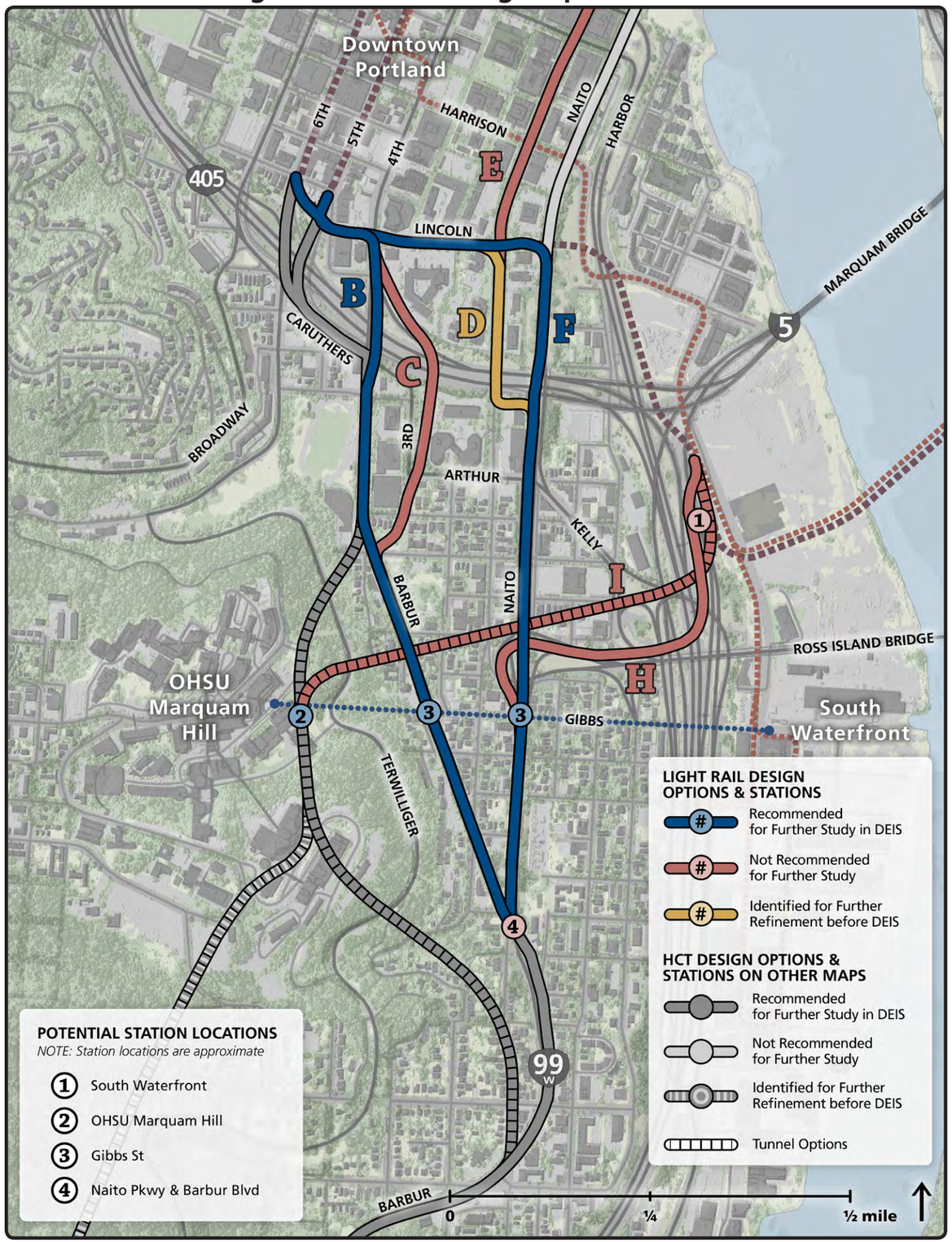
ID	Option	CAP	TRA	ACC	ENV	DEV	PRP	TRF
1. Tie-In to Existing Transit								
A	Barbur via Fifth/Sixth Ave Couplet (with OHSU elevator)	●	●	◑	◕	◑	◕	◑
B	Barbur via Fourth Ave (with OHSU elevator)	◕	◕	◑	◕	◑	◕	◑
D	Naito to Transit Mall via First Ave (with OHSU elevator)	◑	◔	◕	●	◕	◕	◕
F	Naito to Transit Mall (with OHSU elevator)	◑	◑	◕	●	◕	◑	●
E	Naito to First Ave - extended downtown (with OHSU elevator)	◔	◕	○	●	◑	●	◕
G	Naito Parkway - extended downtown (with OHSU elevator)	◔	◑	◔	●	◑	◔	◕
H	South Waterfront - bridge/tunnel to Naito	○	○	◔	●	◕	●	◔
I	South Waterfront - tunnel to OHSU	○	○	◕	●	◕	●	◕

CAP = Capital Costs / TRA = Travel Time / ACC = Accessibility to Transit / ENV = Environmental Impacts
DEV = Development/Redevelopment Potential / PRP = Property Impacts / TRF = Traffic Impacts

Best ● ◕ ◑ ◔ ○ Worst

Proposed for Further Study in DEIS | Not Proposed for Further Study in DEIS | Identified for Further Refinement before DEIS

1. Tie-In to Existing Transit: LRT Design Options



Design Options

The design options recommended for further study would have two distinctly different goals: Barbur via SW 4th Avenue would provide the fastest connection to the transit mall, while the Naito option would support redevelopment of the South Portland neighborhood. All Barbur and Naito options would include an elevator serving Marquam Hill/OHSU from the vicinity of SW Barbur and SW Gibbs Street. Naito options would be incompatible with OHSU tunnel options.

Recommended for further study because:

B. Barbur via 4th Avenue would:

- Provide the fastest connection to the CBD and transit mall at the peak load point of the line (the highest ridership location);
- Provide the least expensive LRT connection;
- Avoid Ross Island Bridgehead traffic.

F. Naito to Transit Mall would:

- Include a redesign of Naito to change its character to neighborhood-scale boulevard including streetscape improvements, pedestrian/bike facilities, and additional intersections/crossing opportunities;
- Have potential to include a redesign of the Ross Island Bridgehead to change traffic patterns and convert land for redevelopment.

Identified for further refinement because:

D. Naito to Transit mall via SW 1st Avenue would:

- Include a redesign of Naito;
- Have potential to include a redesign of the Ross Island Bridgehead;
- Avoid traffic on Naito north of Sheridan (but not with Ross Island Bridgehead project, which would increase traffic on SW 1st Avenue).

Not recommended because:

C. Barbur via 4th Ave/Second Ave would:

- Require significant structure and tunneling at a high cost without advantages over other options.

E. Naito to SW 1st Avenue - extended downtown would:

- Affect traffic operations on SW 1st Avenue, which is currently one-way southbound;
- Cause conflicts with auto traffic in the CBD, especially at the Hawthorne Bridgehead where either LRT or outbound traffic would lose signal priority.

H. South Waterfront - bridge/tunnel to Naito and
I. South Waterfront - tunnel to OHSU would:

- Provide an indirect connection between the transit mall and the corridor;
- Require significant structure (bridges and/or tunnels) that would be very expensive;
- Cause significant construction impacts near OHSU's Collaborative Life Sciences Building and planned Schnitzer campus, streetcar, and Portland-Milwaukie LRT.

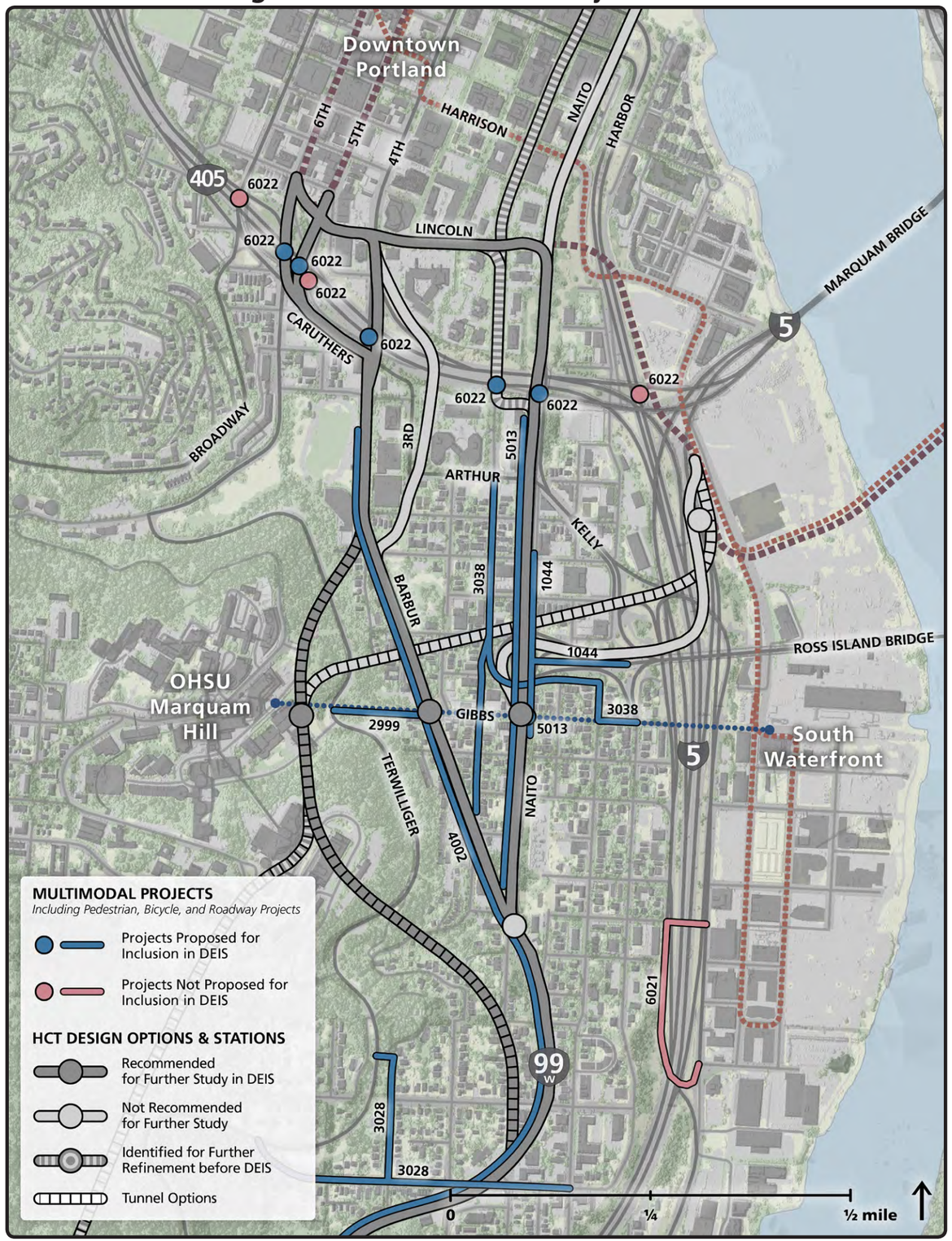
ID	Option	CAP	TRA	ACC	ENV	DEV	PRP	TRF
1. Tie-In to Existing Transit								
B	Barbur via Fourth Ave (with OHSU elevator)	●	●	◑	◕	◑	◕	◑
C	Barbur via Fourth Ave/Second Ave (with OHSU elevator)	◑	◑	○	◕	◔	◔	◕
D	Naito via First Ave (with OHSU elevator)	◑	◔	◕	●	◕	◕	◕
E	Naito via First Ave - extended downtown (with OHSU elevator, no connection to transit mall)	◔	◑	◔	●	◑	◔	◕
F	Naito to Transit Mall (with OHSU elevator)	◕	◑	◕	●	◕	◕	●
H	South Waterfront - bridge/tunnel to Naito	○	○	◔	●	●	●	◔
I	South Waterfront - tunnel to OHSU	○	○	◕	●	◕	●	◕

CAP = Capital Costs / TRA = Travel Time / ACC = Accessibility to Transit / ENV = Environmental Impacts
DEV = Development/Redevelopment Potential / PRP = Property Impacts / TRF = Traffic Impacts

Best ● ◕ ◑ ◔ ○ Worst

Proposed for Further Study in DEIS | Not Proposed for Further Study in DEIS | Identified for Further Refinement before DEIS

1. Tie-In to Existing Transit: Multimodal Projects



Multimodal Projects

Multimodal projects recommended to advance include pedestrian and bicycle projects intended to improve access to potential station areas south of downtown. They also include modifications to the Ross Island Bridgehead if Naito is the selected alignment in order to provide people the ability to safely access stations and walk and bike along the corridor without having to contend with high-speed vehicle traffic and expressway ramps. If Naito is not the selected alignment, the recommendation includes one or more pedestrian crossings of Naito to reduce the barrier effect within the neighborhood. One project was outside the immediate walkshed of any potential station area and was not recommended.

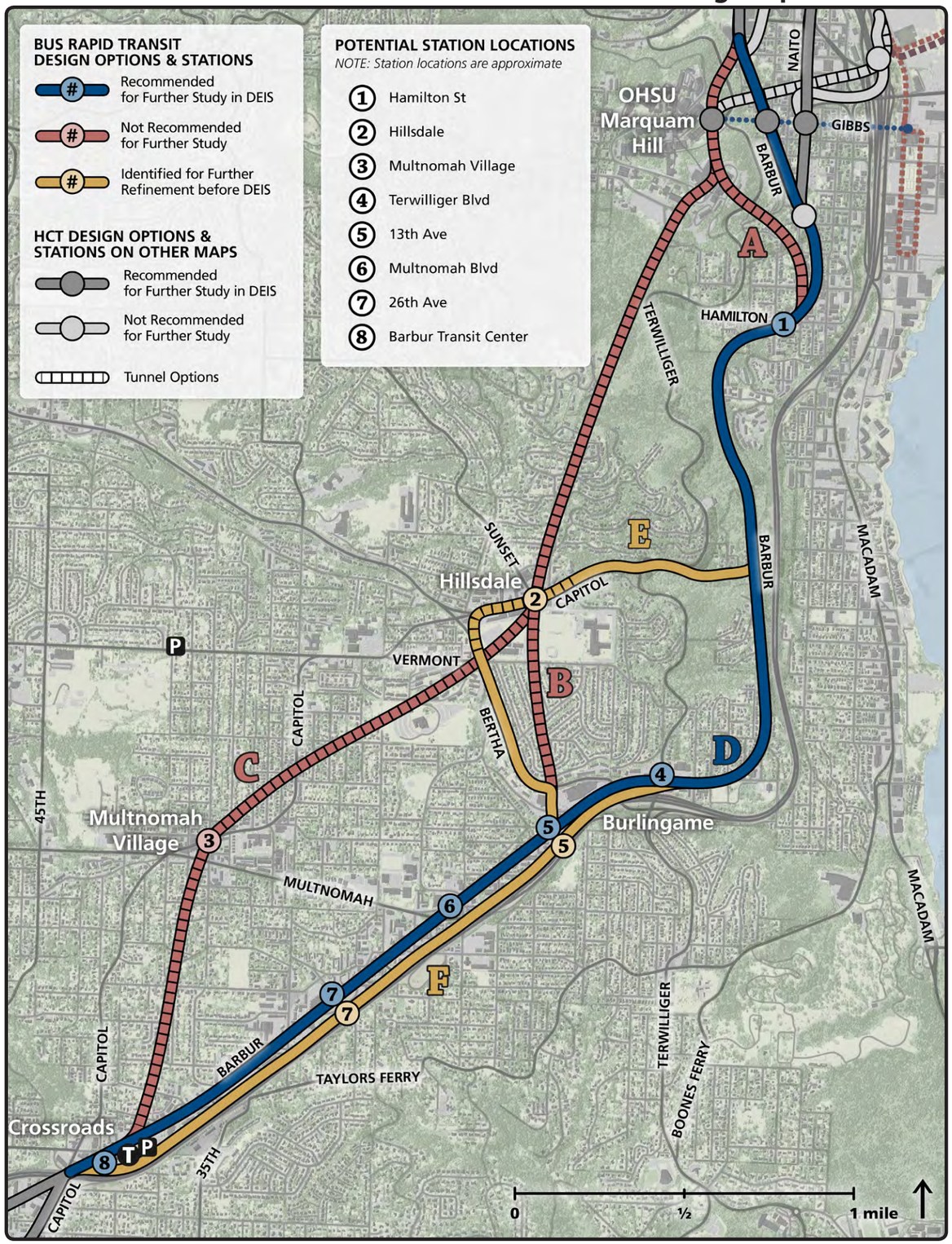
#### City/Ownership	**Project Title** Project Description	Cost Primary Mode	Draft DEIS Recommendation
1044 Portland ODOT	**South Portland Circulation and Connectivity (Ross Island Bridge ramp connections)** Adds a new ramp connection between I-405 and the Ross Island Bridge from Kelly Avenue. Restore at-grade intersections along Naito Parkway, with new signalized intersections at Ross Island Bridge access and at Hooker Street. Removes several existing roadways and ramp connections.	$$$$ Auto/ Freight	With Naito alignment: Include
2999 Portland	**Pedestrian connection from Barbur to Terwilliger at Gibbs** Construct a new pedestrian walkway under the tram within the Gibbs right-of-way through the Terwilliger Parkway. The steep grade and forested area will require lighting and stairs.	$ Pedestrian	With Barbur/Naito station near Gibbs: Include
3028 Portland	**Inner Hamilton bikeway -from SW Terwilliger Blvd to SW Corbett Ave** Enhanced shared roadway. Includes connection to Terwilliger on SW Hamilton Terrace	¢ Bicycle	With Barbur/Hamilton station: Include
3038 Portland	**Lower SW 1st bikeway -from SW Barbur Blvd to SW Arthur St** Multiple bicycle facility types: separated in-roadway (Corbett: Gibbs - Grover); bicycle boulevard (all other segments). Includes connection to SW Kelly Ave on SW Grover St and SW Corbett Ave	¢ Bicycle	With Barbur/Naito station near Gibbs: Include
4002 Portland ODOT	**Barbur Blvd, SW (3rd - Terwilliger): Multimodal Improvements** Construct Improvements for transit, bikes and pedestrians. Transit improvements include preferential signals, pullouts, shelters, left turn lanes, sidewalks, and crossing improvements.	$$ Multimodal	With Barbur alignment: Include
5013 Portland ODOT	**Naito/South Portland Improvements (left turn pockets with bike/ped and remove tunnel, ramps and viaduct)** Reconstruct Naito Pkwy as two-lane road w/bike lanes, sidewalks, left turn pockets, & on-street parking. Remove grade separation along Naito at Barbur Blvd. (tunnel), the Ross Island Bridge, Arthur/Kelly (viaduct), and the Grover pedestrian bridge.	$$$$ Multimodal	With Barbur station: Include signalized pedestrian crossing(s) of Naito near station (1%) With Naito alignment: Include
6022 Portland ODOT	**I-405 Bike/Ped Crossing Improvements** Improve opportunities for bicycles and pedestrians to cross over/under I-405 on Harbor Drive, Naito Parkway, 1st, 4th, 5th, 6th and Broadway	$ Bike/Ped	All options: Consider opportunity to address with HCT crossing of I-405

Include in DEIS **Include Partially** **Do Not Include**

Cost: ¢ = up to $500,000 **$** = up to $5M **$$** = up to $10M **$$$** = up to $20 M **$$$$** = more than $20M

2. South Portland to Barbur Transit Center

2. South Portland to Barbur Transit Center: BRT Design Options



Design Options

Options in this section prioritize either development potential and accessibility (Barbur, Hillsdale Loop options) or physical separation of HCT from traffic (Adjacent to I-5 option, tunnel options).

Recommended for further study because:

D. Barbur Boulevard would:

- Support the City of Portland's Barbur Concept Plan, which identifies HCT as a necessary component of the vision for Barbur Boulevard;
- Include the addition or improvement of sidewalks, bike facilities, storm water features, and other streetscaping;
- Include new bike and pedestrian facilities adjacent to existing Newbury and Vermont viaducts;
- Cost significantly less than the tunnel options and an estimated $45M (2014$) less than the Hillsdale loop option.

Identified for further refinement because:

E. Barbur – Hillsdale loop using Capitol Hwy & Bertha would:

- Provide HCT service to Hillsdale without bypassing significant numbers of households or employment where the alignment would deviate from SW Barbur Boulevard;
- Potentially include the addition of a new pedestrian/ bicycle structure parallel to the Newbury and Vermont viaducts despite the alignment bypassing them;
- Require a cut-and cover tunnel to avoid the commercial section of Hillsdale, resulting in higher costs.

F. Adjacent to I-5 would:

- Avoid key intersections and business accesses along SW Barbur Boulevard;
- Require significant structure on steep slopes to avoid Barbur Boulevard and ramps;
- Cost significantly more than the Barbur option;
- Provide more limited support for the Barbur Concept Plan;
- Result in more difficult pedestrian connections to stations;
- Not include pedestrian and bike improvements to Barbur Boulevard or along the BRT alignment.

Not recommended because:

A. Short Tunnel – exit at Hamilton would:

- Be very expensive and compromise the lower cost advantage of the BRT mode over LRT;
- Result in severe construction impacts.

B. Medium Tunnel – exit at Bertha would:

- Be very expensive;
- Result in severe construction impacts.

C. Long Tunnel – exit at Barbur Transit Center would:

- Be very expensive;
- Result in severe construction impacts;
- Not support the Barbur Concept Plan as HCT would bypass the historic section of the boulevard.

ID	Option	CAP	TRA	ACC	ENV	DEV	PRP	TRF
2. South Portland to Barbur Transit Center								
A	Short Tunnel - exit at Hamilton	○	◑	◑	◑	◑	◑	◕
B	Medium Tunnel - exit at Bertha	○	●	○	◕	◑	◑	◕
C	Long Tunnel - exit at Barbur Transit Center	○	●	○	◕	○	◔	◕
D	Barbur - South Portland to Crossroads	●	◑	◕	◑	◕	◑	◔
E	Barbur - Hillsdale loop using Capitol Hwy & Bertha	◕	○	●	◔	●	◕	◔
F	Adjacent to I-5	◑	◑	◑	◑	◑	◑	◕

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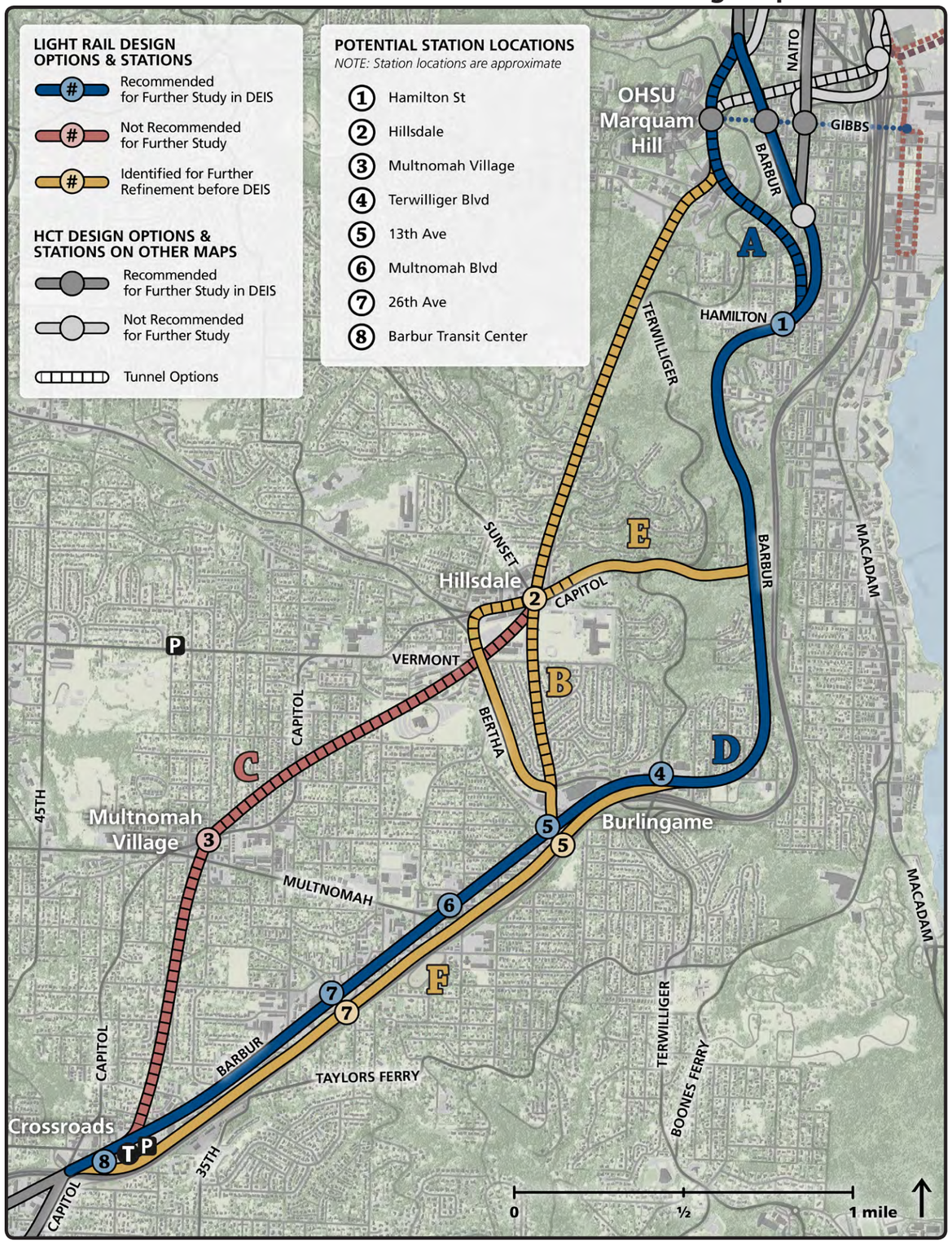
DEV = Development/Redevelopment Potential / PRP = Property Impacts / TRF = Traffic Impacts

Best ● ◕ ◑ ◔ ○ Worst

Proposed for Further Study in DEIS | Not Proposed for Further Study in DEIS | Identified for Further Refinement before DEIS

2. South Portland to Barbur Transit Center: LRT Design Options



Design Options

Options in this section prioritize either development potential and accessibility (Barbur, Hillsdale Loop options) or physical separation of HCT from traffic (Adjacent to I-5 option, tunnel options).

Recommended for further study because:

D. Barbur Boulevard would:

- Support the City of Portland's Barbur Concept Plan, which identifies HCT as a necessary component of the vision for Barbur Boulevard;
- Include the addition or improvement of sidewalks, bike facilities, storm water features, and other streetscaping;
- Include replacement of the Newbury and Vermont viaducts, complete with sidewalks and bike lanes.
- Cost an estimated $481M (2014$) less than the short tunnel option;
- Result in fewer construction impacts to the neighborhood, compared to tunnel options that would include significant impacts at both portals—near Duniway Park to the north and near Hamilton Street to the south.

A. Short Tunnel – exit at Hamilton would:

- Serve Marquam Hill/OHSU with a deep station similar to the MAX station at the Oregon Zoo;
- Avoid traffic congestion in the northern section of SW Barbur Boulevard, although it would also not serve the Lair Hill neighborhood, in contrast to surface options that would include an elevator between Marquam Hill/OHSU and SW Barbur Boulevard in the vicinity of Gibbs Street;
- Result in reliable travel times.

Identified for further refinement because:

B. Medium Tunnel – exit at Bertha would:

- Serve Marquam Hill/OHSU with a deep station similar to the MAX station at the Oregon Zoo, providing direct access to the upper campus of OHSU;
- Serve Hillsdale;
- Avoid traffic congestion in the northern section of SW Barbur Boulevard but still serve the historic section of SW Barbur Boulevard in support of the Barbur Concept Plan;
- Result in faster and more reliable travel times compared to surface options.
- Be very expensive compared to surface options;
- Not serve the Lair Hill neighborhood, in contrast to surface options that would include an elevator between Marquam Hill/OHSU and SW Barbur Boulevard in the vicinity of Gibbs Street;
- Preclude walk access to South Waterfront and OHSU's growing South Waterfront Campus (access would require transfer to/from the tram, which is operating near capacity during peak periods);
- Result in severe construction impacts.

E. Barbur – Hillsdale loop using Capitol Hwy & Bertha would:

- Provide HCT service to Hillsdale without bypassing significant numbers of households or employment where the alignment would deviate from SW Barbur Boulevard;
- Potentially include the addition of a new pedestrian/ bicycle structure parallel to the Newbury and Vermont viaducts despite the alignment bypassing them;
- Require a cut-and cover tunnel to avoid the commercial section of Hillsdale, resulting in higher costs.

F. Adjacent to I-5 would:

- Avoid key intersections and business accesses along SW Barbur Boulevard;
- Require significant structure on steep slopes to avoid Barbur Boulevard and ramps;
- Cost an estimated $96M (2014$) more than Barbur option – this would be less with a shorter segment adjacent to I-5;
- Provide more limited support for the Barbur Concept Plan;
- Result in more difficult pedestrian connections to stations;
- Not include pedestrian and bike improvements to Barbur Boulevard or along the LRT alignment.

Not recommended because:

C. Long Tunnel – exit at Barbur Transit Center would:

- Be very expensive;
- Result in severe construction impacts;
- Not support the Barbur Concept Plan as HCT would bypass the historic section of the boulevard.

ID	Option	CAP	TRA	ACC	ENV	DEV	PRP	TRF
2. South Portland to Barbur Transit Center								
A	Short Tunnel - exit at Hamilton	○	◑	◑	◑	◑	◑	◕
B	Medium Tunnel - exit at Bertha	○	●	○	◕	◑	◑	◕
C	Long Tunnel - exit at Barbur Transit Center	○	●	○	◕	○	◔	◕
D	Barbur - South Portland to Crossroads	●	◑	◕	◑	◕	◑	◔
E	Barbur - Hillsdale loop using Capitol Hwy & Bertha (tunnel)	◔	◔	●	◔	●	◔	◔
F	Adjacent to I-5	◑	◑	◑	◑	◑	◑	◕

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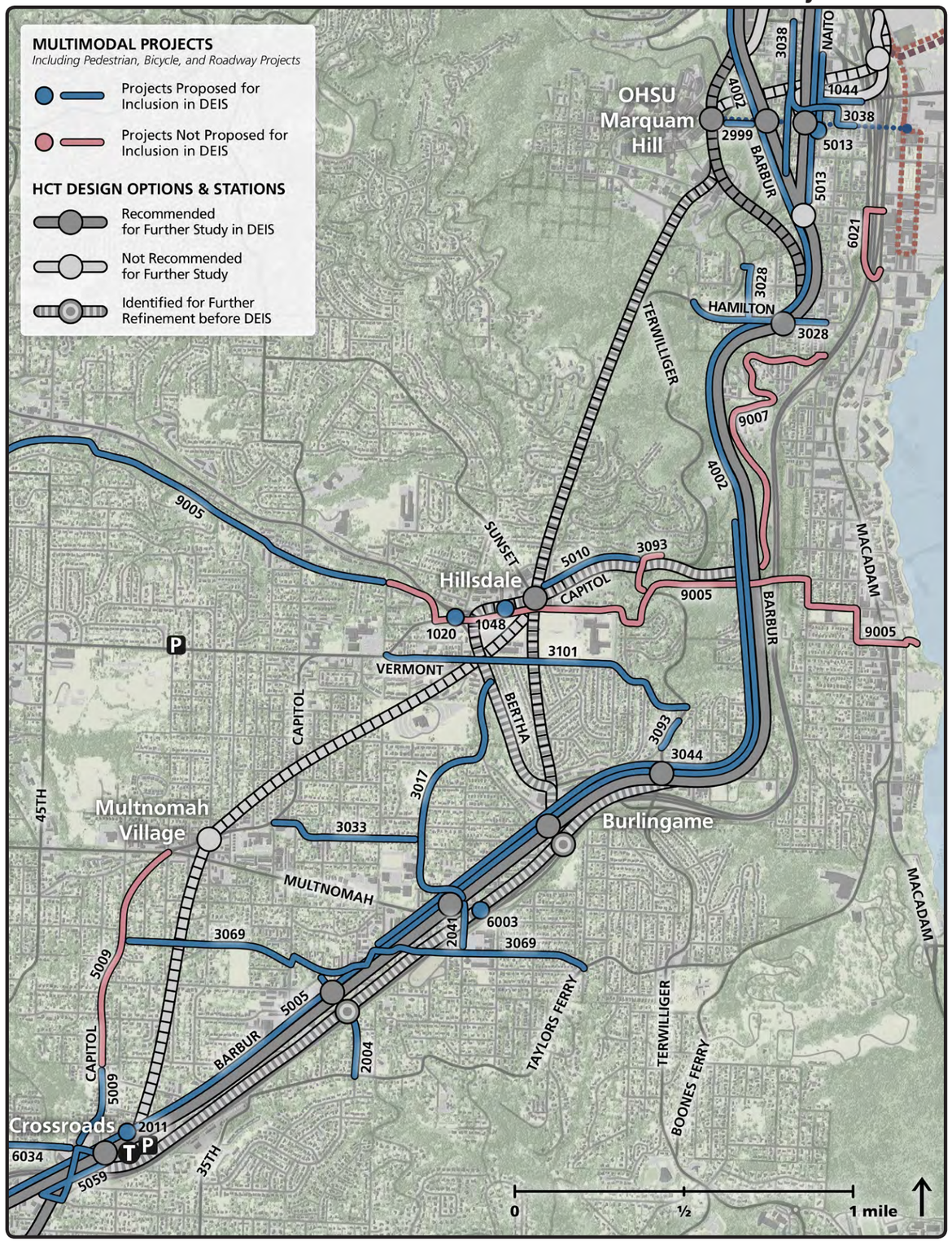
DEV = Development/Redevelopment Potential / PRP = Property Impacts / TRF = Traffic Impacts

Best ● ◕ ◑ ◔ ○ Worst

Proposed for Further Study in DEIS
Not Proposed for Further Study in DEIS
Identified for Further Refinement before DEIS

2. South Portland to Barbur Transit Center: Multimodal Projects



Multimodal Projects

6/13/14

Multimodal projects recommended to advance include pedestrian and bicycle projects intended to improve access to potential station areas along the alignment options. This section of the corridor is especially lacking in pedestrian and bicycle facilities and requires extra attention to get people to stations without driving. Several projects were outside the immediate walkshed of any potential station area and were not recommended.

#### City/Ownership	**Project Title** Project Description	Cost Primary Mode	Draft DEIS Recommendation
1020 Portland	**Beaverton Hillsdale / Bertha / Capitol Hwy. Intersection Improvements** Redesign intersection to improve safety.	$ Auto/ Freight	With surface Hillsdale/Capitol alignment: Include
1044 Portland ODOT	**South Portland Circulation and Connectivity (Ross Island Bridge ramp connections)** Adds a new ramp connection between I-405 and the Ross Island Bridge from Kelly Avenue. Restore at-grade intersections along Naito Parkway, with new signalized intersections at Ross Island Bridge access and at Hooker Street. Removes several existing roadways and ramp connections.	$$$$ Auto/ Freight	With Naito alignment: Include
1048 Portland	**Traffic Calming** Calm traffic in the Burlingame and Hillsdale retail districts	¢ Auto/ Freight	With Hillsdale station: Include station access and safety treatments in Hillsdale TC (50%)
2004 Portland	**26th Ave, SW (Spring Garden - Taylors Ferry): Pedestrian Improvements** Construct a walkway for pedestrian travel and access to transit and install street lighting	¢ Pedestrian	With Barbur/26th station: Include
2011 Portland ODOT	**Connections to Transit/Transit Improvements: Barbur & Taylors Ferry** New steps/ramp connecting SW Taylors Ferry frontage road to Barbur across from transit center at existing signalized crossing	¢ Pedestrian	All options: Include. Note: may be funded through ODOT.
2041 Portland	**SW 19th Ave sidewalks: Barbur - Spring Garden** Construct new sidewalks where none exist (DA)	¢ Pedestrian	With Barbur/Multnomah station: Include
3017A Portland	**Capitol Hill Rd bikeway -from SW Barbur Blvd to SW Bertha Blvd** Multiple bicycle facility types: bicycle boulevard or enhanced shared roadway (Barbur - Troy; 21st - Custer); bicycle boulevard or advisory bike lane (Troy - 21st); enhanced shared roadway (Custer - Bertha)	¢ Bicycle	With Barbur/Multnomah station: Include
3017B Portland	**Capitol Hill Rd sidewalks -from SW Barbur Blvd to SW Bertha Blvd** Install sidewalk on Capitol Hill Road from Barbur to Bertha	$ Pedestrian	With Barbur/Multnomah station: Include from Barbur to existing sidewalk at Custer Park (35%)
3028 Portland	**Inner Hamilton bikeway -from SW Terwilliger Blvd to SW Corbett Ave** Enhanced shared roadway. Includes connection to Terwilliger on SW Hamilton Terrace	¢ Bicycle	With Barbur/Hamilton station: Include
3033A Portland	**Inner Troy bikeway -from SW Capitol Hwy to SW Capitol Hill Rd** Bike boulevard from SW Capitol Hwy to SW Capitol Hill Rd	¢ Bicycle	With Barbur/Multnomah station: Include

Multimodal Projects Continued on Next Page

Include in DEIS | **Include Partially** | **Do Not Include**

Cost: **¢** = up to $500,000 **$** = up to $5M **$$** = up to $10M **$$$** = up to $20 M **$$$$** = more than $20M

2. South Portland to Barbur Transit Center: Multimodal Projects

6/13/14

#### City/Ownership	**Project Title** Project Description	Cost Primary Mode	Draft DEIS Recommendation
3033B Portland	**Inner Troy sidewalks - from SW Capitol Hwy to SW Capitol Hill Rd** Install sidewalk from SW Capitol Hwy to SW Capitol Hill Rd	$ Pedestrian	Do not include
3093B Portland	**Terwilliger sidewalk (Capitol to Terwilliger Pl)** Provide sidewalk from SW Capitol Hwy south to SW Terwilliger Place	¢ Pedestrian	Do not include
3069B Portland	**Spring Garden/Dolph Ct, SW (Capitol Hwy - Barbur): Sidewalks** Install sidewalk along Dolph Ct from Capitol Hwy to 26th Way and along Spring Garden from 26th Way to Barbur	$ Pedestrian	With Barbur/26th or Barbur/ Multnomah station: Include from 27th Ave to intersection of 26th Way/Dolph Ct. (15%)
3093A Portland	**Terwilliger bikeway gaps** Separated bicycle route in-roadway. Eliminate key gaps in the Terwilliger Blvd bikeway.	¢ Bicycle	With Terwilliger station: Include lower section (near Barbur) (50%)
3101 Portland	**Vermont-Chestnut bikeway -from SW Capitol Hwy to SW Terwilliger Blvd** Bicycle boulevard	¢ Bicycle	With Terwilliger station: Include
4002 Portland ODOT	**Barbur Blvd, SW (3rd - Terwilliger): Multimodal Improvements** Construct Improvements for transit, bikes and pedestrians. Transit improvements include preferential signals, pullouts, shelters, left turn lanes, sidewalks, and crossing improvements.	$$ Multimodal	With Barbur alignment: Include
5005 Portland ODOT	**Barbur Blvd, SW (Terwilliger - City Limits): Multimodal Improvements** Complete boulevard design improvements including sidewalks and street trees, safe pedestrian crossings, enhance transit access and stop locations, and bike lanes (Terwilliger - SW 64th or Portland City Limits).	$$$$ Multimodal	Barbur stations including Tunnel and I-5 options: Include within 1/2 mile of stations (20%)
			With Barbur alignment: Include
5009 Portland	**Capitol Hwy Improvements (replace roadway and add sidewalks)** Improve SW Capitol Highway from SW Multnomah Boulevard to SW Taylors Ferry Road per the Capitol Highway Plan. Replace Existing Roadway and add sidewalks, bike lanes and green stormwater features.	$$$ Multimodal	All options: Include
5010 Portland	**Capitol Hwy, SW (Terwilliger - Sunset): Multimodal Improvements** Construct sidewalks, crossing improvements for access to transit and bike improvements, and install left turn lane at the Capitol/Burlingame intersection	$ Multimodal	With surface Hillsdale/Capitol alignment: Include
5013 Portland ODOT	**Naito/South Portland Improvements (left turn pockets with bike/ ped and remove tunnel, ramps and viaduct)** Reconstruct Naito Pkwy as two-lane road w/bike lanes, sidewalks, left turn pockets, & on-street parking. Remove grade separation along Naito at Barbur Blvd. (tunnel), the Ross Island Bridge, Arthur/Kelly (viaduct), and the Grover pedestrian bridge.	$$$$ Multimodal	With Barbur station: Include signalized pedestrian crossing(s) of Naito near station (1%)
			With Naito alignment: Include
5059 Portland ODOT	**SW Portland/ Crossroads Multimodal Project (roadway realignments and modifications to Barbur Blvd., Capitol Hwy., and the I-5 southbound on-ramp)** Implement Barbur Concept Plan walk audit recommendations in the SW Portland TC, including modifications to Barbur Blvd., Capitol Hwy., and the I-5 southbound on-ramp to support safer and more efficient operation for all modes. Project specifics include intersection types and roadway realignments to be refined.	$$$$ Multimodal	All options: Include multimodal investment at the Barbur/Capitol/Huber/Taylors Ferry intersections at this location. Includes improved pedestrian crossings. (5%)
6003 Portland	**Multnomah viaduct bicycle and pedestrian facilities** Construct new bicycle and pedestrian facilities on Barbur at/parallel to Multnomah Blvd. viaduct	$ Bike/Ped	With Barbur alignment: Include
6021 Portland	**Hood Avenue Pedestrian Improvements (Lane to Macadam)** Install sidewalk with barrier along east side and pedestrian crossing at Lane Street	$ Bike/Ped	Do not include
6034 Portland	**Taylors Ferry, SW (Capitol Hwy - City Limits): Bicycle & Pedestrian Improvements** SW Taylors Ferry Rd: Provide bicycle lanes, including shoulder widening and drainage, and construct sidewalks for access to transit	$ Bike/Ped	All options: Include Capitol to 49th (40%)
9005 Portland	**Red Electric Trail: Fanno Creek Trail to Willamette Park** Provide east-west route for pedestrians and cyclists in SW Portland that connects and extends the existing Fanno Creek Greenway Trail to Willamette Park. Listed as a Regional Bicycle Parkway and Regional Pedestrian Parkway in the Regional Active Transportation Plan (5/9/13).	$$$ Multi-Use Trail	With Hillsdale station: Include Hillsdale to Shattuck (10%)
9007 Portland	**Slavin Road to Red Electric Trail: Barbur to Corbett** Build Multi use trail on Slavin Road from Barbur to Corbett. The Red Electric Trail is listed as a Regional Bicycle Parkway and Regional Pedestrian Parkway in the Regional Active Transportation Plan (5/9/13).	$ Multi-Use Trail	Do not include

Include in DEIS **Include Partially** **Do Not Include**

Cost: **¢** = up to $500,000 **$** = up to $5M **$$** = up to $10M **$$$** = up to $20 M **$$$$** = more than $20M

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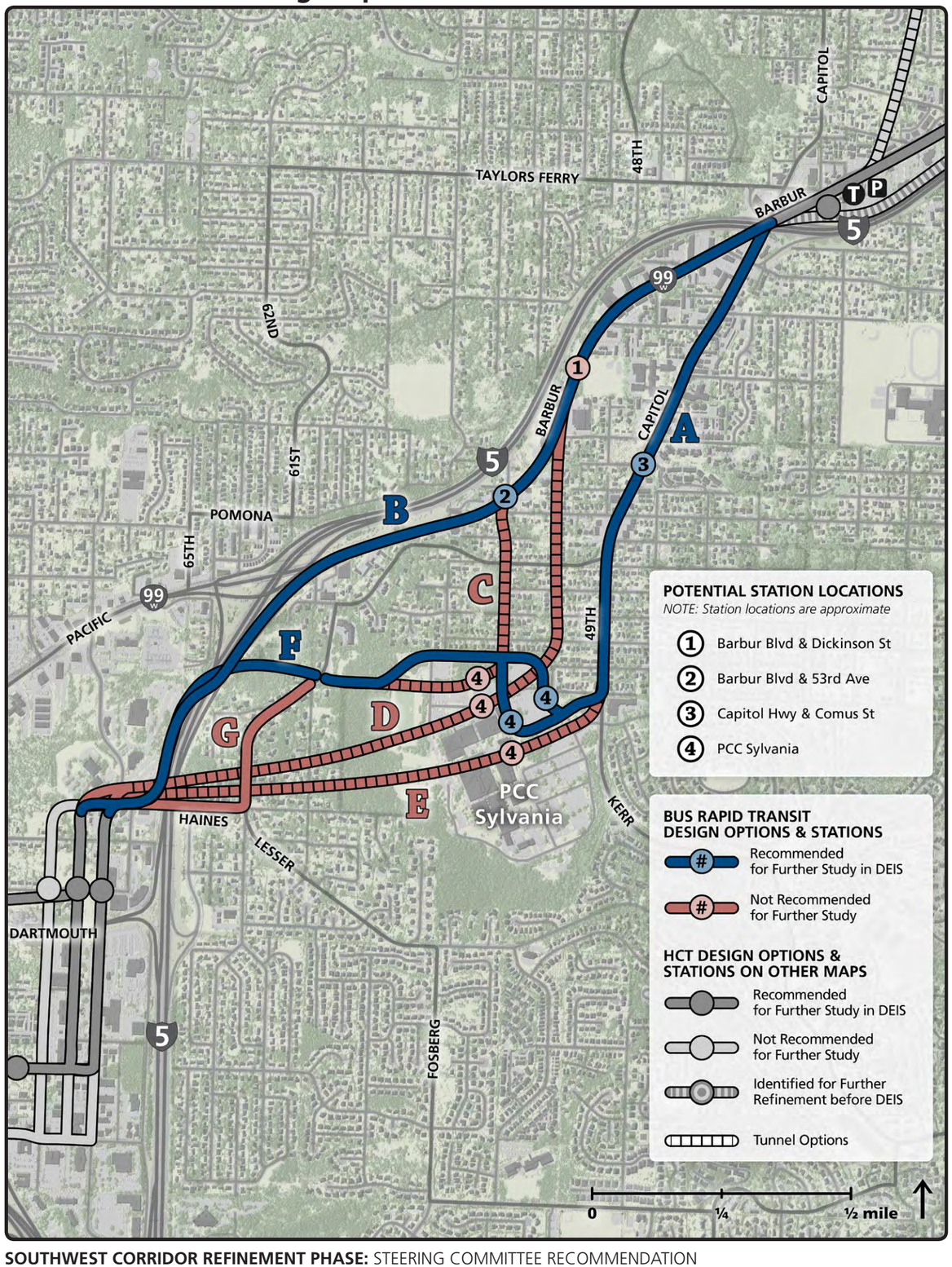
3. PCC Area

3. PCC Area: BRT Design Options



Design Options

Options in this section are differentiated by how they serve the PCC-Sylvania campus. BRT could serve the campus directly by a surface option via Capitol Highway or by tunnel; the surface option via Barbur would require a longer walk to campus, but would result in a much faster alignment compared to Capitol Highway options, and a much less expensive alignment compared to tunnel options.

Recommended for further study because:

B. Barbur – Crossroads to Tigard (with improved PCC walk via SW 53rd Avenue) would:

- Prioritize travel time, saving approximately four minutes over BRT routes to the PCC campus;
- Feature an improved walk connection to the PCC campus from SW 53rd Avenue, with a raised station, and paving and sidewalks on SW 53rd Avenue. The walk would be slightly less than 1/3 mile uphill to the edge of the PCC property, and nearly ½ mile to PCC buildings;
- Support a new park and ride lot on vacant property north of SW Barbur Boulevard at SW 55th Avenue.

A. PCC Campus (Front Door or Circumferential around north end) would:

- Prioritize accessibility and development potential, serving the PCC-Sylvania campus directly;
- Include an additional station on SW Capitol Highway.

F. New bridge over I-5 (crossing option for campus routes) would:

- Provide the fastest travel time;
- Minimize disruptions to residential neighborhoods near PCC.

Not recommended because:

C. Short Tunnel via Barbur,

D. Tunnel via Barbur, and

E. Tunnel via Capitol Hwy would:

- Be expensive and compromise the lower cost advantage of the BRT mode over LRT;
- Result in severe construction impacts.

G. Lower Haines Road (crossing option for campus routes) would:

- Impact properties by widening at least one side of Lesser Road to provide adequate space for BRT, bike lanes and sidewalks;
- Require sharp turning movements and operation on steep grades that would slow the BRT.

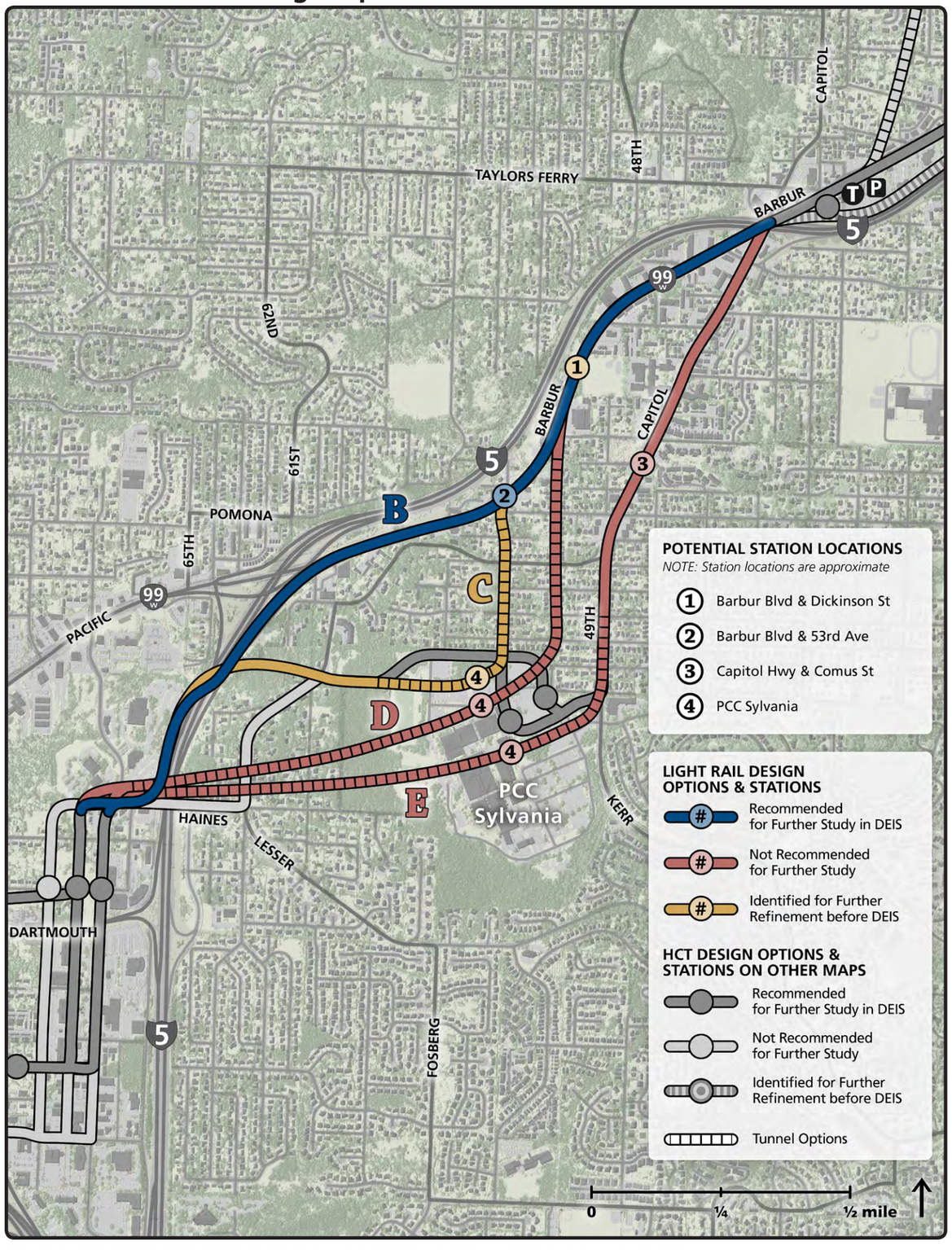
ID	Option	CAP	TRA	ACC	ENV	DEV	PRP	TRF
3a. PCC Area								
A	PCC Campus via Capitol Hwy (uses either I-5 crossing)	◕	○	◕	◕	◕	◔	◑
B	Barbur - Crossroads to Tigard (with improved PCC walk via SW 53rd, uses new bridge I-5 crossing)	●	●	◑	●	◑	●	◑
C	Short Tunnel via Barbur (uses new bridge I-5 crossing)	◔	◕	◑	○	◕	◔	◑
D	Tunnel via Barbur (tunnels under I-5)	○	◕	◑	◕	◑	◔	◑
E	Tunnel via Capitol Hwy (tunnels under I-5)	○	◕	◕	◕	◑	◑	◑
3b. PCC Area - I-5 Crossing Options for Campus Routes								
F	New Bridge over I-5	◔	◑	◕	◔	◕	◕	◕
G	Lower Haines Road	●	○	◕	◑	◕	◑	◑

CAP = Capital Costs / TRA = Travel Time / ACC = Accessibility to Transit / ENV = Environmental Impacts
DEV = Development/Redevelopment Potential / PRP = Property Impacts / TRF = Traffic Impacts

Best ● ◕ ◑ ◔ ○ Worst

Proposed for Further Study in DEIS Not Proposed for Further Study in DEIS

3. PCC Area: LRT Design Options



Design Options

Options in this section are differentiated by how they serve the PCC-Sylvania campus. Because of the steep topography, LRT could only provide direct service to the campus by tunnel. The surface option via Barbur would require a longer walk to campus, but would be much less expensive and disruptive to the neighborhood to construct and would provide a more direct route for riders not accessing PCC.

Recommended for further study because:

B. Barbur – Crossroads to Tigard (with improved PCC walk via SW 53rd Avenue) would:

- Be the least expensive option;
- Feature an improved walk connection to the PCC campus from SW 53rd Avenue, potentially with a raised station, and paving and sidewalks on SW 53rd Avenue. The walk would be slightly less than 1/3 mile uphill to the edge of the PCC property, and nearly ½ mile to PCC buildings;
- Support a new park and ride lot on vacant property north of SW Barbur Boulevard at SW 55th Avenue;
- Include a new transit crossing over I-5 to the Tigard Triangle.

Identified for further refinement because:

C. Short Tunnel via Barbur would:

- Serve PCC-Sylvania campus directly;
- Result in significant construction impacts to the neighborhood;
- Cost an estimated $243M (2014$) more than the Barbur option;
- Likely be contingent on plans for future redevelopment of the campus area.

Not recommended because:

D. Tunnel via Barbur and

E. Tunnel via Capitol Hwy would:

- Be very expensive compared to the shorter tunnel option without providing significantly more benefit.

ID	Option	CAP	TRA	ACC	ENV	DEV	PRP	TRF
3. PCC Area								
B	Barbur - Crossroads to Tigard (with improved PCC walk via SW 53rd, uses new bridge I-5 crossing)	●	◕	◕	●	◕	●	◑
C	Short Tunnel via Barbur (uses new bridge I-5 crossing)	◔	◔	◕	◑	●	◔	◑
D	Tunnel via Barbur (tunnels under I-5)	○	◔	◕	◕	◑	◔	◑
E	Tunnel via Capitol Hwy (tunnels under I-5)	○	◔	●	◕	◕	◑	◑

CAP = Capital Costs / TRA = Travel Time / ACC = Accessibility to Transit / ENV = Environmental Impacts
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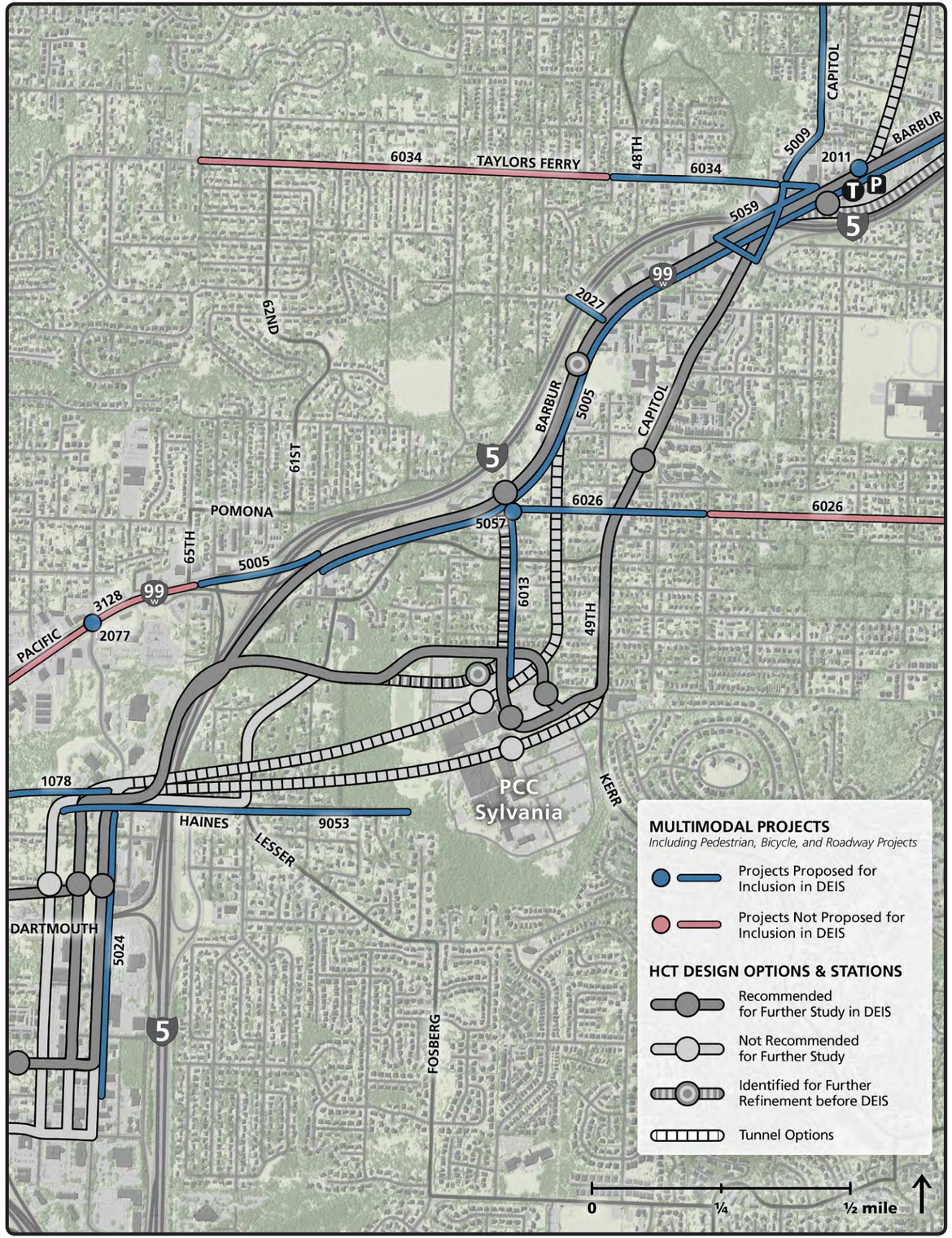
Best ● ◕ ◑ ◔ ○ Worst

Proposed for Further Study in DEIS | Not Proposed for Further Study in DEIS | Identified for Further Refinement before DEIS

3. PCC Area: Multimodal Projects



Multimodal Projects

Multimodal projects recommended to advance include pedestrian and bicycle projects intended to improve access to potential station areas near PCC. If the alignment follows Barbur near I-5, a pedestrian connection over I-5 is recommended to improve station access for neighborhoods north of I-5.

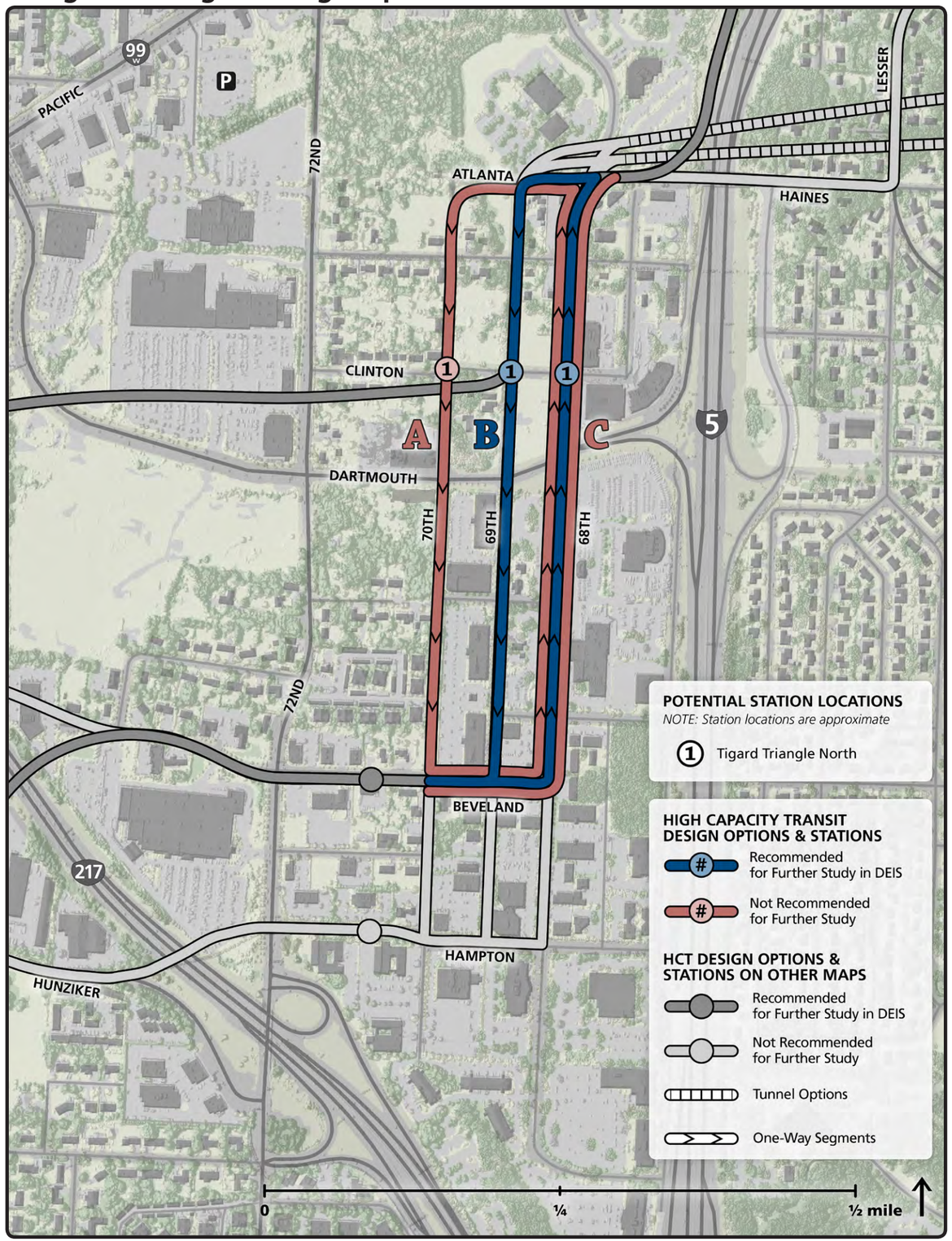
#### City/Ownership	**Project Title** Project Description	Cost Primary Mode	Draft DEIS Recommendation
1078 Tigard	**Atlanta Street Extension (new roadway)** Extend Atlanta Street west to Dartmouth Street	$$ Auto/ Freight	With North Triangle station: Include.
2011 Portland ODOT	**Connections to Transit/Transit Improvements: Barbur & Taylors Ferry** New steps/ramp connecting SW Taylors Ferry frontage road to Barbur across from transit center at existing signalized crossing	¢ Pedestrian	All options: Include. Note: may be funded through ODOT.
2027 Portland ODOT	**Pedestrian Overpass near Markham School** Construct pedestrian path and bridge over Barbur Blvd. and I-5 to connect SW Alfred and SW 52nd to the rear of Markham School.	$$ Pedestrian	With Barbur/53rd station: Include adjacent to station-area if station is on Barbur
2077 Tigard ODOT	**Tigard Transit Center crossing improvements.** Shorten crossing distances, make crosswalks more visible, and provide more time for pedestrians to cross at the intersections of 99W and SW Greenburg Rd., 99W & SW Hall Blvd., and 99W & SW Dartmouth St.	$ Pedestrian	All options: Include crosswalk visibility and timing elements at Greenburg, Hall, Dartmouth, 72nd, and 68th.
3128 Tigard ODOT	**Pacific Hwy-99W Bike Lanes in Tigard** Fill in gaps in bike lanes along Pacific Hwy-99W within the Tigard city limits. Listed as a Regional Bicycle Parkway in the Regional Active Transportation Plan (5/9/13).	$ Bicycle	Do not include
5005 Portland ODOT	**Barbur Blvd, SW (Terwilliger - City Limits): Multimodal Improvements** Complete boulevard design improvements including sidewalks and street trees, safe pedestrian crossings, enhance transit access and stop locations, and bike lanes (Terwilliger - SW 64th or Portland City Limits).	$$$$ Multimodal	Barbur stations including Tunnel and I-5 options: Include within 1/2 mile of stations (20%) With Barbur alignment: Include
5009 Portland	**Capitol Hwy Improvements (replace roadway and add sidewalks)** Improve SW Capitol Highway from SW Multnomah Boulevard to SW Taylors Ferry Road per the Capitol Highway Plan. Replace Existing Roadway and add sidewalks, bike lanes and green stormwater features.	$$$ Multimodal	All options: Include one side from Taylors Ferry to Alice Street (15%)
5024 Tigard	**68th Avenue (widen to 3 lanes)** Widen to 3 lanes, or for transit, including sidewalks and bike lanes between Atlanta Street and south end	$$$ Multimodal	With Triangle North station: Include sidewalk on one side from Atlanta to south of Baylor (2%) With 68th alignment: Include
5057 Portland	**SW 53rd and Pomona (improves safety of ped/bike users)** Reconfigure and improve intersection to manage traffic turning speeds, and improve safety of ped/bike users between Barbur and Pomona.	¢ Multimodal	With Barbur/53rd station: Include if station is on Barbur
5059 Portland ODOT	**SW Portland/ Crossroads Multimodal Project (roadway realignments and modifications to Barbur Blvd., Capitol Hwy., and the I-5 southbound on-ramp)** Implement Barbur Concept Plan walk audit recommendations in the SW Portland TC, including modifications to Barbur Blvd., Capitol Hwy., and the I-5 southbound on-ramp to support safer and more efficient operation for all modes. Project specifics include intersection types and roadway realignments to be refined.	$$$$ Multimodal	All options: Include multimodal investment at the Barbur/Capitol/ Huber/Taylors Ferry intersections at this location. Includes improved pedestrian crossings. (5%)
6013 Portland	**Barbur/PCC ped/bike Connection** Neighborhood greenway connection between Barbur and PCC via SW 53rd	¢ Bike/Ped	With Barbur/53rd station: Include if station is on Barbur
6026 Portland	**Pomona St: Bicycle and Ped improvements (35th to Barbur)** Provide bike lanes and sidewalks	$ Bike/Ped	With Barbur/53rd station: Include from 53rd to 45th (50%)
6034 Portland	**Taylors Ferry, SW (Capitol Hwy - City Limits): Bicycle & Pedestrian Improvements** SW Taylors Ferry Rd: Provide bicycle lanes, including shoulder widening and drainage, and construct sidewalks for access to transit	$ Bike/Ped	All options: Include Capitol to 49th (40%)
9053 Portland Tigard	**Ped/Bike Connection between Tigard Triangle and PCC-Sylvania** Provide pedestrian/bicycle connection between the Tigard Triangle area and PCC-Sylvania	$ Multi-Use Trail	All options: Consider opportunity to add ped/bike facilities to HCT connection

Include in DEIS | **Include Partially** | **Do Not Include**

Cost: **¢** = up to $500,000 **$** = up to $5M **$$** = up to $10M **$$$** = up to $20 M **$$$$** = more than $20M

4. Tigard Triangle

4. Tigard Triangle: Design Options for BRT and LRT



Design Options

The options in this section would perform fairly similarly and are differentiated mainly by their locations and footprints within the Tigard Triangle, including couplet options and choices of using SW 68th, SW 69th, and SW 70th Avenues to connect the northern and southern areas of the Triangle. These options do not apply to the Clinton to Tigard Transit Center option in the following section (OR-217 Crossing), an option which would operate only in the northern section of the Triangle.

Recommended for further study because:

B. 68th/69th Couplet would:

- Result in more efficient transit and auto travel compared to the two-way option;
- Require less right-of-way, resulting in fewer property impacts compared to other options;
- Best support Tigard's High Capacity Transit Land Use Plan.

Not recommended because:

C. 68th Two-Way would:

- Require more right-of-way compared to couplet options.

A. 68th/70th Couplet would:

- Require significantly more structure and property acquisition compared to the 68th/69th couplet due to the narrow width and steep slopes on SW 70th Avenue.

ID	Option	CAP	TRA	ACC	ENV	DEV	PRP	TRF
4. Tigard Triangle								
A	68th/70th Couplet	◑	◑	◕	◑	◑	◔	◑
B	68th/69th couplet	●	◑	◕	◕	◑	◕	◑
C	68th Two-Way	◕	◑	◑	●	◑	◔	◔

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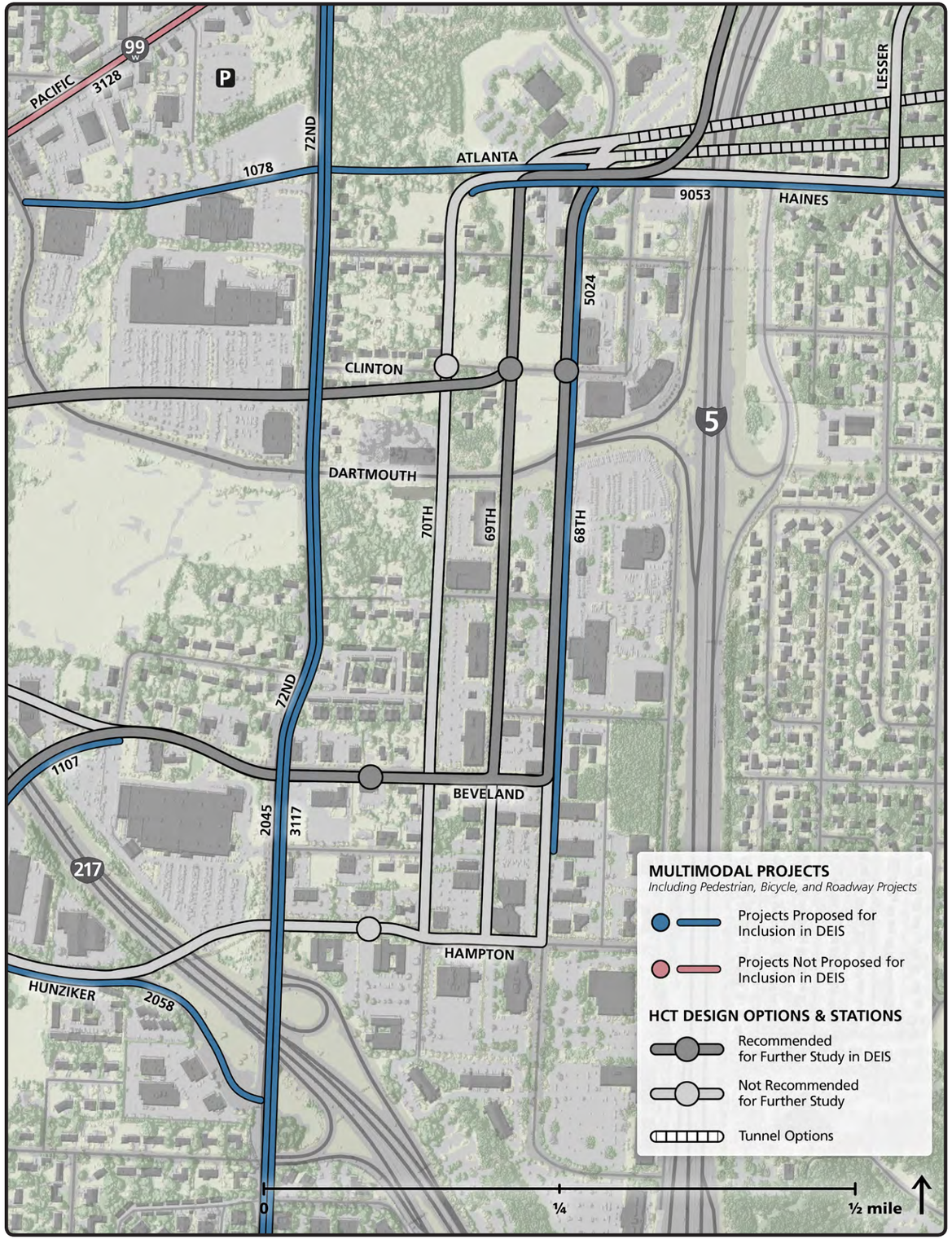
Best ● ◕ ◑ ◔ ○ Worst

Proposed for Further Study in DEIS

Not Proposed for Further Study in DEIS

4. Tigard Triangle: Multimodal Projects



Multimodal Projects

Multimodal projects recommended to advance in the Tigard Triangle include a new street connection, pedestrian and bicycle projects to improve access to potential station areas, and improving existing streets for transit. Filling gaps in the Pacific Highway bike lanes (the downtown viaduct in particular) were outside the immediate station area and were not recommended.

#### City/Ownership	**Project Title** Project Description	Cost Primary Mode	Draft DEIS Recommendation
1078 Tigard	**Atlanta Street Extension (new roadway)** Extend Atlanta Street west to Dartmouth Street	$$ Auto/ Freight	With North Triangle station: Include.
1107 Tigard Washington Co.	**Hwy. 217 Over-crossing - Beveland/Hampton Connection** Build new connection between Hunziker Road and 72nd Avenue at Hampton or Beveland, requires over-crossing over Hwy 217, revises existing intersection.	$$$$ Auto/ Freight	With Beveland or Hampton alignment: Include
2045 Tigard	**72nd Avenue sidewalks: 99W to Bonita** Complete gaps in sidewalk on both sides of street from Highway 99W to Bonita Road	$ Pedestrian	With Triangle North station: Include one side from 99W-Dartmouth (25%)
			With Triangle South station: Include one side Dartmouth-Hunziker (25%)
			With 72nd/Tech Center Drive station: Include west side Tech Center Dr-south of Landmark Ln (20%)
			With WES/Bonita station: Include east side Bonita-Landmark Ln (10%)
2058 Tigard	**Hunziker Street Sidewalks: 72nd to Hall** Install sidewalk on both sides of the street from 72nd Avenue to Hall Boulevard	$ Pedestrian	With Hunziker/Beveland station: Include one side from Beveland overcrossing to 72nd (50%)
3117 Tigard Tualatin	**72nd Avenue bikeway: 99W to city limits** Install bike facilities on both sides of the street from Highway 99W to South City Limits	$ Bicycle	All options: Include if done through re-striping (conversion from 3-lane to 2-lane with bike lanes)
3128 Tigard ODOT	**Pacific Hwy-99W Bike Lanes in Tigard** Fill in gaps in bike lanes along Pacific Hwy-99W within the Tigard city limits. Listed as a Regional Bicycle Parkway in the Regional Active Transportation Plan (5/9/13).	$ Bicycle	Do not include
5024 Tigard	**68th Avenue (widen to 3 lanes)** Widen to 3 lanes, or for transit, including sidewalks and bike lanes between Atlanta Street and south end	$$$ Multimodal	With Triangle North station: Include sidewalk on one side from Atlanta to south of Baylor (2%)
			With 68th alignment: Include
9053 Portland Tigard	**Ped/Bike Connection between Tigard Triangle and PCC-Sylvania** Provide pedestrian/bicycle connection between the Tigard Triangle area and PCC-Sylvania	$ Multi-Use Trail	All options: Consider opportunity to add ped/bike facilities to HCT connection

Include in DEIS **Include Partially** **Do Not Include**

Cost: ¢ = up to $500,000 **$** = up to $5M **$$** = up to $10M **$$$** = up to $20 M **$$$$** = more than $20M

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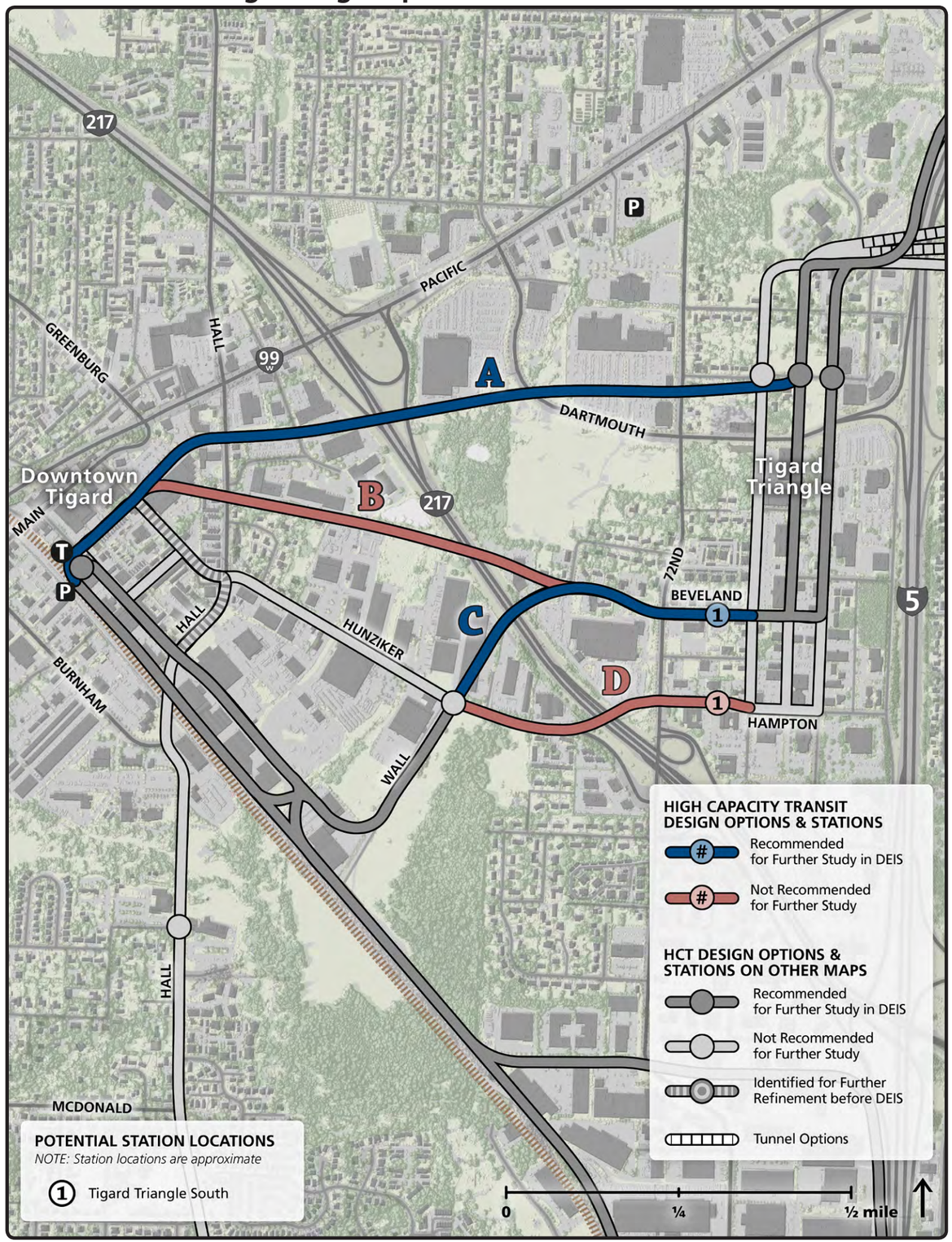
5. OR-217 Crossing

5. OR-217 Crossing: Design Options for BRT and LRT



Design Options

The proposed connections between the Tigard Triangle and downtown Tigard provide a choice between speed and development opportunities. Clinton to Tigard Transit Center would be significantly faster than the other options and would result in a smaller footprint in downtown Tigard, but would serve only the northern portion of the Tigard Triangle and require a comparatively long structure. Other options would continue through the southern Triangle, an area with, commuter students, and redevelopment opportunities. Each crossing option could include a multimodal (auto/ped/bike) bridge at a higher cost; a new auto connection would be preferred in the southern portion of the Triangle to the northern portion. Wetlands impacts could be a concern for the Clinton to Tigard Transit Center and for the Beveland North options.

Recommended for further study because:

A. Clinton to Tigard Transit Center would:

- Prioritize travel time, with a shorter alignment and higher speeds compared to other options;
- Avoid congested intersections at the southern end of the Triangle;
- Avoid impacts to existing industrial properties that would be affected by other options;
- Include a multimodal facility providing a new auto connection between downtown Tigard and the Tigard Triangle.

C. Beveland South would:

- Prioritize development with a second station in the Tigard Triangle, supporting the Tigard High Capacity Transit Land Use Plan and providing greater accessibility throughout the Triangle;
- Include a potential station, park & ride lot, and redevelopment opportunities near SW Hunziker;
- Include a multimodal facility that would provide an alternative to the existing Hunziker Street bridge and could alleviate some auto congestion around the SW 72nd Avenue interchange.

Not recommended because:

B. Beveland North would:

- Potentially impact natural area/wetlands;
- Impact buildings and properties near OR-217 and in downtown Tigard;
- Miss opportunity to provide additional access to adjacent properties and leverage redevelopment opportunities due to grade separation of the alignment.

D. Hampton would:

- Impact traffic at the OR-217 interchanges at SW Hunziker road and SW 72nd Avenue;
- Be the least direct, slowest option without providing access to additional riders.

ID	Option	CAP	TRA	ACC	ENV	DEV	PRP	TRF
5. OR-217 Crossing								
A	Clinton to Tigard Transit Center	◑	●	○	◔	◔	◕	◑
B	Beveland North	●	◑	◔	○	◑	◑	◕
C	Beveland South	◑	◔	●	◑	◕	◑	●
D	Hampton	◔	○	◕	○	●	◑	◔

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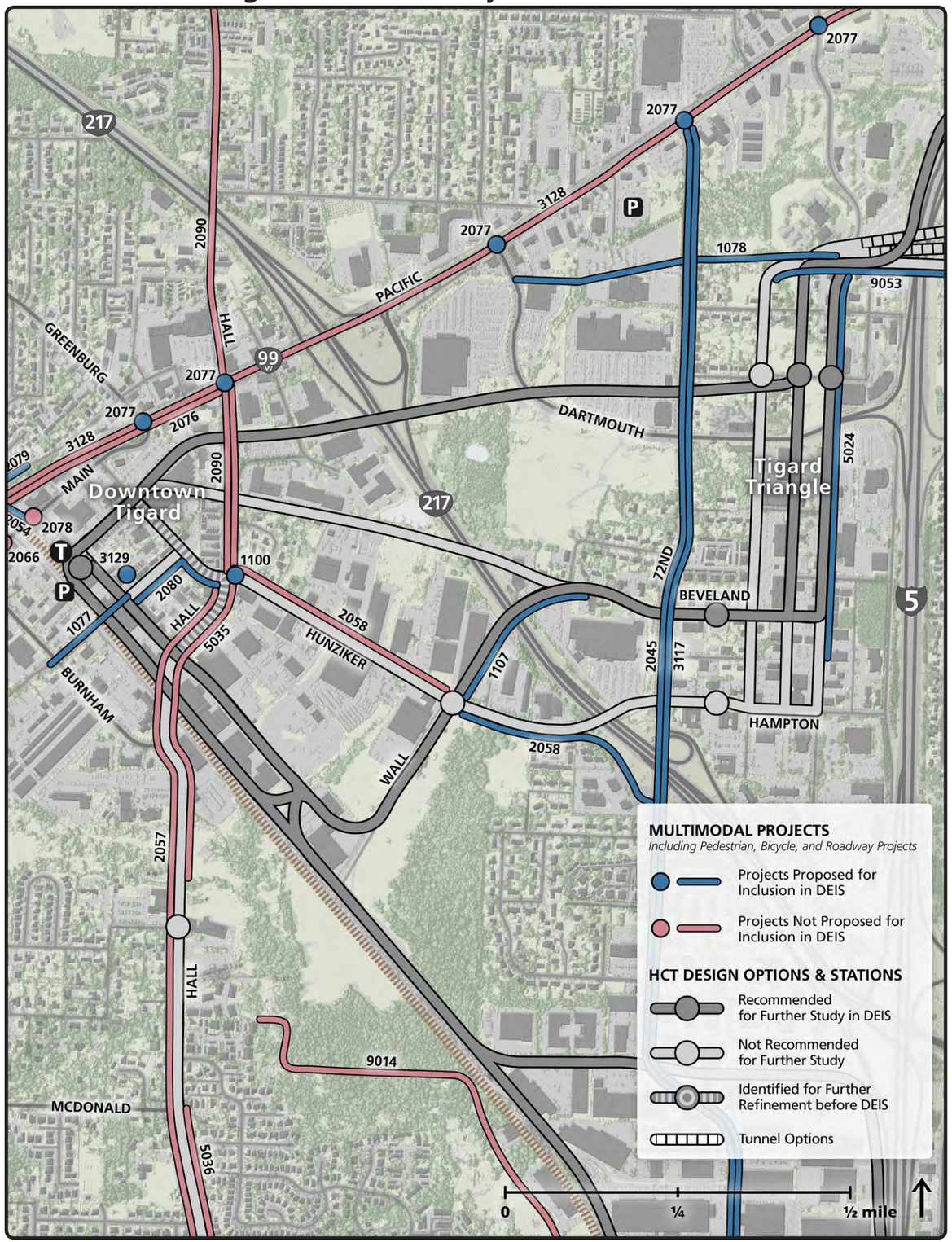
Best ● ◕ ◑ ◔ ○ Worst

Proposed for Further Study in DEIS

Not Proposed for Further Study in DEIS

Identified for Further Refinement before DEIS

5. OR-217 Crossing: Multimodal Projects



Multimodal Projects

Multimodal projects recommended to advance include a new multimodal street connection over OR 217 and sidewalk projects to improve access to potential station areas.

#### City/Ownership	**Project Title** Project Description	Cost Primary Mode	Draft DEIS Recommendation
1107 Tigard Wash. Co.	**Hwy. 217 Over-crossing - Beveland/Hampton Connection** Build new connection between Hunziker Road and 72nd Avenue at Hampton or Beveland, requires over-crossing over Hwy 217, revises existing intersection.	$$$$ Auto/ Freight	With Beveland or Hampton alignment: Include
2045 Tigard	**72nd Avenue sidewalks: 99W to Bonita** Complete gaps in sidewalk on both sides of street from Highway 99W to Bonita Road	$ Pedestrian	With Triangle North station: Include one side from 99W-Dartmouth (25%)
			With Triangle South station: Include one side Dartmouth-Hunziker (25%)
			With 72nd/Tech Center Drive station: Include west side Tech Center Dr-south of Landmark Ln (20%)
			With WES/Bonita station: Include east side Bonita-Landmark Ln (10%)
2054 Tigard	**Commercial Street sidewalks: Main to Lincoln** Install sidewalks on both sides of the street from Main Street to Lincoln Street	¢ Pedestrian	All options: Include on one side of street. Note: may be funded through STIP
2057 Tigard	**Hall Boulevard sidewalks: Hunziker to city limits** Complete gaps in sidewalk on alternating sides of street from Hunziker Street to the South City Limits	$ Pedestrian	Do not include
2058 Tigard	**Hunziker Street Sidewalks: 72nd to Hall** Install sidewalk on both sides of the street from 72nd Avenue to Hall Boulevard	$ Pedestrian	With Hunziker/Beveland station: Include one side from Beveland overcrossing to 72nd (50%)
2066 Tigard ODOT	**Tigard Town Center (Downtown) Pedestrian Improvements** Improve sidewalks, lighting, crossings, bus shelters and benches throughout the downtown including: Highway 99W, Hall Blvd, Main Street, Hunziker, Walnut and neighborhood streets.	$ Pedestrian	Do not include. Vaguely defined; specific transit priorities addressed in other projects.
2077 Tigard ODOT	**Tigard Transit Center crossing improvements.** Shorten crossing distances, make crosswalks more visible, and provide more time for pedestrians to cross at the intersections of 99W and SW Greenburg Rd., 99W & SW Hall Blvd., and 99W & SW Dartmouth St.	$ Pedestrian	All options: Include crosswalk visibility and timing elements at Greenburg, Hall, Dartmouth, 72nd, and 68th.
2079 Tigard	**Tigard Transit Center pedestrian path** Formalize the informal path running from Center Street to SW Commercial St. to SW Hall Blvd., by paving it, making it ADA accessible, providing lighting, and wayfinding signage.	¢ Pedestrian	All options: Include. Note: may be funded through STIP
2080 Tigard	**Tigard Transit Center sidewalk infill** Build sidewalks, where there are none, along SW Scoffins St. & SW Ash St. These streets are near the Tigard Transit Center and provide access to it. Ensure there is a landscaped buffer between pedestrians and motor vehicles.	¢ Pedestrian	All options: Include

Multimodal Projects Continued on Next Page

Include in DEIS **Include Partially** **Do Not Include**

Cost: **¢** = up to $500,000 **$** = up to $5M **$$** = up to $10M **$$$** = up to $20 M **$$$$** = more than $20M

5. OR-217 Crossing: Multimodal Projects

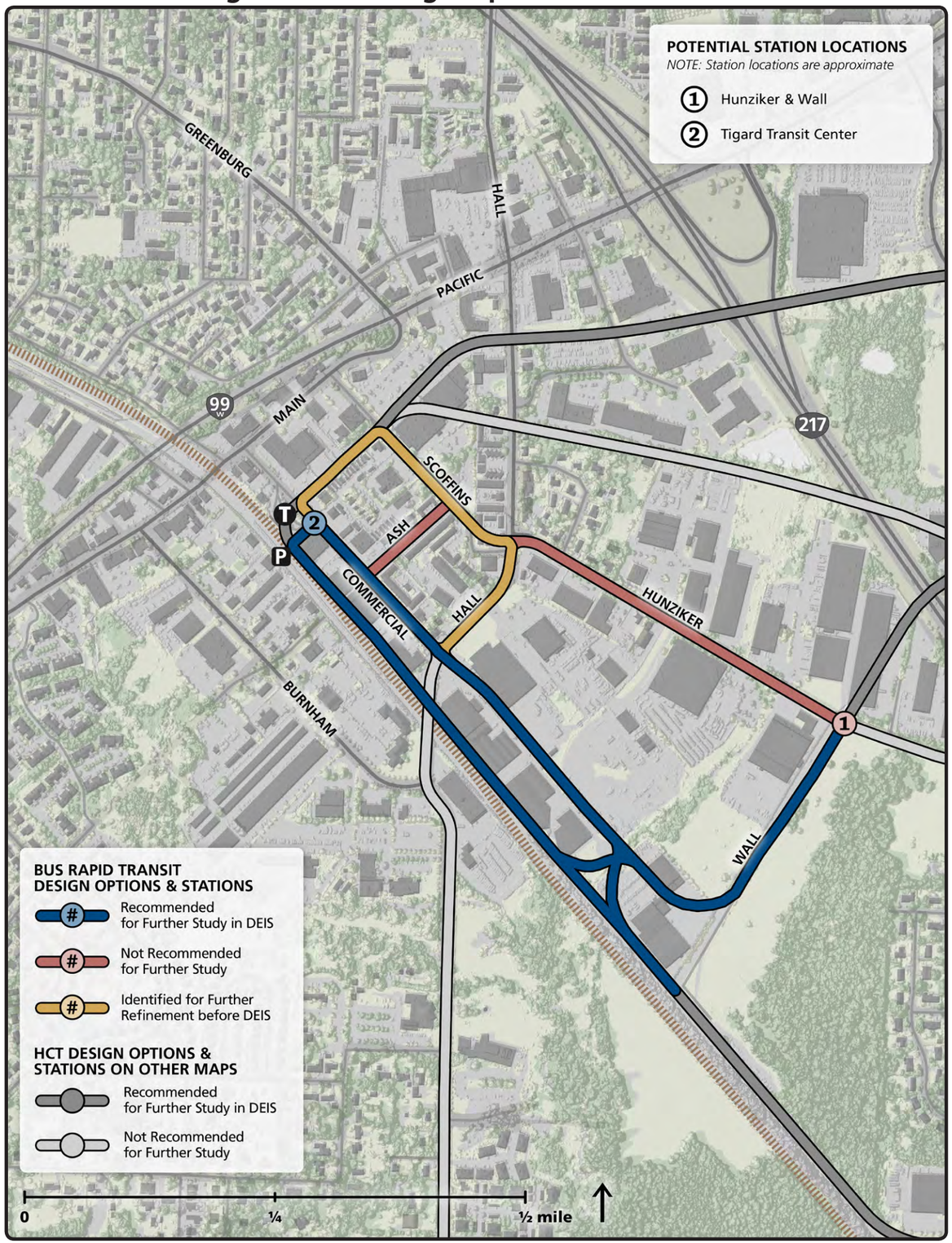
2090 Tigard	**Hall Blvd sidewalks: Locust to Hunziker** Locust St to Hunziker St - pedestrian infill	$ Pedestrian	Do not include
3117 Tigard Tualatin	**72nd Avenue bikeway: 99W to city limits** Install bike facilities on both sides of the street from Highway 99W to South City Limits	$ Bicycle	All options: Include if done through re-striping (conversion from 3-lane to 2-lane with bike lanes)
3128 Tigard ODOT	**Pacific Hwy-99W Bike Lanes in Tigard** Fill in gaps in bike lanes along Pacific Hwy-99W within the Tigard city limits. Listed as a Regional Bicycle Parkway in the Regional Active Transportation Plan (5/9/13).	$ Bicycle	Do not include
3129 Tigard	**Tigard Transit Center Bicycle Hub** Provide bicycle hub at Tigard Transit Center	¢ Bicycle	All options: Include as bike 'n ride
5024 Tigard	**68th Avenue (widen to 3 lanes)** Widen to 3 lanes, or for transit, including sidewalks and bike lanes between Atlanta Street and south end	$$$ Multimodal	With Triangle North station: Include sidewalk on one side from Atlanta to south of Baylor (2%) With 68th alignment: Include
5035 Tigard Wash. Co. ODOT	**Hall Boulevard Widening, Highway 99W to Fanno Creek** Widen to 3 lanes, or for transit, plus on-street parking (or potential 5 lanes); build sidewalks and bike lanes; safety improvements	$ Multimodal	Do not include
5036 Tigard Wash. Co.	**Hall Boulevard Widening, McDonald Street to Fanno Creek including creek bridge** Widen to 3 lanes or for transit; preserve ROW for 5 lanes; build sidewalks and bike lanes; safety improvements	$$$ Multimodal	Do not include
9014 Tigard	**Fanno Creek Trail - Tualatin River to Tigard St** Complete gaps along the Fanno Creek multiuse path from the Tualatin River to Tigard Library and from Pacific Hwy-99W to Tigard Street. Listed as a Regional Bicycle Parkway and Regional Pedestrian Parkway in the Regional Active Transportation Plan (5/9/13).	$ Multi-Use Trail	With WES/Bonita station: Include from Bonita to Ashford (20%) With Durham/79th station: Include Bonita to Durham Park (40%) With Bridgeport West station: Include Bonita to Ashford (20%)
9053 Portland Tigard	**Ped/Bike Connection between Tigard Triangle and PCC-Sylvania** Provide pedestrian/bicycle connection between the Tigard Triangle area and PCC-Sylvania	$ Multi-Use Trail	All options: Consider opportunity to add ped/bike facilities to HCT connection

Include in DEIS **Include Partially** **Do Not Include**

Cost: **¢** = up to $500,000 **$** = up to $5M **$$** = up to $10M **$$$** = up to $20 M **$$$$** = more than $20M

6. Downtown Tigard

6. Downtown Tigard: BRT Design Options



Design Options

The following options in downtown Tigard correspond with the Beveland South or Hampton OR-217 Crossing options. The northern crossing options, Beveland North and Clinton to Tigard Transit Center, would connect to the WES alignment or to Hall Boulevard via a new street between Main Street and Ash Avenue. The main difference between the downtown Tigard options connecting to southern crossings is the footprint required to access the Tigard Transit Center in downtown Tigard.

Recommended for further study because:

C. Commercial Street to Tigard TC (no downtown loop) would:

- Result in the fastest travel time among the three options;
- Have the smallest footprint in downtown Tigard.

Identified for further refinement because:

B. Commercial Street with Downtown Loop via Hall would:

- Avoid the sharp curve included with the non-loop option that could be challenging for BRT;
- Result in a longer, slower alignment.

Not recommended because:

D. Downtown Loop via Ash Street instead of Loop via Hall would:

- Result in more property impacts to downtown Tigard compared to alternative loop.

A. Hunziker would:

- Require BRT operation in mixed traffic in order to avoid eliminating access to industrial business by left-turning trucks resulting in slower, less reliable service.

ID	Option	CAP	TRA	ACC	ENV	DEV	PRP	TRF
6. Downtown Tigard								
A	Hunziker (with downtown loop)	●	○	◑	◕	◑	◑	◑
B	Commercial St with Downtown Loop via Hall	◔	◔	◑	◔	◑	◔	●
C	Commercial St to Tigard TC (no downtown loop)	◑	◕	◑	◔	◑	◑	●
D	Downtown Loop via Ash St instead of Loop via Hall	◔	◔	◑	◕	◑	◔	●

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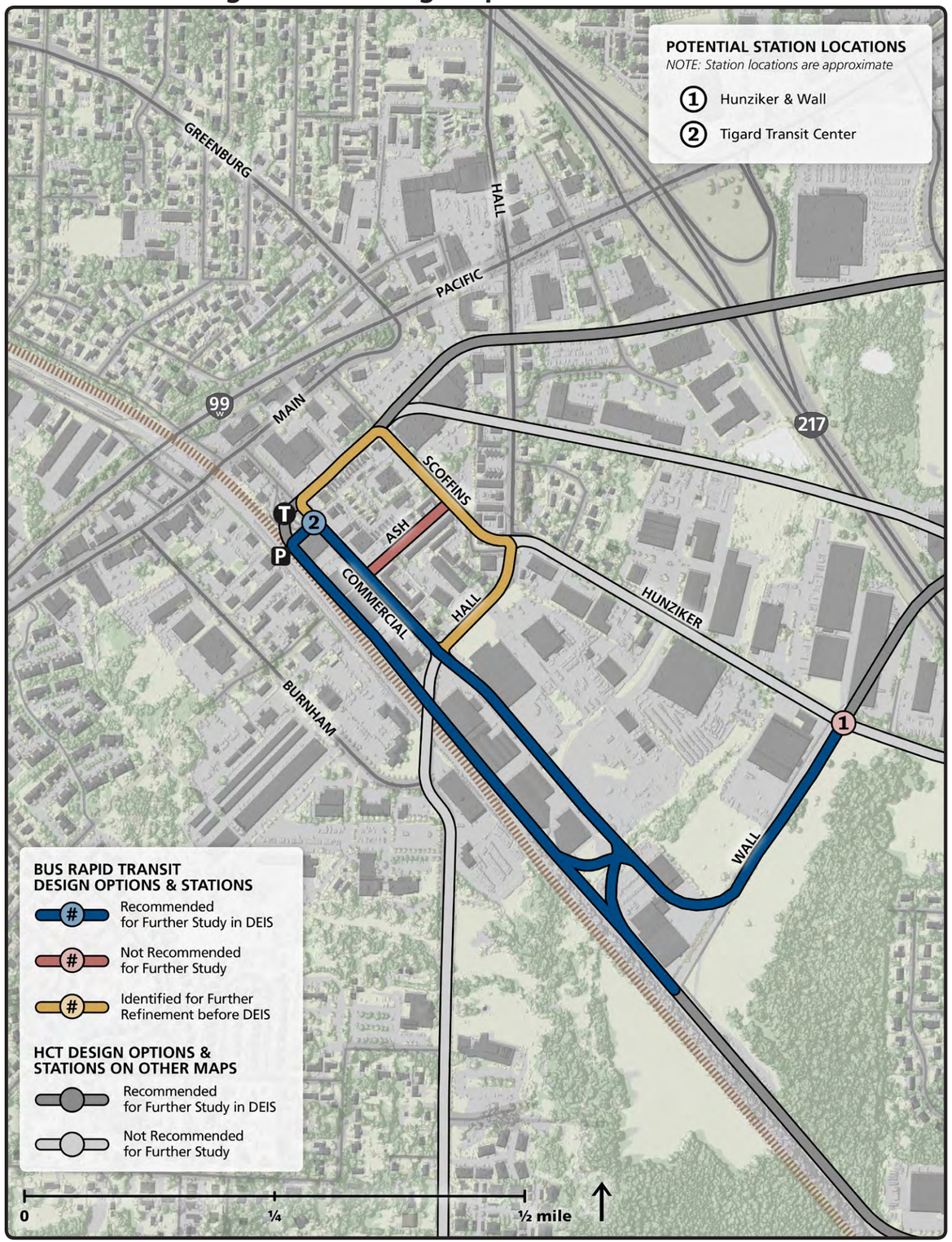
Best ● ◕ ◑ ◔ ○ Worst

Proposed for Further Study in DEIS

Not Proposed for Further Study in DEIS

Identified for Further Refinement before DEIS

6. Downtown Tigard: LRT Design Options



Design Options

The following options in downtown Tigard correspond with the Beveland South or Hampton OR-217 Crossing options. The northern crossing options, Beveland North and Clinton to Tigard Transit Center, would connect to the WES alignment or to Hall Boulevard via a new street between Main Street and Ash Avenue. The main difference between the downtown Tigard options connecting to southern crossings is the footprint required to access the Tigard Transit Center in downtown Tigard.

Recommended for further study because:

C. Commercial Street to Tigard TC (no downtown loop) would:

- Result in the fastest travel time among the three options;
- Have the smallest footprint in downtown Tigard.

Identified for further refinement because:

B. Commercial Street with Downtown Loop via Hall would:

- Avoid the sharp curve included with the non-loop option that could be challenging for LRT and could create noise impacts;
- Result in a longer, slower alignment.

Not recommended because:

D. Downtown Loop via Ash Street instead of Loop via Hall would:

- Result in more property impacts to downtown Tigard compared to alternative loop.

ID	Option	CAP	TRA	ACC	ENV	DEV	PRP	TRF
6. Downtown Tigard								
B	Commercial St with Downtown Loop via Hall	◕	◑	◑	◑	◑	◔	●
C	Commercial St to Tigard TC (no downtown loop)	●	◕	◑	◔	◑	◑	●
D	Downtown Loop via Ash St instead of Loop via Hall	◕	◑	◑	◑	◑	◔	●

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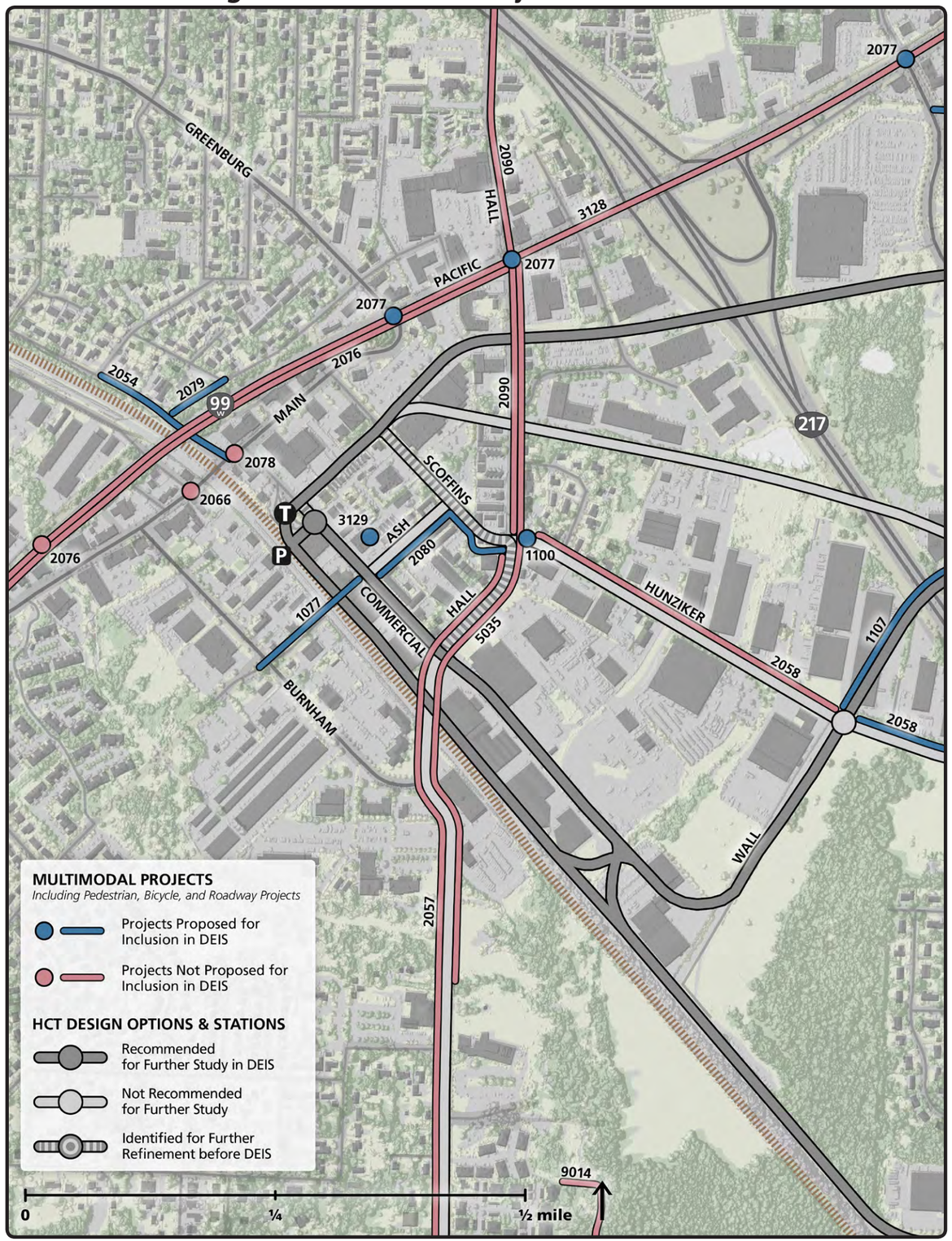
Best ● ◕ ◑ ◔ ○ Worst

Proposed for Further Study in DEIS | Not Proposed for Further Study in DEIS | Identified for Further Refinement before DEIS

6. Downtown Tigard: Multimodal Projects



6/13/14

Multimodal Projects

Multimodal projects recommended to advance include a new street connection and pedestrian and bicycle projects intended to improve access to potential station areas in downtown Tigard. Several projects were already covered by other projects, or were not along to the recommended transit alignment options, and were not recommended.

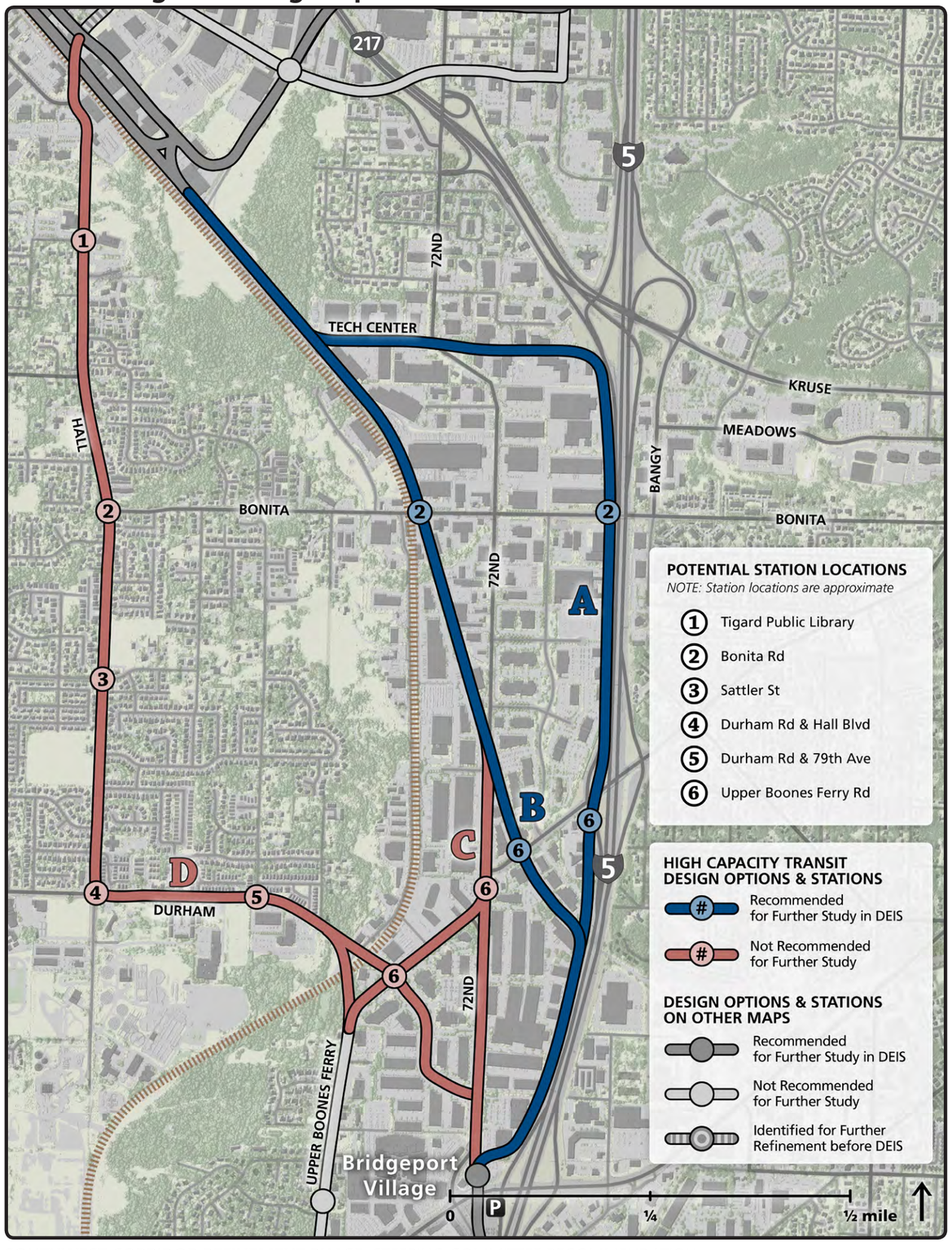
#### City/Ownership	**Project Title** Project Description	Cost Primary Mode	Draft DEIS Recommendation
1077 Tigard	**Ash Avenue railroad crossing (new roadway)** Extend Ash Avenue across the railroad tracks from Burnham to Commercial Street	$ Auto/ Freight	All options: Include. Requires closure of another crossing by city.
1100 Tigard Wash. Co.	**Hall/Hunziker/Scoffins Intersection Realignment** Realign offset intersection to cross intersection to alleviate congestion and safety issues	$ Auto/ Freight	Do not include
1107 Tigard Wash. Co.	**Hwy. 217 Over-crossing - Beveland/Hampton Connection** Build new connection between Hunziker Road and 72nd Avenue at Hampton or Beveland, requires over-crossing over Hwy 217, revises existing intersection.	$$$$ Auto/ Freight	With Beveland or Hampton alignment: Include
2054 Tigard	**Commercial Street sidewalks: Main to Lincoln** Install sidewalks on both sides of the street from Main Street to Lincoln Street	¢ Pedestrian	All options: Include on one side of street. Note: may be funded through STIP
2057 Tigard	**Hall Boulevard sidewalks: Hunziker to city limits** Complete gaps in sidewalk on alternating sides of street from Hunziker Street to the South City Limits	$ Pedestrian	Do not include
2058 Tigard	**Hunziker Street Sidewalks: 72nd to Hall** Install sidewalk on both sides of the street from 72nd Avenue to Hall Boulevard	$ Pedestrian	With Hunziker/Beveland station: Include one side from Beveland overcrossing to 72nd (50%)
2066 Tigard ODOT	**Tigard Town Center (Downtown) Pedestrian Improvements** Improve sidewalks, lighting, crossings, bus shelters and benches throughout the downtown including: Highway 99W, Hall Blvd, Main Street, Hunziker, Walnut and neighborhood streets.	$ Pedestrian	Do not include. Vaguely defined; specific transit priorities addressed in other projects.
2076 Tigard ODOT	**Tigard Transit Center 99W sidewalk infill.** Build sidewalks that are at least 10 ft. wide along SW Pacific Hwy (99W), where there are none, and widen existing sidewalk corridors all along 99W, so there is landscaped buffer between pedestrians and the motor vehicles.	$ Pedestrian	Do not include
2077 Tigard ODOT	**Tigard Transit Center crossing improvements.** Shorten crossing distances, make crosswalks more visible, and provide more time for pedestrians to cross at the intersections of 99W and SW Greenburg Rd., 99W & SW Hall Blvd., and 99W & SW Dartmouth St.	$ Pedestrian	All options: Include crosswalk visibility and timing elements at Greenburg, Hall, Dartmouth, 72nd, and 68th.
2078 Tigard	**Tigard Transit Center Park & Ride pedestrian path.** Provide a designated pedestrian path through the transit center park and ride lot, connecting to SW Main St	¢ Pedestrian	Do not include. Feasibility unclear due to existing parking.
2079 Tigard	**Tigard Transit Center pedestrian path** Formalize the informal path running from Center Street to SW Commercial St. to SW Hall Blvd., by paving it, making it ADA accessible, providing lighting, and wayfinding signage.	¢ Pedestrian	All options: Include. Note: may be funded through STIP
2080 Tigard	**Tigard Transit Center sidewalk infill** Build sidewalks, where there are none, along SW Scoffins St. & SW Ash St. These streets are near the Tigard Transit Center and provide access to it. Ensure there is a landscaped buffer between pedestrians and motor vehicles.	¢ Pedestrian	All options: Include
2090 Tigard	**Hall Blvd sidewalks: Locust to Hunziker** Locust St to Hunziker St - pedestrian infill	$ Pedestrian	Do not include
3128 Tigard ODOT	**Pacific Hwy-99W Bike Lanes in Tigard** Fill in gaps in bike lanes along Pacific Hwy-99W within the Tigard city limits. Listed as a Regional Bicycle Parkway in the Regional Active Transportation Plan.	$ Bicycle	Do not include
3129 Tigard	**Tigard Transit Center Bicycle Hub** Provide bicycle hub at Tigard Transit Center	¢ Bicycle	All options: Include as bike 'n ride
5035 Tigard, ODOT, Wash. Co.	**Hall Boulevard Widening, Highway 99W to Fanno Creek** Widen to 3 lanes, or for transit, plus on-street parking (or potential 5 lanes); build sidewalks and bike lanes; safety improvements	$ Multimodal	Do not include

Include in DEIS **Include Partially** **Do Not Include**

Cost: **¢** = up to $500,000 **$** = up to $5M **$$** = up to $10M **$$$** = up to $20 M **$$$$** = more than $20M

7. South Tigard

7. South Tigard: Design Options for BRT and LRT



Design Options

Three of the options in this segment would operate parallel to a portion of the WES alignment between Tigard and Tualatin before reaching Bridgeport Village by differing routes. These options would serve more employment compared to the remaining option, which would connect to Bridgeport Village via Hall Boulevard and serve mainly households. WES alignment options are differentiated by right-of-way ownership and by varying impacts to industrial businesses.

Recommended for further study because:

B. WES Alignment to Parallel I-5 via PNWR Freight Rail ROW would:

- Avoid impacts to industrial business accesses on SW 72nd Avenue;
- Avoid congested intersections along SW 72nd Avenue;
- Require fewer property acquisitions compared to WES option utilizing Tech Center Drive, resulting in lower costs.

A. WES Alignment to Parallel I-5 via Tech Center Drive would:

- Avoid impacts to industrial business accesses on SW 72nd Avenue;
- Avoid congested intersections along SW 72nd Avenue;
- Avoid PNWR freight rail right of way, the use of which would require negotiations with rail owners;
- Provide connectivity to areas east of I-5 at the SW Bonita Road and SW Carman Drive/SW Upper Boones Ferry Road crossings.

Not recommended because:

C. WES Alignment and SW 72nd Ave would:

- Impact industrial business accesses on SW 72nd Avenue;
- Potentially impact traffic on SW 72nd Avenue.

D. Hall Blvd to Durham Rd would:

- Travel through predominantly single family residential areas with limited ridership and development potential;
- Result in slower travel times compared to WES alignment options.

ID	Option	CAP	TRA	ACC	ENV	DEV	PRP	TRF
7. Tigard to Durham								
A	WES Alignment to Parallel I-5 via Tech Center Drive	◔	◔	◑	◔	●	◑	◔
B	WES Alignment to Parallel I-5 via PNWR Freight Rail ROW	●	◑	◕	◑	◕	◕	◕
C	WES Alignment and 72nd Ave	◕	◑	●	◑	◕	◕	◑
D	Hall Blvd to Durham Rd	●	◔	○	◔	◔	◔	◔

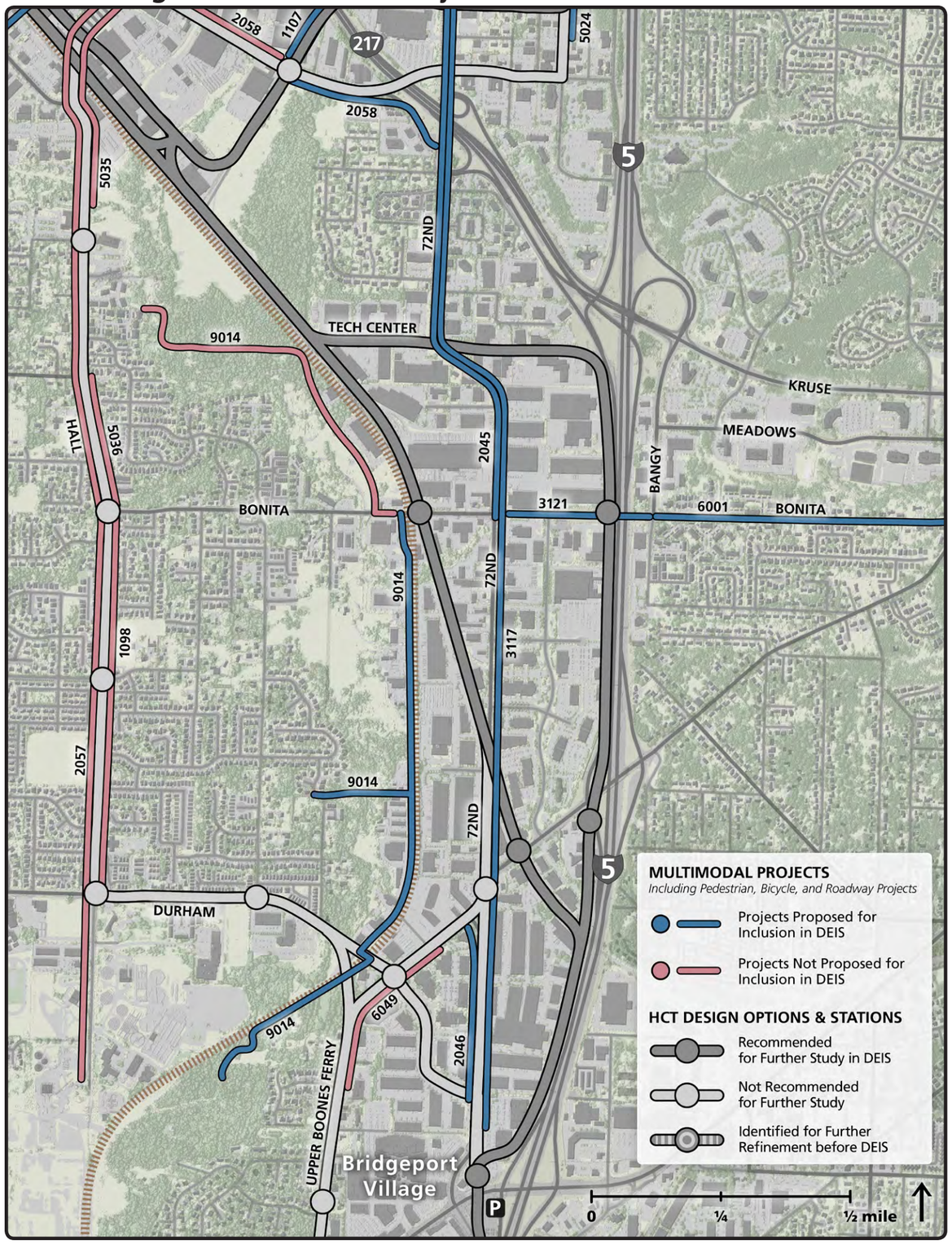
CAP = Capital Costs / TRA = Travel Time / ACC = Accessibility to Transit / ENV = Environmental Impacts
DEV = Development/Redevelopment Potential / PRP = Property Impacts / TRF = Traffic Impacts

Best ● ◕ ◑ ◔ ○ Worst

Proposed for Further Study in DEIS

Not Proposed for Further Study in DEIS

7. South Tigard: Multimodal Projects



Multimodal Projects

Multimodal projects recommended to advance include pedestrian and bicycle projects intended to improve access to potential station areas. Several projects were not along the recommended transit alignment options, and were not recommended.

#### City/Ownership	**Project Title** Project Description	Cost Primary Mode	Draft DEIS Recommendation
1098 Tigard Wash. Co.	**Hall Boulevard Widening, Bonita Road to Durham** Widen to 3 lanes or for transit; build sidewalks and bike lanes; safety improvements (construct 3 lanes with development, preserve ROW for 5 lanes)	$ Auto/ Freight	Do not include
2045 Tigard	**72nd Avenue sidewalks: 99W to Bonita** Complete gaps in sidewalk on both sides of street from Highway 99W to Bonita Road	$ Pedestrian	With Triangle North station: Include one side from 99W-Dartmouth (25%)
			With Triangle South station: Include one side Dartmouth-Hunziker (25%)
			With 72nd/Tech Center Drive station: Include west side Tech Center Dr-south of Landmark Ln (20%)
			With WES/Bonita station: Include east side Bonita-Landmark Ln (10%)
2057 Tigard	**Hall Boulevard sidewalks: Hunziker to city limits** Complete gaps in sidewalk on alternating sides of street from Hunziker Street to the South City Limits	$ Pedestrian	Do not include
2058 Tigard	**Hunziker Street Sidewalks: 72nd to Hall** Install sidewalk on both sides of the street from 72nd Avenue to Hall Boulevard	$ Pedestrian	With Hunziker/Beveland station: Include one side from Beveland overcrossing to 72nd (50%)
3117 Tigard Tualatin	**72nd Avenue bikeway: 99W to city limits** Install bike facilities on both sides of the street from Highway 99W to South City Limits	$ Bicycle	All options: Include if done through re-striping (conversion from 3-lane to 2-lane with bike lanes)
3121 Tigard Lake Oswego	**Bonita Road bike lanes: 72nd to Bangy** Install bike lanes from 72nd Avenue to Bangy Road	¢ Bicycle	With WES/Bonita station: Include as re-striping only
5024 Tigard	**68th Avenue (widen to 3 lanes)** Widen to 3 lanes, or for transit, including sidewalks and bike lanes between Atlanta Street and south end	$$$ Multimodal	With Triangle North station: Include sidewalk on one side from Atlanta to south of Baylor (2%)
			With 68th alignment: Include
5035 Tigard Wash.Co. ODOT	**Hall Boulevard Widening, Highway 99W to Fanno Creek** Widen to 3 lanes, or for transit, plus on-street parking (or potential 5 lanes); build sidewalks and bike lanes; safety improvements	$ Multimodal	Do not include
5036 Tigard Wash. Co.	**Hall Boulevard Widening, McDonald Street to Fanno Creek including creek bridge** Widen to 3 lanes or for transit; preserve ROW for 5 lanes; build sidewalks and bike lanes; safety improvements	$$$ Multimodal	Do not include
6001 Lake Oswego	**Bonita Rd. sidewalks and bike lanes - Carman Dr. to Bangy Rd.** Sidewalks and bike lanes; supplement to Tigard project #3121 which continues to 72nd	¢ Bike/Ped	With WES/Bonita station: Include bike lanes only as minor widening
6049 Durham	**Boones Ferry Sidewalks** Improve sidewalks and bicycle lane on Boones Ferry Road from north of Durham Road to Afton Lane	¢ Bike/Ped	Do not include
9014 Tigard	**Fanno Creek Trail - Tualatin River to Tigard St** Complete gaps along the Fanno Creek multiuse path from the Tualatin River to Tigard Library and from Pacific Hwy-99W to Tigard Street. Listed as a Regional Bicycle Parkway and Regional Pedestrian Parkway in the Regional Active Transportation Plan (5/9/13).	$ Multi-Use Trail	With WES/Bonita station: Include from Bonita to Ashford (20%)
			With Durham/79th station: Include Bonita to Durham Park (40%)
			With Bridgeport West station: Include Bonita to Ashford (20%)

Include in DEIS **Include Partially** **Do Not Include**

Cost: ¢ = up to $500,000 **$** = up to $5M **$$** = up to $10M **$$$** = up to $20 M **$$$$** = more than $20M

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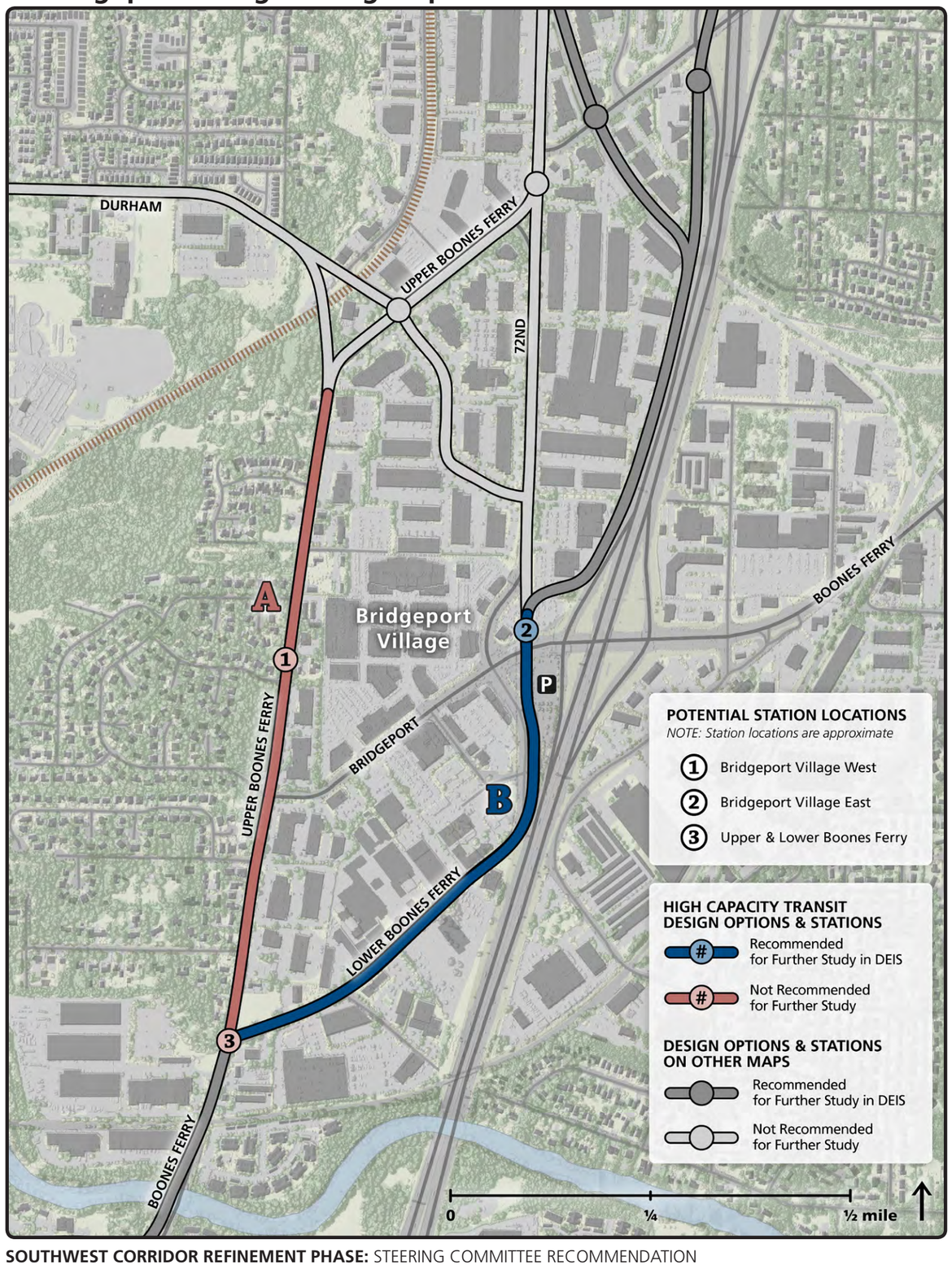
8. Bridgeport Village

8. Bridgeport Village: Design Options for BRT and LRT



Design Options

There are two options under consideration for this segment. Upper Boones Ferry Road, to the west of Bridgeport Village, could connect to the Hall Boulevard or SW 72nd Avenue options to the north. Lower Boones Ferry Road, to the east of Bridgeport Village, could connect to SW 72nd options or options parallel to I-5 to the north.

Recommended for further study because:

B. Lower Boones Ferry Road would:

- Serve the main entrance of Bridgeport Village;
- Provide direct access to Tualatin Park & Ride lot;
- Include a bridge crossing over the SW Lower Boones Ferry/SW Bridgeport Road intersection;
- Be accessible to new housing developments south of Bridgeport Village.

Not recommended because:

A. Upper Boones Ferry Road would:

- Not serve the main entrance of Bridgeport Village;
- Require a long walk to the Tualatin Park & Ride lot;
- Remove recent streetscaping installed by the City of Durham;
- Impact tree groves purchased by Durham through a bond measure;
- Be incompatible with the recommended parallel to I-5 options to the north.

ID	Option	CAP	TRA	ACC	ENV	DEV	PRP	TRF
8. Bridgeport Village								
A	Upper Boones Ferry (from Durham Rd or 72nd)	●	◕	◔	◕	◑	◔	◑
B	Lower Boones Ferry (from Durham Rd, 72nd or parallel to I-5)	◑	◑	◕	●	◑	◑	◑

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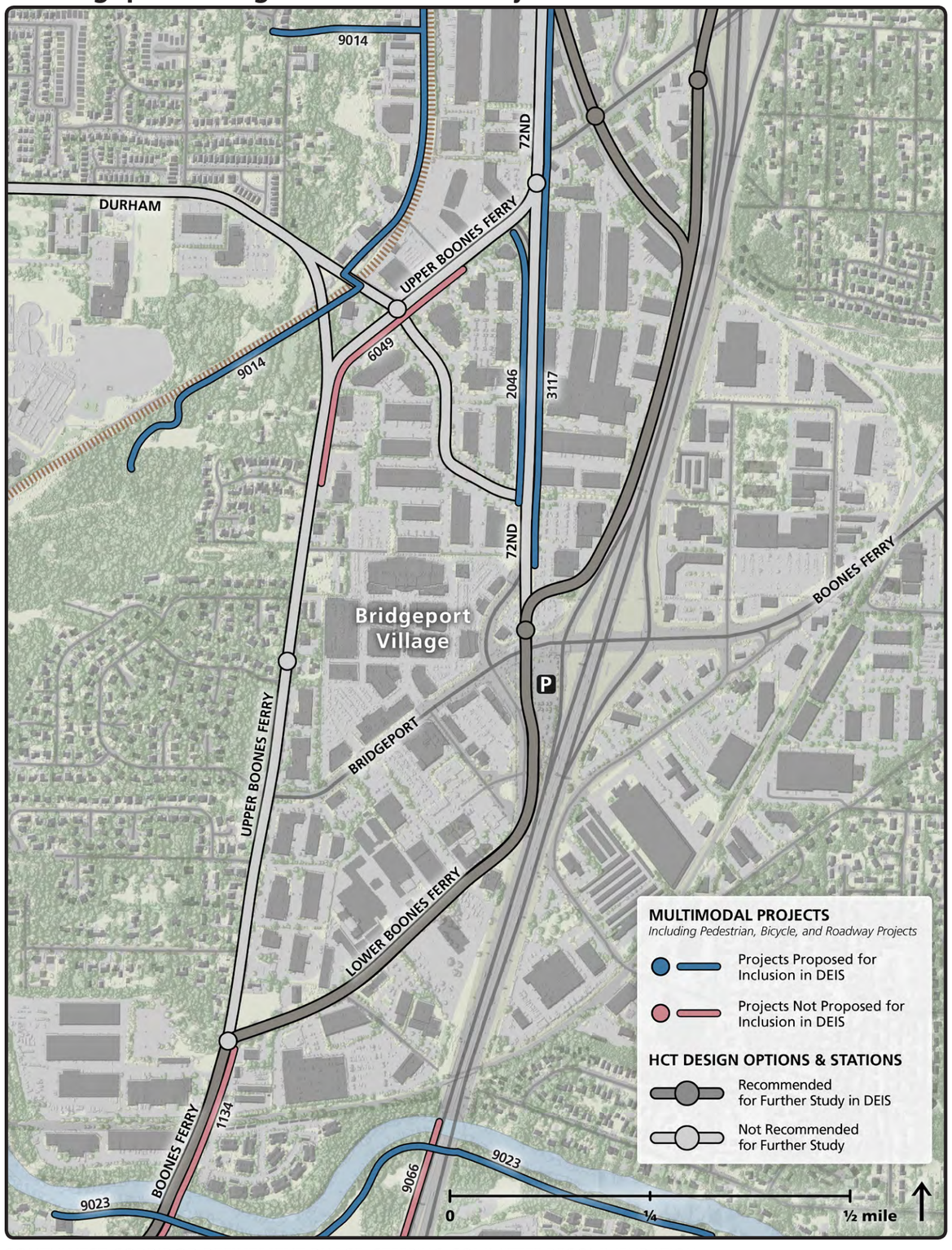
DEV = Development/Redevelopment Potential / PRP = Property Impacts / TRF = Traffic Impacts

Best ● ◕ ◑ ◔ ○ Worst

Proposed for Further Study in DEIS

Not Proposed for Further Study in DEIS

8. Bridgeport Village: Multimodal Projects



Multimodal Projects

Multimodal projects recommended to advance include pedestrian and bicycle projects along 72nd Avenue intended to improve access to potential station areas. One project was not along the recommended transit alignment options, and was not recommended.

#### City/Ownership	**Project Title** Project Description	Cost Primary Mode	Draft DEIS Recommendation
1134 Tualatin Washington Co.	**Boones Ferry Road (reconstruct/widen from Martinazzi to Lower Boones Ferry)** Reconstruction/widen to 5 lanes or for transit from Martinazzi to Lower Boones Ferry Road, including bridge.	$$$ Auto/ Freight	Do not include
2046 Tigard	**72nd Avenue sidewalks: Upper Boones Ferry to Durham** Install sidewalk on both sides of street from Upper Boones Ferry Road to Durham Road	$ Pedestrian	With Bridgeport Village front-door station: Include With 72nd alignment: Include
3117 Tigard Tualatin	**72nd Avenue bikeway: 99W to city limits** Install bike facilities on both sides of the street from Highway 99W to South City Limits	$ Bicycle	All options: Include if done through re-striping (conversion from 3-lane to 2-lane with bike lanes)
6049 Durham	**Boones Ferry Sidewalks** Improve sidewalks and bicycle lane on Boones Ferry Road from north of Durham Road to Afton Lane	¢ Bike/Ped	Do not include
9014 Tigard	**Fanno Creek Trail - Tualatin River to Tigard St** Complete gaps along the Fanno Creek multiuse path from the Tualatin River to Tigard Library and from Pacific Hwy-99W to Tigard Street. Listed as a Regional Bicycle Parkway and Regional Pedestrian Parkway in the Regional Active Transportation Plan (5/9/13).	$ Multi-Use Trail	With WES/Bonita station: Include from Bonita to Ashford (20%) With Durham/79th station: Include Bonita to Durham Park (40%) With Bridgeport West station: Include Bonita to Ashford (20%)
9023 Tigard Tualatin	**Tualatin River Pathway** Develop a continuous multi-use pathway along the Tualatin River from Boones Ferry Road under I-5 to the Tualatin River Greenway and Browns Ferry Park. Listed as a Regional Bicycle Parkway and Regional Pedestrian Parkway in the Regional Active Transportation Plan (5/9/13).	$$ Multi-Use Trail	With Tualatin TC Station or UBF/LBF Station: Include
9066 Tualatin ODOT	**North/South I-5 Parallel Path in Tualatin** Ped/bike pathway	$$ Multi-Use Trail	Do not include

Include in DEIS **Include Partially** **Do Not Include**

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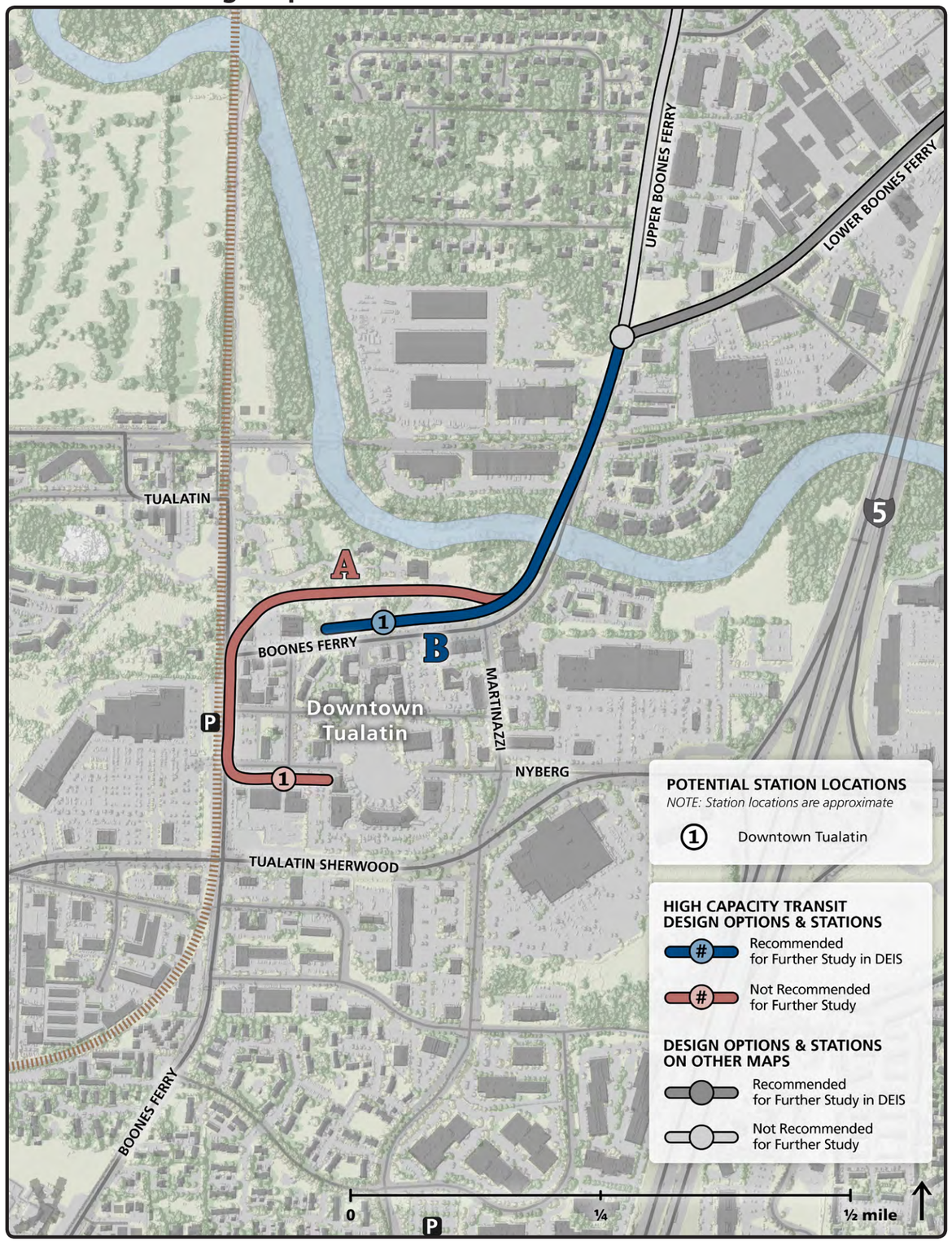
9. Tualatin

9. Tualatin: Design Options for BRT and LRT



Design Options

There are two options under consideration in this segment. Both would include a new crossing parallel to the Boones Ferry Road bridge over freight rail tracks and the Tualatin River, and both would travel north of Boones Ferry Road in downtown Tualatin. The second option would continue south into downtown to better connect with the WES station; however, a station directly adjacent to the WES platform would not be possible without widening Boones Ferry Road and impacting properties.

Recommended for further study because:

B. Parallel to Boones Ferry Road (north of downtown) would:

- Provide walk access to downtown Tualatin and to the WES station;
- Result in fewer property impacts and traffic impacts compared to the alternative option.

Not recommended because:

A. WES Connection via Boones Ferry Road near Nyberg Road would:

- Result in more impacts to commercial properties in downtown;
- Likely require elimination of left turn pockets or other lanes on SW Boones Ferry Road at SW Nyberg Road.

ID	Option	CAP	TRA	ACC	ENV	DEV	PRP	TRF
9. Tualatin								
A	WES Connection via Boones Ferry near Nyberg Rd	◔	◔	◕	○	◑	◔	○
B	Parallel to Boones Ferry Rd (north side of downtown)	◕	●	◑	◑	◑	◑	◕

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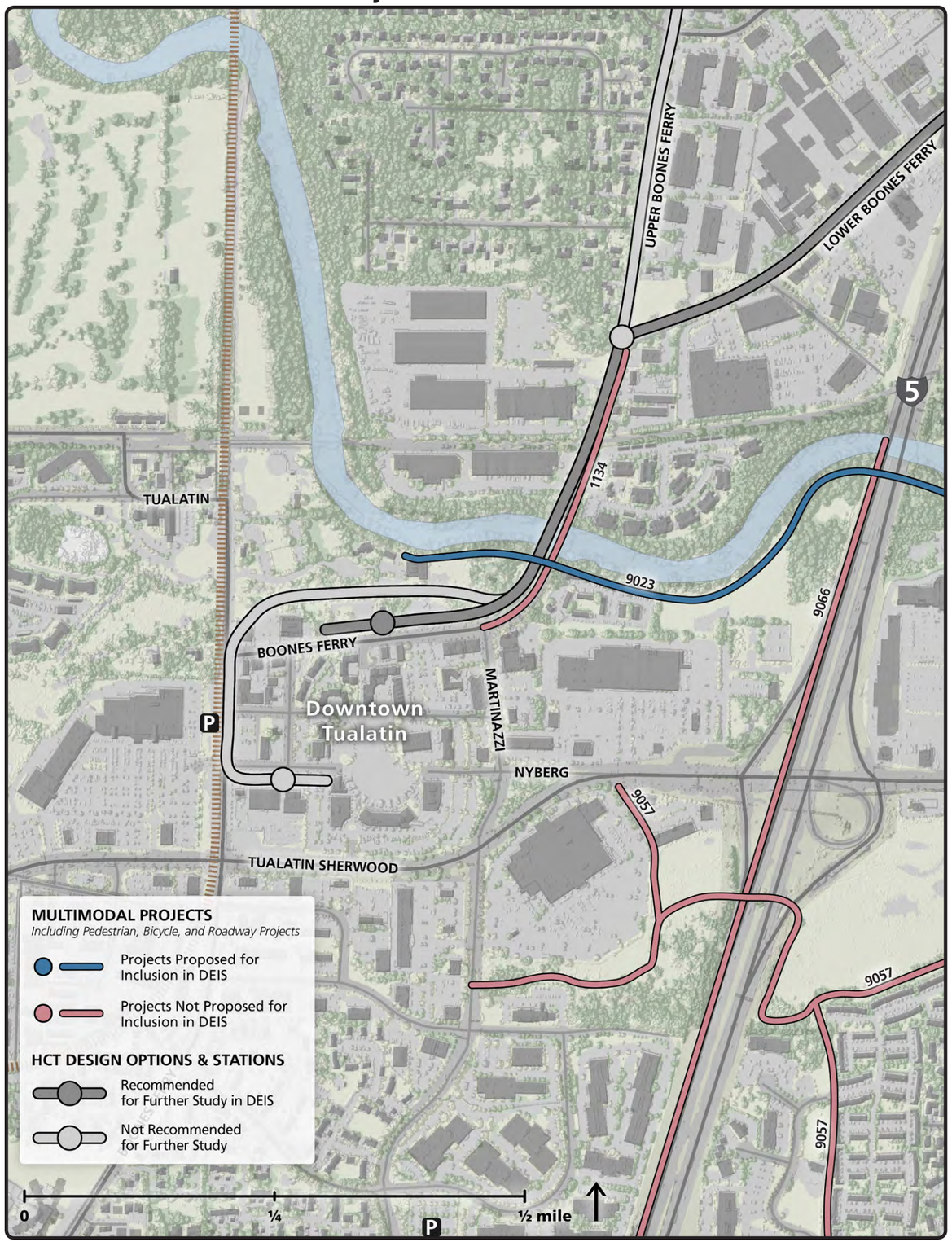
Best ● ◕ ◑ ◔ ○ Worst

Proposed for Further Study in DEIS

Not Proposed for Further Study in DEIS

9. Tualatin: Multimodal Projects



Multimodal Projects

One multimodal project was recommended to advance – a trail connection between the potential station area and employment and residential areas to the east. Several projects did not provide direct access to the potential station areas, and were not recommended.

#### City/Ownership	**Project Title** Project Description	Cost Primary Mode	Draft DEIS Recommendation
1134 Tualatin Washington Co.	**Boones Ferry Road (reconstruct/widen from Martinazzi to Lower Boones Ferry)** Reconstruction/widen to 5 lanes or for transit from Martinazzi to Lower Boones Ferry Road, including bridge.	$$$ Auto/ Freight	Do not include
9023 Tigard Tualatin	**Tualatin River Pathway** Develop a continuous multi-use pathway along the Tualatin River from Boones Ferry Road under I-5 to the Tualatin River Greenway and Browns Ferry Park. Listed as a Regional Bicycle Parkway and Regional Pedestrian Parkway in the Regional Active Transportation Plan (5/9/13).	$$ Multi-Use Trail	With Tualatin TC Station or UBF/LBF Station: Include
9057 Tualatin	**Nyberg Creek Greenway** Connecting east and west of I-5 then north and south to Hwy 99 to I-5 bikeway (south) and Tualatin River Greenway (north)	$ Multi-Use Trail	Do not include
9066 Tualatin ODOT	**North/South I-5 Parallel Path in Tualatin** Ped/bike pathway	$$ Multi-Use Trail	Do not include

Include in DEIS **Include Partially** **Do Not Include**

Cost: ¢ = up to $500,000 **$** = up to $5M **$$** = up to $10M **$$$** = up to $20 M **$$$$** = more than $20M

www.oregonmetro.gov/rtp

2014 RTP UPDATE

Status update on 2014 Regional Transportation Plan

Metro Council work session
June 17, 2014

John Mermin, project manager

What has happened since Metro Council last considered RTP?

- **May 8 – Metro Council accepted the project list to allow for air quality modeling**
- **May 9 – 15 Air quality modeling completed**
- **May 16 – June 15 Public Comment period on air quality modeling results and EJ / Title VI Assessment**
- **Drafted ordinance, exhibits and staff report**

Next Steps

- **Final actions on RTP ordinance**
  - **June 18 MTAC**
  - **June 25 MPAC**
  - **June 27 TPAC**
  - **July 10 JPACT**
  - **July 17 Metro Council**

Requested actions to be taken at July 17 Council meeting (in order)

- Resolution to adopt Active Transportation Plan
- Resolution to adopt Environmental Justice / Title VI assessment for MTIP & RTP
- Resolution to adopt joint Air Quality Conformity Determination for MTIP & RTP
- Ordinance to adopt 2014 RTP

Questions

John Mermin, 503-797-1747

John.mermin@oregonmetro.gov

ConnectOregon V
Final Review Committee
Prioritized Funding Recommendation Summary

Code	Mode	$ Awarded By Mode	Number of Applications	% Total Funds Awarded to Mode	Total Requested by Mode	Total Applications Requested by Mode	% of Mode Request Funded
A	Aviation Funded	$6,567,195.20	15	15%	$15,480,463.98	27	42%
B	Bike/Ped Funded	$7,320,444.80	4	17%	$45,079,320.36	35	16%
M	Marine Funded	$11,062,608.00	5	26%	$18,340,534.40	11	60%
R	Rail Funded	$13,577,522.42	7	32%	$34,997,554.45	18	39%
T	Transit Funded	$3,341,419.21	6	8%	$10,489,054.41	13	32%
	Administration	$500,000.00					
		$42,369,189.63	**37**	**99%**	**$124,386,927.60**	**104**	**34%**

Code	Mode	$ Awarded By Region	Number of Applications	% Total Funds Awarded to Region	Total Requested by Region	Total Applications Requested by Region	% of Region Request Funded
1	Region 1	$12,794,263.47	8	30%	$46,782,037.52	25	27%
2	Region 2	$12,295,048.00	7	29%	$44,766,741.16	30	27%
3	Region 3	$4,616,615.92	6	11%	$11,467,711.12	15	40%
4	Region 4	$5,018,265.60	7	12%	$9,865,561.16	19	51%
5	Region 5	$7,144,996.64	9	17%	$11,504,876.64	15	62%
	Administration	$500,000.00					
		$42,369,189.63	**37**	**99%**	**$124,386,927.60**	**104**	**34%**

Connect Oregon V
Final Review Committee
Prioritized Funding Recommendation

June 12, 2014

APP. #	APPLICANT	PROJECT NAME	PROJECT CO FUNDS REQUESTED	TOTAL MATCH	TOTAL PROJECT COST	FINAL COMMITTEE RANK	RECOMMENDED FUNDING
00	ODOT	Project Selection, Administration, and Debt Service	$ 500,000.00			0	$500,000.00
4A0285	City of Redmond - Redmond Municipal Airport	Runway 4-22 Rehabilitation	$1,225,812.00	$ 18,387,188.00	$ 19,613,000.00	1	$1,225,812.00
2B0319	Lane Transit District	W 11th Bicycle-Pedestrian Bridge Connections	$2,866,644.80	$ 2,972,387.20	$ 5,839,032.00	2	$2,866,644.80
3R0321	Oregon International Port of Coos Bay	Coos Bay Rail Tunnel Rehabilitation 2014-2016	$2,000,000.00	$ 500,000.00	$ 2,500,000.00	3	$2,000,000.00
4A0301	City of Madras	Madras Municipal Airport Improvement	$792,000.00	$ 3,709,500.00	$ 4,501,500.00	4	$792,000.00
1B0318	City of Tualatin	Tualatin River Greenway Trail Gap Completion	$1,585,800.00	$ 1,516,500.00	$ 3,102,300.00	5	$1,585,800.00
1M0352	Port of St. Helens	Berth 1 - Beaver Dock Extension	$2,000,000.00	$ 4,623,000.00	$ 6,623,000.00	6	$2,000,000.00
1M0294	Port of St. Helens	Berth 2 - Beaver Dock Reconstruction	$2,000,000.00	$ 3,000,000.00	$ 5,000,000.00	7	$2,000,000.00
2A0320	Port of Astoria	Runway 13-31 Rehabilitation	$480,000.00	$ 4,615,450.00	$ 5,095,450.00	8	$480,000.00
5A0250	City of Burns	Taxiway Reconstruction	$216,600.00	$ 1,949,400.00	$ 2,166,000.00	9	$216,600.00
2T0283	Lane Transit District	Franklin Boulevard Phase 1 Transit Stations	$648,000.00	$ 287,000.00	$ 935,000.00	10	$648,000.00
4A0286	City of Bend - Bend Municipal Airport	Bend Airport Helicopter Operations Area (HOA)	$326,700.00	$ 3,100,304.00	$ 3,427,004.00	11	$326,700.00
1M0299	Columbia River Pilots	Columbia River Underkeel Clearance	$949,608.00	$ 369,292.00	$ 1,318,900.00	12	$949,608.00
4R0334	LRY, LLC	Lakeview Cust. Spurs: Expansion, Safety, Efficiency	$783,680.00	$ 195,920.00	$ 979,600.00	13	$783,680.00
2R0256	White's Hauling and Farm LLC	White's Transloading Rail Siding	$841,320.00	$ 543,803.00	$ 1,385,123.00	14	$841,320.00
3B0284	City of Medford	Larson Creek Segment II	$868,000.00	$ 217,000.00	$ 1,085,000.00	15	$868,000.00
3A0252	City of Brookings	Runway Safety Areas	$400,000.00	$ 15,600,000.00	$ 16,000,000.00	16	$400,000.00
5T0266	Grant County Transportation District	Facility Enhancement	$120,000.00	$ 30,000.00	$ 150,000.00	17	$120,000.00
2B0279	Benton County Public Works	Corvallis to Albany Trail: Manchester to Scenic	$4,800,000.00	$ 1,200,000.00	$ 6,000,000.00	18	$2,000,000.00
2M0327	Port of Toledo	Yaquina Boatyard Haul-Out Expansion	$4,673,000.00	$ 1,500,000.00	$ 6,173,000.00	19	$4,673,000.00
2A0262	City of McMinnville	Runway 4-22 Rehabilitation	$786,083.20	$ 7,074,749.80	$ 7,860,833.00	20	$786,083.20
4T0248	Basin Transit Service	Bus Purchase	$640,000.00	$ 160,000.00	$ 800,000.00	21	$640,000.00
1R0342	Peninsula Terminal Co.	Transload Warehouse	$311,642.50	$ 94,097.50	$ 405,740.00	22	$311,642.50
1R0350	City of Rainier	A-Street Safety Corridor Rail Improvement	$2,996,264.00	$ 2,294,566.00	$ 5,290,830.00	23	$2,996,264.00
5A0251	City of Hermiston	Airport Taxiway Realignment and Rehabilitation	$300,000.00	$ 2,644,444.00	$ 2,944,444.00	24	$300,000.00
4A0287	Lake County	Runway Repaving and Improvments	$590,973.60	$ 2,704,608.00	$ 3,295,581.60	25	$590,973.60
3A0325	Josephine County Airports Department	AWOS-III/T for Grants Pass Airport	$204,000.00	$ 51,000.00	$ 255,000.00	26	$204,000.00
5A0289	Morrow County	Morrow County Lexington Airport ** Includes $2,000 Loan	$17,926.40	$ 3,981.60	$ 21,908.00	27	$17,926.40
1M0308	Port of Portland	Terminal 6 Crane Drive Electronics	$1,440,000.00	$ 560,000.00	$ 2,000,000.00	28	$1,440,000.00
5T0309	Community Connection of Northeast Oregon	Wallowa County Bus Barn	$282,470.24	$ 75,117.56	$ 357,587.80	29	$282,470.24
1T0302	Tri-County Metropolitan Transportation (TriMet)	TriMet Westside Bike & Rides: Access to Jobs	$1,510,948.97	$ 404,623.03	$ 1,915,572.00	30	$1,510,948.97
4A0249	Christmas Valley Park & Rec Dist.	Parallel Taxiway Construction, Apron Rehab.	$659,100.00	$ 1,000,000.00	$ 1,659,100.00	31	$659,100.00
5R0311	Port of Morrow	Cold Storage Rail Transload Facility	$6,000,000.00	$ 6,100,000.00	$ 12,100,000.00	32	$6,000,000.00
5A0255	Grant County Regional Airport	Airport Master Plan	$16,000.00	$ 154,000.00	$ 170,000.00	33	$16,000.00
5T0354	Malheur Council on Aging & Community Services	Ontario Multi-Modal Facility Remodel	$140,000.00	$ 35,000.00	$ 175,000.00	34	$140,000.00
3A0271	Jackson County/Rogue Valley Int'l-Medford	MFR Snow Removal Equipment Storage Bldg	$500,000.00	$ 4,600,000.00	$ 5,100,000.00	35	$500,000.00
5A0275	Union County	La Grande/Union County Airport Master Plan	$52,000.00	$ 273,000.00	$ 325,000.00	36	$52,000.00
3R0303	Combined Transport Logistics Group, Inc.	Combined Transport Transload Expansion	$644,615.92	$ 182,708.98	$ 827,324.90	37	$644,615.92
					Total Recommended Funding		$42,369,189.63

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APP. #	APPLICANT	PROJECT NAME	PROJECT CO FUNDS REQUESTED	TOTAL MATCH	TOTAL PROJECT COST	FINAL COMMITTEE RANK	RECOMMENDED FUNDING
2B0269	City of Eugene Transportation Planning	Eugene Bike Share	$ 909,066.40	$ 227,266.60	$ 1,136,333.00	38	$0.00
1B0288	City of Tigard	Tigard Street Trail - A Path to Employment	$ 1,200,000.00	$ 336,000.00	$ 1,536,000.00	39	$0.00
2B0298	City of Garibaldi	Salmonberry Corridor: Garibaldi to Barview	$ 2,000,000.00	$ 500,000.00	$ 2,500,000.00	40	$0.00
4B0264	City of Redmond	Homestead Canal Trail, Phase II	$ 560,000.00	$ 751,436.90	$ 1,311,436.90	41	$0.00
3B0345	City of Brookings	Brookings Oregon Coast Bike Network, South Leg	$ 180,000.00	$ 45,000.00	$ 225,000.00	42	$0.00
1R0267	Teevin Bros Land & Timber Co, LLC	Rail Intermodal Consolidation Facility	$ 2,673,249.25	$ 668,312.31	$ 3,341,561.56	43	$0.00
1M0329	Sause Bros., Inc.	Heavy Lift Equipment Acquisition	$ 1,113,632.00	$ 371,211.00	$ 1,484,843.00	44	$0.00
4A0278	Sisters Airport Property, LLC	Sisters Airport Capital Improvement	$ 733,259.18	$ 916,573.78	$ 1,649,832.96	45	$0.00
4B0280	City of Prineville	Prineville Rails-to-Trails	$ 463,143.20	$ 115,785.80	$ 578,929.00	46	$0.00
2M0263	Port of Newport	Hoist Dock Replacement	$ 478,414.40	$ 119,603.60	$ 598,018.00	47	$0.00
1T0295	Columbia County Rider Transportation	Rainier Transit Center	$ 542,645.60	$ 135,661.40	$ 678,307.00	48	$0.00
2B0310	City of Astoria	Astoria Waterfront Multimodal Corridor	$ 800,000.00	$ 438,991.00	$ 1,238,991.00	49	$0.00
2T0270	Salem Area Mass Transit District	South Salem Transit Center	$ 1,000,000.00	$ 4,035,000.00	$ 5,035,000.00	50	$0.00
3T0282	Curry County	Replacement Buses Purchase	$ 137,600.00	$ 34,400.00	$ 172,000.00	51	$0.00
1B0347	Tualatin Hills Park & Recreation District / THPRD	Waterhouse Trail No 4	$ 600,000.00	$ 400,000.00	$ 1,000,000.00	52	$0.00
3B0316	Jackson County	Jackson County Airport Path Connection	$ 790,325.60	$ 197,581.40	$ 987,907.00	53	$0.00
2B0276	Chehalem Park and Recreation District	Newberg-Dundee Bypass Parallel Trail	$ 1,433,760.00	$ 358,440.00	$ 1,792,200.00	54	$0.00
2B0291	City of Salem	Claggett Creek - Kroc Center Connector Path	$ 1,216,000.00	$ 350,000.00	$ 1,566,000.00	55	$0.00
2B0300	City of Dallas	Rickreall Creek Trail, Phase 5	$ 673,699.40	$ 476,500.00	$ 1,150,199.40	56	$0.00
4R0326	Gilliam County	Shutler Station Crossover Track	$ 279,020.38	$ 69,755.10	$ 348,775.48	57	$0.00
2B0351	Yamhill County	Yamhelas Westsider Trail	$ 4,507,365.60	$ 1,212,604.40	$ 5,719,970.00	58	$0.00
2B0274	City of Lebanon	Canal Trail	$ 457,404.96	$ 185,463.04	$ 642,868.00	59	$0.00
3A0330	Josephine County Airports Department	Aeronautical Obstruction Survey for 3S8	$ 60,000.00	$ 15,000.00	$ 75,000.00	60	$0.00
2A0322	City of Creswell Airport	Airport Taxi-lane/water/sewer line improvments	$ 1,197,000.00	$ 746,772.00	$ 1,943,772.00	61	$0.00
4A0317	City of Prineville	Prineville Airport Aircraft Apron and Fuel Tanks	$ 792,048.00	$ 300,000.00	$ 1,092,048.00	62	$0.00
1T0336	Portland Bureau of Transportation	Streetcar Safety and Jobs Access Enhancements	$ 1,600,000.00	$ 3,420,319.20	$ 5,020,319.20	63	$0.00
4B0346	Oregon Parks and Recreation Department	OC&E State Trail: Safety Improvements	$ 832,000.00	$ 431,200.00	$ 1,263,200.00	64	$0.00
1B0324	Port of Hood River	Hood River Waterfront Trail Completion	$ 379,488.00	$ 94,872.00	$ 474,360.00	65	$0.00
1R0340	BNSF Railway Company	Portland Intermodal Facility Improvements	$ 3,927,200.00	$ 981,800.00	$ 4,909,000.00	66	$0.00
1M0307	Port of Portland	Terminal 2 Redevelopment	$ 3,200,000.00	$ 1,300,000.00	$ 4,500,000.00	67	$0.00
2R0328	Portland & Western Railroad	Capital City Rail	$ 2,992,000.00	$ 1,258,000.00	$ 4,250,000.00	68	$0.00
1R0341	International Raw Materials Ltd.	DGT Rail Expansion	$ 562,500.00	$ 187,500.00	$ 750,000.00	69	$0.00
5R0293	Boise Cascade Corporation	Elgin Complex Rail Spur Repair	$ 400,000.00	$ 100,000.00	$ 500,000.00	70	$0.00
2R0290	Willamette Valley Railway Co.	Track/Bridges/ Transload Improvements	$ 640,000.00	$ 160,000.00	$ 800,000.00	71	$0.00
4B0277	Sisters Runway Inc + Sisters Airport Property LLC	Sisters Bike/Ped Path and Bike Share Program	$ 287,720.00	$ 609,000.00	$ 896,720.00	72	$0.00
1A0306	Port of Portland	PDX Northside Redevelopment Phase 1	$ 3,400,000.00	$ 2,400,000.00	$ 5,800,000.00	73	$0.00
2R0292	Roseburg Forest Products	UP Rail Expansion	$ 3,200,000.00	$ 800,000.00	$ 4,000,000.00	74	$0.00
4T0257	Basin Transit Service	Bus Replacement	$ 320,000.00	$ 80,000.00	$ 400,000.00	75	$0.00
2B0339	Oregon Parks and Recreation Department	Bike Pods of Oregon	$ 348,000.00	$ 87,000.00	$ 435,000.00	76	$0.00
5A0253	City of Vale	Miller Memorial Airpark Phase 2	$ 260,000.00	$ 85,000.00	$ 345,000.00	77	$0.00

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APP. #	APPLICANT	PROJECT NAME	PROJECT CO FUNDS REQUESTED	TOTAL MATCH	TOTAL PROJECT COST	FINAL COMMITTEE RANK	RECOMMENDED FUNDING
2A0265	City of Corvallis	Corvallis Air Freight Facility	$ 658,000.00	$ 525,000.00	$ 1,183,000.00	78	$0.00
1B0323	Oregon Parks and Recreation Department	Cazadero Trail - Deep Creek Crossings	$ 3,200,000.00	$ 800,000.00	$ 4,000,000.00	79	$0.00
2B0338	City of Corvallis	Tunison Avenue - Allen Avenue Multiuse Path	$ 474,600.00	$ 118,650.00	$ 593,250.00	80	$0.00
1R0315	Northwest Container Services	NWCS Rail Car Modification and Upgrade	$ 1,506,062.40	$ 386,515.60	$ 1,892,578.00	81	$0.00
5M0348	Port of Morrow	Terminal 1 Improvement	$ 1,024,000.00	$ 380,000.00	$ 1,404,000.00	82	$0.00
2B0304	McKenzie River Ranger District, USFS	McKenzie River Trail Restoration	$ 152,988.00	$ 91,130.00	$ 244,118.00	83	$0.00
2T0332	City of Corvallis	Transit Maintenance Facility	$ 3,227,389.60	$ 806,847.40	$ 4,034,237.00	84	$0.00
3A0261	Jackson County/Rogue Valley Int'l-Medford	Passenger & Safety Lighting	$ 716,057.60	$ 179,014.40	$ 895,072.00	85	$0.00
3R0349	Central Oregon & Pacific Railroad	Winchester Heavy Repair Locomotive Facility	$ 3,920,000.00	$ 1,470,000.00	$ 5,390,000.00	86	$0.00
5B0343	City of Island City, Oregon	Grande Ronde River Greenway - Phase II	$ 1,214,000.00	$ 332,000.00	$ 1,546,000.00	87	$0.00
1B0314	Metro	St. Johns Rivergate Access Project	$ 2,294,996.80	$ 573,749.20	$ 2,868,746.00	88	$0.00
2B0268	Port of Siuslaw	Siuslaw Bulkhead Restoration & Estuary Trail	$ 1,669,823.20	$ 417,455.80	$ 2,087,279.00	89	$0.00
1R0281	Northwest Container Services	NWCS Equipment Improvement	$ 1,320,000.00	$ 341,502.00	$ 1,661,502.00	90	$0.00
4A0259	Crater Lake - Klamath Regional Airport	MOGAS Aircraft Fueling Facility	$ 57,792.00	$ 22,208.00	$ 80,000.00	91	$0.00
2B0344	City of Silverton	West Bank Trail and Stairs	$ 493,200.00	$ 123,300.00	$ 616,500.00	92	$0.00
5M0272	Tidewater Terminal Company	Umatilla Diesel Expansion	$ 300,960.00	$ 75,240.00	$ 376,200.00	93	$0.00
3A0260	Port of Coquille River	Powers Airport	$ 138,312.00	$ 34,578.00	$ 172,890.00	94	$0.00
3B0356	City of Sutherlin	Sutherlin Way-Finding Billboard	$ 32,000.00	$ 8,000.00	$ 40,000.00	95	$0.00
1B0312	City of Wilsonville	I-5 Bike/Ped Bridge - Town Center to Barber St.	$ 6,400,000.00	$ 1,600,000.00	$ 8,000,000.00	96	$0.00
4B0355	Jefferson County	Willow Creek Trail - Madras to Deschutes River	$ 178,312.80	$ 44,578.20	$ 222,891.00	97	$0.00
3A0337	Curry County	Brookings Airport	$ 876,800.00	$ 219,200.00	$ 1,096,000.00	98	$0.00
4T0258	Basin Transit Service	Bus Replacement	$ 320,000.00	$ 80,000.00	$ 400,000.00	99	$0.00
2B0254	City of Sweet Home	Foster Lake South Shore Multi-Use Path	$ 1,061,781.60	$ 265,445.40	$ 1,327,227.00	100	$0.00
5M0273	Tidewater Terminal Company	Umatilla B100 Storage	$ 1,160,920.00	$ 290,230.00	$ 1,451,150.00	101	$0.00
2B0305	McKenzie River Ranger District, USFS	O'Leary Trail Complex Restoration	$ 81,200.00	$ 25,269.00	$ 106,469.00	102	$0.00
4A0353	City of Malin	Malin Municipal Airport Fencing	$ 24,000.00	$ 6,000.00	$ 30,000.00	103	$0.00
1B0296	Villages at Mt. Hood Board of Directors	Villages at Mt. Hood Bike/Ped Master Plan	$ 68,000.00	$ 17,000.00	$ 85,000.00	104	$0.00