

**METRO**

Date: May 12, 1995
To: Andy Cotugno, Planning Director
From: Larry Shaw, *LS* Senior Assistant Counsel
Regarding: RTP DECOUPLE AMENDMENTS
Our file: 7.82.M

1992 Regional Transportation Plan - Ordinance No. 92-433

An ordinance amending to this ordinance are needed to (1) clarify that the 1992 RTP is left in place as the adopted functional plan for transportation required by state law and to (2) remove existing references that this state document also meets the federal MPO plan requirement for federal funding.

My review of the RTP resulted in the "decoupling" amendments shown in Exhibit "A" to the proposed ordinance.

Federal - State RTP Consistency

There may be "consistency" amendments needed during the interim until the state RTP/TSP is adopted to assure that the remaining RTP functional plan is not violated by implementing the new federal RTP. Generally, the fiscally-constrained federal RTP should be a lesser included version of the 1992 state RTP. However, any recent TIP changes that may have "amended" the RTP by resolution would not be reflected in the 1992 RTP ordinance.

The legal principle is that implementation of Metro's federal RTP won't "violate" Metro's policies in the state RTP. To avoid that possible result those state RTP project descriptions that conflict with the new federal RTP (if any) could be amended. Another way of avoiding RTP conflict is to recognize that the state RTP projects are "recommendations," not "requirements" to both Metro and local comprehensive plans. As local plans are reviewed and amended to implement current projects in the TIP, the state RTP may be adopted, if a federally funded project is inconsistent with it.

Conclusion

These ordinance amendments clarify the status of the 1992 RTP as Metro's ongoing RTP for state law purposes and remove the federal funding provision now covered by the Interim Federal Regional Transportation Plan adopted by resolution.

rpj1924

BEFORE THE METRO COUNCIL

**ADOPTING REVISIONS TO THE
REGIONAL TRANSPORTATION PLAN**

) **ORDINANCE NO. 95-2153**
)
) **Introduced by Mike Burton,**
) **Executive Officer**

WHEREAS, The Regional Transportation Plan has contained both Metro's federal regional transportation plan requirements as the Metropolitan Planning Organization for federal funding purposes and Metro's requirements under state law for a transportation functional plan; and

WHEREAS, An Interim Federal Regional Transportation Plan is now being adopted in advance of Metro's major updates of its Regional Urban Growth and Objectives and to create a Regional Transportation Systems Plan under state law; and

WHEREAS, Metro's Interim Federal RTP is needed to demonstrate a fiscally-constrained plan in compliance with federal air quality laws to continue eligibility for federal transportation funding; and

WHEREAS, Metro's RTP was last amended in Ordinance No. 92-433 and remains in effect as Metro's transportation functional plan until its major update is complete; and

WHEREAS, Amendments to the RTP are needed at this time to clarify its ongoing status as the "state" RTP and to remove references to the now separate federal RTP; now, therefore;

THE METRO COUNCIL ORDAINS AS FOLLOWS:

- 1. That the 1992 revision of the Regional Transportation Plan remains in effect as Metro's functional plan for transportation as federal funding provisions have been moved to the Interim Federal Regional Transportation Plan.**

2. That the amendments to the 1992 Regional Transportation Plan to remove federal transportation planning provisions contained in Exhibit "A" attached and incorporated herein are hereby adopted.

ADOPTED by the Metro Council this ____ day of _____, 1995.

J. Ruth McFarland, Presiding Officer

ATTEST:

Recording Secretary

gl
1230

Exhibit A

Amendments to the 1992 Regional Transportation Plan adopted by Ordinance No. 92-433:

Page i-1 at A., second paragraph is amended to omit the following as shown:

"Adoption of this Plan represented:

- ~~completion of a federal requirement as a condition for receipt of federal transportation funding"~~

Page i-3, 5 at D., third and fourth paragraphs are amended to read as shown:

"Metro Legislative Authority

Metro's ~~state~~ authority for urban transportation planning is derived from two primary sources:

- ~~Title 23 (Highways) and Title 49 (Transportation) Code of Federal Regulations.~~
- Oregon Revised Statutes - Chapter 268
- 1992 Metro Charter

~~The federal requirements for transportation planning are primarily directed at proposed transportation investments using federal funds while the state requirement deal with the transportation elements of local comprehensive plans. There is, however, a great deal of overlap between the two requirements since federally funded transportation investments comprise a significant portion of the full transportation system identified in comprehensive plans.~~

Federal Planning Requirements

~~FHWA and FTA have jointly required that each urbanized area, as a condition to the receipt of federal capital and operating assistance, have a transportation plan process that results in a transportation plan consistent with the planned development for the area. Metro is the agency, in cooperation with ODOT and Tri Met, that is designated by the Governor as the "metropolitan planning organization" to carry out the federal transportation planning requirements.~~

~~In accordance with these requirements, Metro must annually endorse a transportation plan and a Transportation Improvement Program (TIP). The TIP must specify federally funded transportation projects to be implemented during the next three to five year period based upon realistic estimates of available revenues. Furthermore, projects included for funding in the TIP must be consistent with the adopted RTP.~~

~~Also in accordance with regulations, the RTP must consist of a short and long range element and provide for the transportation needs of persons and good in the metropolitan area.~~

~~The planning process leading to adoption of the RTP must:~~

- ~~• consider the social, economic and environmental effect of transportation in accordance with the National Environmental Policy Act and Clean Air Act;~~
- ~~• ensure involvement of the public;~~
- ~~• ensure there is no discrimination on the grounds of race, color, sex, national origin or physical handicap in the planning process or under any program receiving federal assistance;~~
- ~~• include special efforts to plan public mass transportation facilities and services for the handicapped;~~
- ~~• consider energy conservation goals and objectives;~~
- ~~• include technical analysis as needed and to the degree appropriate, including:~~
 - ~~• an analysis of existing conditions of travel, transportation facilities and fuel consumptions;~~
 - ~~• projections of economic and land use activities and their potential transportation demand;~~
 - ~~• an evaluation of alternative transportation improvements to meet short and long term needs;~~
 - ~~• corridor or subarea studies; transit technology studies; legislative, fiscal, functional classification and institutional studies; and~~

- ~~an evaluation of alternative measures to respond to short-term energy disruptions.~~

~~In addition to the requirements of FIIWA and FTA, the Clean Air Act Amendments of 1990 (administered by the Environmental Protection Agency (EPA)) require each urbanized area to meet federal standards for clean air. Metro is responsible for examining alternative transportation strategies to reduce air pollution that, in combination with stationary controls (i.e., point source) adopted by the Department of Environmental Quality, meet the standards"~~

Page i-5, 6 are amended to omit the following as shown:

~~"Regional Transportation Decision-Making Process~~

~~Every metropolitan area must have a Metropolitan Planning Organization (MPO) designated by the Governor to receive and disburse federal funds for transportation projects. Metro (the Metropolitan Service District) is the MPO for the Portland metropolitan area and, therefore, approves the expenditure of all federal transportation funds in this region. To assure a well-balanced regional transportation system, the following decision-making process has been established for these important funding allocations:~~

~~Metro Council~~

~~Metro is our directly-elected regional government, with responsibility for garbage disposal, development assistance and management of the Metro Washington Park Zoo, as well as transportation. The Metro Council is composed of 12 members elected from districts. The Joint Policy Advisory Committee on Transportation (JPACT) recommends transportation projects and programs for Council approval.~~

~~Joint Policy Advisory Committee on Transportation (JPACT)~~

~~JPACT provides a forum for elected officials and representatives of agencies involved in transportation projects to evaluate all the transportation needs in this region and to make recommendations for funding to the Metro Council. The 17-member Committee includes elected officials from local governments within the region, three Metro councilors, representatives of the agencies involved in regional transportation, plus representatives from governments and agencies of Clark County, Washington and the State of Washington.~~

~~Agencies represented on JPACT include ODOT, Tri Met, the Port of Portland, DEQ and the Washington Department of Transportation (WDOT).~~

~~A finance subcommittee of JPACT has been formed to develop and recommend financing strategies to implement the region's transportation agenda.~~

~~Transportation Policy Alternatives Committee (TPAC)~~

~~While JPACT provides a forum for recommendations on transportation issues at the policy level, TPAC provides input from the technical level.~~

~~TPAC's membership includes technical staff from the same governments and agencies in JPACT plus representatives of FHWA, Federal Aviation Administration (FAA), FTA and the Intergovernmental Resource Center (IRC) of Clark County. There are also six citizen representatives appointed to TPAC by the Metro Council.~~

~~TPAC has one standing subcommittee:~~

- ~~● Transportation Improvement Program (TIP) Subcommittee: Comprised of staff from the three counties, Portland, ODOT, Tri Met and Metro, this subcommittee monitors progress on implementing projects and recommends changes in the TIP to JPACT.~~

~~Interstate Coordination~~

~~Planning for the Portland Vancouver metropolitan area is carried out by two regional planning agencies, Metro and the Intergovernmental Resource Center (IRC) of Clark County. Each agency conducts its transportation planning under its respective state and federal authority for its own geographic area. However, since this is a single urbanized area, it is essential that the two agencies coordinate plans to adequately address problems of interstate significance. This coordination is assured through the mechanisms described below:~~

- ~~● Bi State Policy Advisory Committee — A Bi State Policy Committee exists to provide a forum for elected officials from Oregon and Washington to discuss problems of mutual concern and make recommendations to the Metro Council and IRC of Clark County. This Committee includes representatives from the two regional agencies, the two principal cities and the two principal counties. In addition, the Committee can establish ad hoc committees to deal with transportation problems. Transportation recommendations from the Committee are~~

~~made to the Metro Council through TPAC and JPACT in accordance with Metro's decision-making process.~~

- ~~● Metro/Clark County IRC Committees — In order to ensure a voice in transportation decisions of interstate significance, JPACT includes representation from WDOT, Clark County and Vancouver, and TPAC includes representatives from WDOT, Clark County, Vancouver and Clark County IRC. Similarly, Clark County's "Consolidated Transportation Advisory Committee" includes representation from ODOT and Metro.~~
- ~~● Transportation Plan and Improvement Program Coordination — Before adoption of the RTP or an amendment to the Plan having interstate significance, Metro and Clark County IRC must consult with the other party and consider any comments of the other party before adoption."~~

Page 5-1 at A., first paragraph, second and third sentences are amended to read as shown:

"The transportation improvements included in the Plan represent a set of investments that have been chosen recommended after vigorous local and regional review of possible alternatives, and are considered to be as the most prudent and cost-effective use of public funds to solve the region's transportation problems. Consistent with Chapter 8 these improvements may be varied based on further study before inclusion in city and comprehensive plans in compliance with LCDC goals and in the federal TIP."

Page 8-1 at B, third and fourth sentences are omitted as shown:

~~"The Transportation Improvement Program (TIP) is the five year incremental capital improvement program for the region to implement planned improvement projects and includes all transportation projects proposed to use federal funds to implement. As such, the TIP contains modernization projects that are depicted in Chapter 5 of the RTP as well as preservation and smaller scale modernization activities that are consistent with the policies and objectives of the RTP but are not of sufficient scope to warrant inclusion in the RTP."~~

Page 8-3, 4, at 5. "Transit Service Planning" is omitted as shown:

~~In accordance with UMTA Circular 7005.1, recipients of UMTA funding are required to develop a process for considering the capability of private providers to perform mass transportation and related support services. They are also required to provide periodic documentation on the results of~~

~~implementation of the policy. This requirement falls both on Metro as the Metropolitan Planning Organization and Tri Met as the principal provider for transit services and UMTA grant recipient. Specifically, Metro is required to adopt a policy which provides for consideration of private enterprise in local transit service planning, ensure a fair resolution of disputes and certify at the time of submission of the annual Transportation Improvement Program that the local process is being followed. This process is included in the Interim Federal RTP. The following policies are intended to respond to these requirements while recognizing that the principal responsibility for involving the private sector should rest with Tri Met since it is the only operator in the Portland region.~~

~~a. Transit Service Planning~~

~~1) Tri Met should ensure private enterprise involvement in transit service planning and development of transit capital improvements, to include:~~

~~a) Notice to and early consultation with private providers in plans involving new or restructured service as well as the periodic reexamination of existing service.~~

~~b) Periodic examination, at least every three years, of each route to determine if it could be more efficiently operated by a private enterprise.~~

~~c) Description of how new and restructured services will be evaluated to determine if they could be more effectively provided by private sector operation pursuant to a competitive bid process.~~

~~d) The use of costs as a factor in the private/public decision.~~

~~2) Metro will review the results of these analyses and provide TPAC and JPACT an opportunity for review and comments.~~

~~3) In transit service studies where Metro has lead responsibility, Metro will provide notice to and ensure early consultation with private providers.~~

~~b. Dispute Resolution~~

~~Tri Met should establish a dispute resolution process that provides a clear opportunity for interested parties to object to a decision. The process should also include the opportunity for final appeal to UMTA.~~

~~c. Documentation~~

~~1) In conjunction with submittal of projects to Metro for inclusion in the Transportation Improvement Program, Tri Met shall submit documentation that this private enterprise policy has been followed, including:~~

~~a) a description of the involvement of the private sector in the development of the specific projects. The determination of whether service or support functions reflected in the Annual Element are to be provided by a public or private provider can be arrived at through use of requests for proposals, requests for bids, or other means in the local planning process;~~

~~b) a description of the proposals received from the private sector and how they were evaluated;~~

~~c) a description of impediments to holding service out for competition and the measures taken to address the impact of such impediments; and~~

~~d) a copy of the Tri Met dispute resolution procedure and a description and status of private sector complaints.~~

~~This documentation shall be provided no later than the time of submission of projects for the annual update to the Transportation Improvement Program (June 1). In addition, supplemental documentation should be submitted at the time of submittal of any additions to the Transportation Improvement Program, if necessary.~~

~~2) Metro will include this documentation as part of the certification to UMTA that the region is in compliance with federal requirements."~~

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M E M O R A N D U M



METRO

600 NE Grand, Portland, OR 97232
Phone (503) 797-1700/Fax (503) 797-1794

Date: May 12, 1995

To: JPACT

From: *UHH* Mike Hoglund, Transportation Planning Manager

Subject: RTP Financial Constraint; TPAC Recommendation

This memorandum provides additional information to the enclosed May 11 memorandum. The information primarily reflects TPAC discussion of May 12 regarding the RTP financial constraint methodology.

Background

ISTEA requires a financial constraint analysis for metropolitan regional transportation plans. The ISTEA metropolitan planning rules limit revenue forecasts to current sources or to those which can be "reasonably" assumed given previous experiences in generating new revenues. Revenue forecasts must account for all relevant anticipated local, regional, state, and federal funds. The analysis must also consider local, regional, and state costs for operations, maintenance, and preservation (OMP) needs, including transit and other alternative modes.

Once revenues and OMP needs have been identified, remaining revenues can be applied to system expansion activities (roads, transit, bikes, pedestrian, and multi-modal projects; system management; and demand management).

RTP Revenue Forecast

Limited resources are available for system expansion activities over the next twenty years in this region. After accounting for OMP needs, the region has \$901 million in revenues to cover an estimated \$3.7 billion in system expansion need as identified in the RTP "preferred system." The latest estimates therefore indicate an approximate \$2.8 billion shortfall.

Further, the only revenues available for system expansion are federal or locally generated funds. All revenues from the State Highway Trust Fund

(gas tax, weight/mile tax, and vehicle registration fees) are being directly plowed into OMP. In fact, ODOT Region 1 must use all of their allotment of federal National Highway System (NHS) funds to maintain the region's interstate system over the next twenty years, plus about \$91 million of their share of federal Surface Transportation Program (STP) funds allocated to the state. The ODOT Region 1 bottom line, as previously presented by Bruce Warner, is that \$435 million is available for the Region 1 state system over the next 20 years.

Similarly, for the non-state regional system, the City/County share of the State Highway Trust Fund is entirely allocated to OMP. Consequently, regionally available funds for system expansion are essentially federal STP funds allocated to the region and local revenues applied to the regional system. Those revenues total approximately \$466 million.

Allocation Methodology

The methodology for distributing funds for the financially constrained system is shown in the attached table. Major components include:

- A regional allocation of federal funds including the State STP share of \$435 million to ODOT; \$89 million of Highway Bridge Replacement (HBR) funds for bridge preservation and maintenance; and an equal split of remaining Regional STP funds between regional needs (Metro/Port), Tri-Met, the City of Portland, and the three counties. The splits are \$29.5 million for each, with Metro and the Port splitting a \$29.5 million share.
- Locally generated funds applied to the regional system. These revenues include local gas taxes, local revenue bonds (e.g., Washington County MSTIP), transportation improvement fees, parking fees, and other revenues which are applied to the regional system. As can be seen, Washington County has the highest assumption for local revenues given their successful MSTIP elections. Staff is working with the City of Portland to review their figure. It will likely increase by a few million dollars given their unaccounted contributions to the regional bicycle and transit networks.

Based on the TPAC methodology, a constrained list of projects will be developed by Metro and agency/jurisdiction staff and presented to JPACT on May 18. The list will focus on projects developed through local plans, the existing RTP, and reflect multi-modal and land use needs as are currently understood given the Region 2040 concept. Staff will also detail the revenue forecast methodology.

Based on the methodology for forecasting revenues allowed under ISTEA, the region has a significant revenue shortfall for the twenty year period of the plan. Revenues will allow us to do the following:

- Maintain and operate the existing transportation infrastructure.
- Open and operate westside and north/south light rail.
- Expand transit service by 1.5 percent per year until south/north opens; maintain status quo service beyond south/north opening. The region will not be able to fund any of the recommended primary transit system (fast links, etc.).
- Fund approximately \$10 million worth of regional projects per year; plus MSTIP projects in Washington County. This includes all non-state roadway, pedestrian, bicycle, transit related right-of-way improvements, TDM, TSM, and transit oriented development.

In addition, TPAC recognizes that substantial analysis and decision making is necessary in the next phase of the RTP and that this RTP represents an initial attempt to constrain the RTP for federal certification purposes. As such, the following language is recommended for inclusion in the federal RTP:

"The financially constrained system represents an initial effort to allocate scarce resources to a substantial list of needs. The list does not represent a regional funding policy decision. Regional funding policy will be set through development of the final RTP and the next Metro Transportation Improvement Program (MTIP). Significant activities are scheduled for both through 1996."

MH

Preliminary Targets for RTP Financially Constrained Revenues
(Totals are in 1995 \$M and cover the period 1999-2015)

5/12/95

Jurisdiction	Share of Regional Allocation	Locally- generated Revenues	Total Constrained RTP Target
City of Portland	\$29.505	\$9.228	\$38.734
Clackamas County	\$29.505	\$11.844	\$41.349
Multnomah County (excluding major bridges set-aside)	\$29.505	\$6.907	\$36.412
Washington County	\$29.505	\$146.150	\$175.655
Tri-Met	\$29.505	\$0.000	\$29.505
Port	\$14.753	\$0.000	\$14.753
Metro/Shared	\$14.753	\$0.000	\$14.753
Totals for Non-State Facilities (w/o Major Bridges)	\$177.031	\$174.129	\$351.160
Major Non-State Bridges (HBR and Local - dedicated to bridges)	\$89.368	\$25.500	\$114.868
Totals for Non-State Facilities	\$266.399	\$199.629	\$466.028
ODOT (includes roadways and bridges)	\$435.736	\$0.000	\$435.736
Totals for Regional Transportation System	\$702.135	\$199.629	\$901.764

Revenue Sources for the RTP

- Federal Revenue
 - Federal Highway Trust Fund
 - Federal Transit Section 9 Funds (routine capital/operating)
 - Federal Transit Section 3 Funds (discretionary capital)
- State Highway Trust Fund (distributed through city/county/state allocation)
 - State Gas Tax
 - State Weight/Mile Tax
 - Vehicle Registration Fee
- Other State (e.g., LRT lottery funds)
- Local Revenues
 - local gas tax revenues (Mult. Co., Wash. Co.)
 - local system development charges or transportation fees
 - local bonding (e.g., MSTIP; LRT)

System Costs for the RTP

- Operating, Maintenance and Preservation (OM&P)
 - State
 - Non-State
- System Expansion
 - State
 - Non-State

O+M+P Costs and State Highway Trust Fund Revenues - State System

(Totals for Period: Federal Fiscal Years 1999-2015)

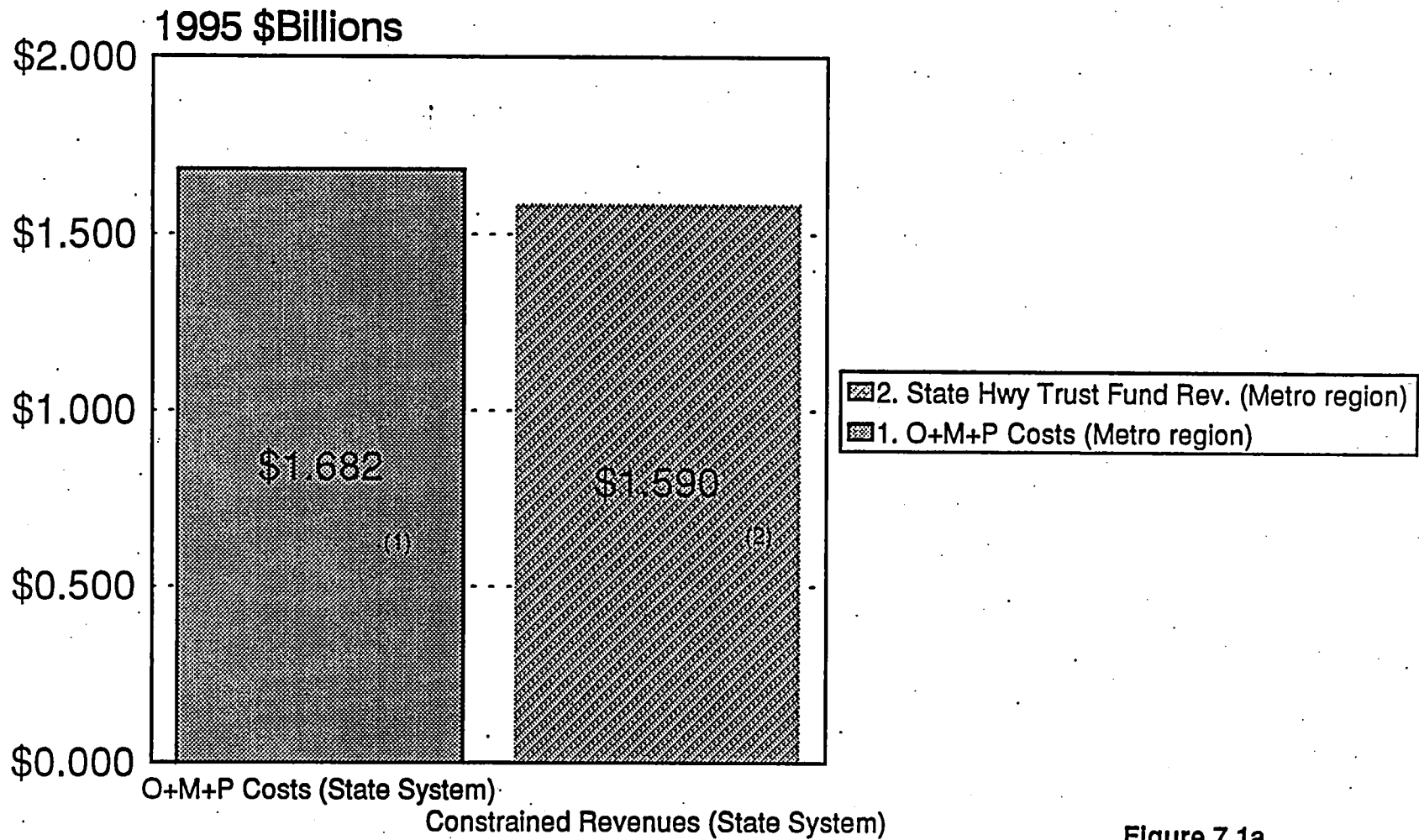


Figure 7.1a
5/17/95

O+M+P Costs and State Highway Trust Fund Revenues
- Non-State Regionally Significant System
(Totals for Period: Federal Fiscal Years 1999-2015)

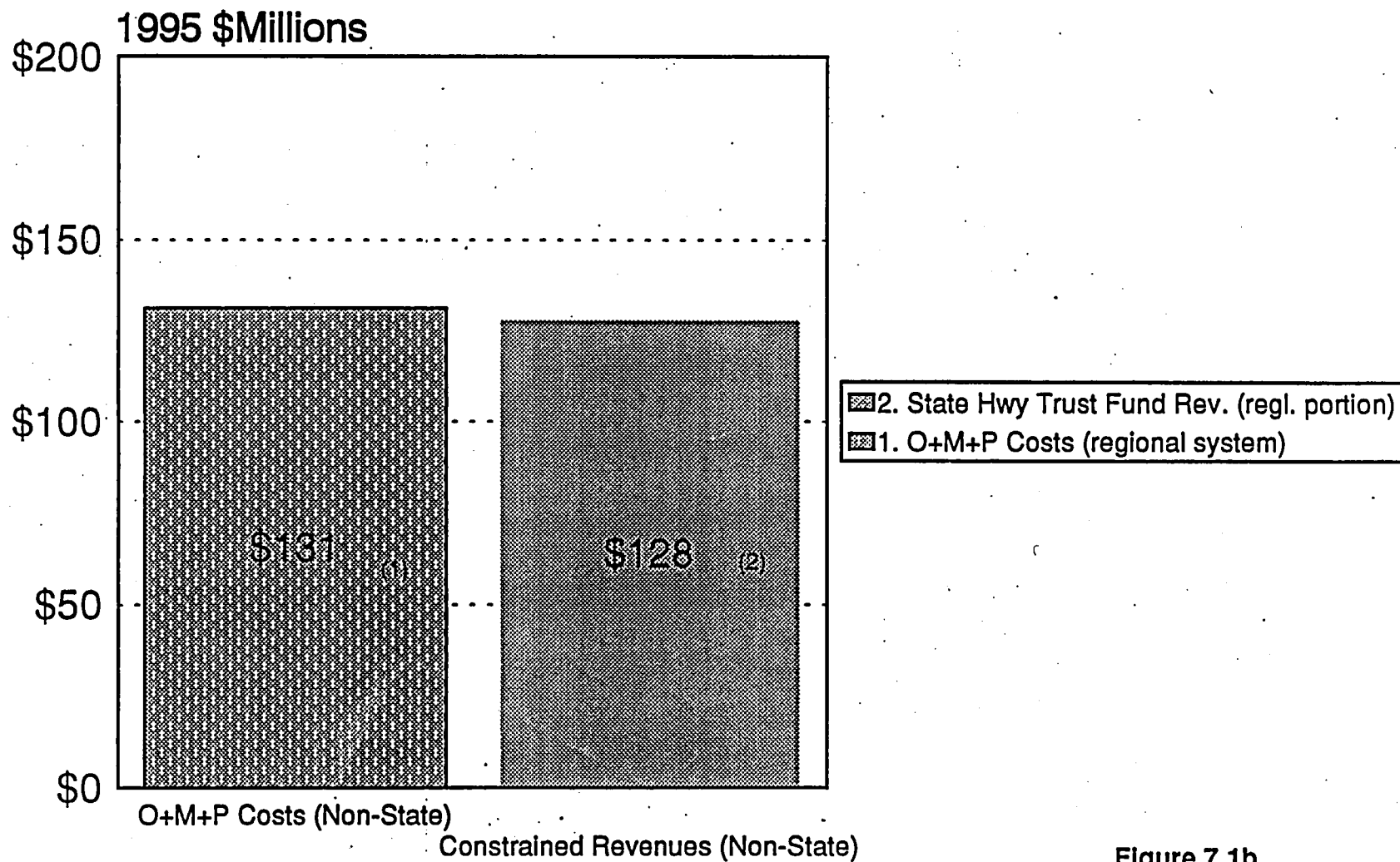


Figure 7.1b
5/17/95

RTP System Costs and Revenues (exc. transit)

(Totals for Period: Federal Fiscal Years 1999-2015)

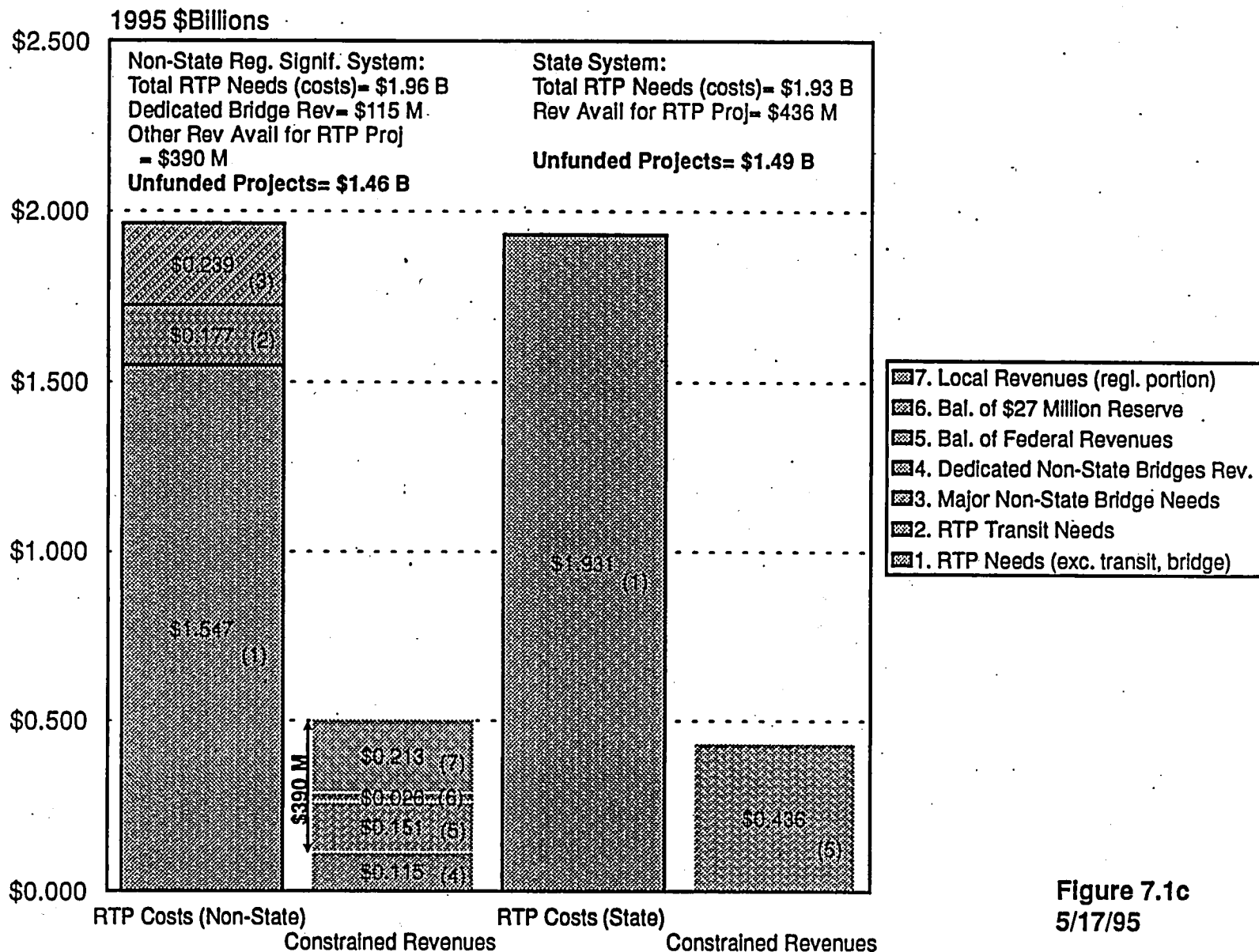


Figure 7.1c
5/17/95

Targets for RTP Financially Constrained Revenues
(Totals are in 1995 \$M and Cover the Period Federal FY's 1999-2015)

Jurisdiction	Share of Regional Allocation	Locally- generated Revenues	Total Constrained RTP Target
City of Portland	\$29.505	\$9.228	\$38.734
Clackamas County	\$29.505	\$11.844	\$41.349
Multnomah County (excluding major bridges set-aside)	\$29.505	\$6.907	\$36.412
Washington County	\$29.505	\$185.210	\$214.715
Tri-Met	\$29.505	\$0.000	\$29.505
Port	\$14.753	\$0.000	\$14.753
Metro/Shared	\$14.753	\$0.000	\$14.753
Totals for Non-State Facilities (w/o Major Bridges)	\$177.031	\$213.189	\$390.220
Major Non-State Bridges (HBR and Local - dedicated to bridges)	\$89.368	\$25.500	\$114.868
Totals for Non-State Facilities	\$266.399	\$238.689	\$505.088
ODOT (includes roadways and bridges)	\$435.736	\$0.000	\$435.736
Totals for Regional Transportation System	\$702.135	\$238.689	\$940.824

Table 7.1
5/17/95

Chapter 7 Project Matrix

Projects Recommended for Financially Constrained Network

Date: 5/18/95
Version 3.0

*A=Added, D=Dropped, R=Revised

A,D,R	Jurisdiction	No.	Project Name	Project Location	Roadway Lanes		Modal Elements						Project Cost (1995 Dollars)
					Existing	Proposed	Transit	Bicycle	Ped	Freight	TDM	TSM	
R	Metro	5	TOD Fund Program	Purchase sites for TOD development	n/a	n/a	◆				◆		\$4,500,000
R	Various	6	Major Ped Upgrade (5 mi.)	Central City/Regional Centers	n/a	n/a	◆		◆				\$2,640,000
R	Various	7	Major Ped Upgrade (4 mi.)	Town Centers	n/a	n/a	◆		◆				\$2,112,000
R	Various	8	Major Ped Upgrade (4 mi.)	Corridors & Station Communities	n/a	n/a	◆		◆				\$2,112,000
R	Various	9	Major Ped Upgrade (4 mi.)	Main Streets	n/a	n/a	◆		◆				\$2,112,000
R	Shared	10	TDM Education/Promotion	Metro region	n/a	n/a	◆				◆		\$718,000
R	Shared	11	Regional Center TMA's	Gresham, Hillsboro, Milwaukie & Ore. City	n/a	n/a	□				◆		\$334,000
Metro/Misc. Total													\$14,828,000
(Target = \$14,753,000)													
R	Tri-Met	0	Bus & LRT Service Increase, including maintain/operate current system (bus fleet, Eastside and Westside MAX), 1.5%/year service increase for years 1996-2006, and operations of South/North LRT beg. in 2007.	Throughout Tri-Met service area	n/a	n/a	◆						(other rev. sources)
R	Tri-Met	1a	Bus & LRT Service Increase of 0.5%/year for years 2007-2015	Throughout Tri-Met service area	n/a	n/a	◆						\$28,005,000
A	Tri-Met	1b	South/North LRT capital costs	Clackamas County to Clark County, WA	n/a	n/a	◆						(other rev. sources)
A	Tri-Met/Gresham	31	Civic Nhd MAX Station	New LRT Station @ Civic Nhd	n/a	n/a	◆	□	◆				\$1,500,000
Tri-Met Total													\$29,505,000
(Target = \$29,505,000)													
	ODOE	1	Regional Telecommute Project	Employers in region	n/a	n/a					◆		\$400,000
ODOE Total													\$400,000
(Target = \$0)													
A	Portland	0	Preserve Existing Regional Facilities	Regional Facilities Throughout City	n/a	n/a							(other rev. sources)
	Portland	7	St Johns Business District	Burlington to	varies	varies	◆	□	◆	□		◆	\$1,500,000
	Portland	15	NE 148th	Marine Dr to Sandy	n/a	n/a		◆	□	□			\$2,963,000
R	Portland	19	SE Foster Bv	136th to City Limits	2	3		◆	◆	□			\$600,000
	Portland	20	SE Lents Business District	90th to 96th, Foster/Woodstock	varies	varies	◆	□	◆	□		◆	\$1,400,000
R	Portland	21	57th/Cully Bv	NE Sandy to Lombard	2	2	◆	□	◆	□			\$1,700,000
R	Portland	24	Broadway/Weldier Corridor	I-5 to NE 28th	varies	varies	◆	◆	◆	□		◆	\$2,900,000
	Portland	25	Lower Albina RR Xing	Interstate to Russell	0	2		□	□	◆			\$4,000,000
R	Portland	26	River Dist/ Lovejoy Ramp	Broadway Br to NE 14th	4	5	◆	◆	◆	◆			\$2,830,000
	Portland	28	SW Front Avenue	Steel Br to I-405	5	5	◆	◆	◆	□			\$2,900,000
R	Portland	29	S. Portland Improvements	SW Front I-405 to Barbur	varies	varies	◆	◆	◆	□			\$1,000,000
	Portland	32	Water Avenue Extension	SE Division Place to OMSI	0	2	◆	◆	◆	◆			\$3,000,000
R	Portland	34	Hillsdale Town Ctr Ped Dist	SW Capitol Hwy Bertha to Sunset	5	5	◆	◆	◆	□			\$550,000
	Portland	36	SW Garden Home Signal	Garden Home at Multnomah	2	3	□	□	□	□			\$785,000
R	Portland	37	Capitol Hwy	SW Bertha Bv to Barbur Bv	2	2	◆	◆	□	□			\$500,000
	Portland	42	17th-Milwaukie Connector	S. McLaughlin/17th-Milwaukie	0	2	◆	◆	◆	□		◆	\$400,000
R	Portland	43	Woodstock Business Dist	SE 39th to SE 50th	varies	varies	◆	□	◆	□		◆	\$200,000
	Portland	44	SE Tacoma	SE 28th to 32nd	2	2	□	◆	◆	□			\$615,000
R	Portland	46	Road Rehabilitation Program	City wide	varies	varies	◆□	◆□		□			\$1,000,000
R	Portland	47	Signal Rehabilitation Prog.	City wide	n/a	n/a	◆□	◆□		□		◆	\$1,000,000

◆ = Element of Primary Regional Significance
□ = Element of Secondary Regional Significance

Chapter 7 Project Matrix

Projects Recommended for Financially Constrained Network

Date: 5/18/95
Version 3.0

*A=Added, D=Dropped, R=Revised

A,D,R*	Jurisdiction	No.	Project Name	Project Location	Roadway Lanes		Modal Elements						Project Cost (1995 Dollars)
					Existing	Proposed	Transit	Bicycle	Ped	Freight	TDM	TSM	
	Portland	49	Burnside Bike Lanes	33rd St. to 74th Ave.	4	4		◆					\$300,000
R	Portland	50	41st-42nd Bicycle Blvd.	Columbia Blvd. to Springwater Trail	2	2		◆					\$250,000
	Portland	52	Greeley/Interstate Bikeway	Killingsworth to Broadway Bridge	n/a	n/a		◆					\$1,100,000
	Portland	53	Bertha Blvd. Bike Lanes	Vermont St. to Capital Hwy.	n/a	n/a		◆					\$367,500
	Portland	54	Cornell Road Bike Lanes	NW 30th Ave to NW 53rd Ave.	n/a	n/a		◆					\$295,000
	Portland	56	Division Corridor Bikeway	SE 39th Ave. to SE 92nd Ave.	n/a	n/a		◆					\$50,000
	Portland	57	Holgate Corridor Bikeway	SE 39th Ave. to SE 92nd Ave.	n/a	n/a		◆					\$50,000
	Portland	58	112th Corridor Bikeway	Springwater Trail to Sandy Blvd	n/a	n/a		◆					\$250,000
	Portland	59	Halsey Street Bike Lanes	Sandy Blvd. to 148th St.	5	5		◆					\$100,000
A	Portland	64	Central City TMA	Central City employment districts	n/a	n/a	□				◆		\$300,000
	Portland	66	Intelligent Transportation Systems	Not yet determined	n/a	n/a						◆	\$5,000,000
R	Portland	67	Vancouver/Williams Bike Lanes	Broadway to MLK	n/a	n/a		◆					\$200,000
A	Portland	69	Gateway/Hollywood Bike Improvements	Connections to town/regl centers, LRT	n/a	n/a		◆					\$400,000
Portland Total													\$38,505,500
(Target = \$38,734,000)													
A	Clackamas	0	Preserve Existing Regional Facilities	Regional Facilities Throughout Jurisdiction	n/a	n/a							(other rev. sources)
	Clackamas	1	Beavercreek Road	Beavercreek/Molalla Intersection (Ph. 1)	3	5	◆	□	□	◆			(other rev. sources)
	Clackamas	2	Highway 212	SPRR to 135th frontage	5	5	□	◆	□	◆			(other rev. sources)
	Clackamas	3	I-205 Frontage Road	Sunnyside to 92nd east of I-205	0	3		□	◆				(other rev. sources)
	Clackamas	4	Monterey overpass	Over I-205 to frontage road	0	5		◆	□				(other rev. sources)
	Clackamas	5	Johnson Creek Boulevard	Johnson Creek/Linwood Intersection	2	3		◆	□				(other rev. sources)
	Clackamas	6	Sunnybrook extension	I-205 to Sunnyside at 108th	0	5		◆	◆				(other rev. sources)
R	Clackamas	7	Road Rehab Program	County-wide	n/a	n/a							\$1,500,000
R	Clackamas	8	Signal Rehab Program	County-wide	n/a	n/a						◆	\$500,000
	Clackamas	9	92nd Avenue	Idleman to Multnomah Co. line	2	3		◆	□				(other rev. sources)
	Clackamas	10	122nd Avenue	Sunnyside to Hubbard	2	3		□	□				\$4,610,000
	Clackamas	11	Stafford Road	Stafford/Borland Road Intersection	2	4		□	□				\$990,000
	Clackamas	12	Johnson Creek Boulevard	45th to 82nd Avenue	2	3		◆	□	◆			\$5,210,000
R	Clackamas	14	Sunnyside Road	Stevens to 152nd	3	5		◆	◆				\$20,000,000
	Clackamas	39	122nd/129th Avenue	Sunnyside to King Road	2	3		◆	□				\$2,530,000
	Clackamas	50	Linwood Ave. Bike Lanes	King Road to County Line	n/a	n/a		◆					\$260,000
	Clackamas	53	CTC Connector	Clack. Reg. Park to Mather Road	n/a	n/a		◆	◆				\$1,014,000
R	Clackamas	55	82nd Drive Bikeway	Hwy 212/224 to Jennifer St.	n/a	n/a		◆					\$100,000
A	Clackamas	58	SE Johnson Creek Bv	SE 36th to 45th	2	2		◆	□				\$1,272,000
A	Clackamas	59	Kruse Way Intersection Imp.	Westlake	n/a	n/a						◆	\$100,000
A	Clackamas	61	Boones Ferry Road Signal Interconnect	I-5 to Country Club	n/a	n/a						◆	\$200,000
A	Clackamas	62	Hwy 43 Signal Interconnect	Terwilliger to McVey	n/a	n/a						◆	\$240,000
A	Clackamas	64	McVey Intersection Imp.	South Shore	n/a	n/a						◆	\$400,000
R	ODOT/ClackCo	83	Hwy 43 Intersection	Terwilliger Intersection (50% share)	n/a	n/a		◆	◆			◆	\$550,000
A	ODOT/ClackCo	84	Hwy 43 Intersection	'A' Avenue Intersection (50% share)	n/a	n/a		◆	◆			◆	\$290,000
A	ODOT/ClackCo	85	Hwy 43 Intersection	McVey/Green Street Intersection (50% share)	n/a	n/a		◆	◆			◆	\$641,000
A	ODOT/ClackCo	86	Hwy 43 Realignment	West 'A' Street Realignment (50% share)	n/a	n/a		◆	◆			◆	\$610,000

◆ = Element of Primary Regional Significance
□ = Element of Secondary Regional Significance

Chapter 7 Project Matrix

Projects Recommended for Financially Constrained Network

Date: 5/18/95
Version 3.0

*A=Added, D=Dropped, R=Revised

A,D,R*	Jurisdiction	No.	Project Name	Project Location	Roadway Lanes		Modal Elements						Project Cost (1995 Dollars)
					Existing	Proposed	Transit	Bicycle	Ped	Freight	TDM	TSM	
A	ODOT/ClackCo	87	Hwy 43	Willamette Falls Drive (50% share)	n/a	n/a		◆	◆			◆	\$82,500
A	ODOT/ClackCo	88	Hwy 43	Falling Street (50% share)	n/a	n/a		◆	◆			◆	\$100,000
A	ODOT/ClackCo	89	Hwy 43	Pimlico Street (50% share)	n/a	n/a		◆	◆			◆	\$75,000
A	ODOT/ClackCo	90	Hwy 43 Signal Imp.	Jolie Point Traffic Signal (50% share)	n/a	n/a		◆	◆			◆	\$60,000
Clackamas Total													\$41,334,500
(Target = \$41,349,000)													(other rev. sources)
A	Multnomah	0	Preserve Existing Regional Facilities	Regional Facilities Throughout Jurisdiction	n/a	n/a							
	Multnomah	1	NE Halsey St	207th Ave to 223rd Ave	2	3-5		◆	◆				\$1,350,000
	Multnomah	2	Stark St	257th Ave. to Troutdale Rd	2	5		□	◆				\$1,430,000
	Multnomah	3	207th Ave Connector	Halsey St to Glisan St/223rd Ave	0	5		◆	□				\$7,720,000
	Multnomah	4	NE Halsey St	190th Ave to 207th Ave	2	5		◆	◆				\$2,700,000
	Multnomah	6	223rd Ave	Glisan St to Halsey St	3	5		◆	◆	□			\$1,540,000
R	Multnomah	7	Road Rehab Program	County-wide	n/a	n/a							\$14,163,000
R	Multnomah	8	Signal Rehab Program	County-wide	n/a	n/a						◆	\$1,300,000
	Multnomah	11	Jenne Rd	2050' NE of Foster to 800' S of Powell	2	2		◆	◆				\$1,900,000
	Multnomah	32	Division Street	198th Avenue to Wallula Avenue	5	5		□	◆				\$210,000
	Multnomah	38	Civic Nhd Central Collector	Burnside to Division	0	2	□	□	□		□		\$2,049,000
	Multnomah	39	Civic Nhd Station Plaza	LRT tracks @ Central Collector	n/a	n/a	□	□	□		□		\$1,200,000
A	Multnomah	68	Halsey St. Intersection Improvement	238th Ave.	n/a	n/a							\$350,000
A	ODOT/MultCo	2	US 26	Palmquist/Orient Intersection (50% share)	n/a	n/a		◆				◆	\$500,000
Multnomah Total													\$36,412,000
(Target = \$36,412,000)													(other rev. sources)
A	Washington	0	Preserve Existing Regional Facilities	Regional Facilities Throughout Jurisdiction	n/a	n/a							
A	Washington	5	124th	99w to Tualatin-Sherwood	2	3		□	◆	◆			\$9,542,000
	Washington	7	Old Scholls Ferry	Murray to Beef Bend	2	5		◆	□				\$4,104,000
	Washington	8	Cornell	179th to Bethany	2	5		◆	◆				\$3,023,000
	Washington	9	Cornelius Pass	Sunset Hwy. to West Union	2	5		◆	□	◆			\$3,698,000
R	Washington	10	Murray	Millikan to Terman	2	4		◆	◆	◆			\$4,682,000
	Washington	11	Cornell	Arrington to Baseline/Main	4	5		◆	◆	◆			\$2,539,700
	Washington	12	Cornell	185th to Shute	5	7		◆	◆	◆			\$787,600
	Washington	15	Barnes	Miller to Mult. Co. Line	2	5		□	◆				\$2,610,000
	Washington	16	216th	Baseline to Cornell	2	5		◆	◆				\$12,180,000
	Washington	17	Barnes	Saltzman (@ Cornell) to Future 119th	2	5		□	◆				\$2,184,000
	Washington	18	Brookwood	Airport to Baseline	0-3	3-5		◆	◆				\$5,956,000
	Washington	19	Barnes	Miller to Leahy	0	5		◆	◆				\$2,755,000
	Washington	20	Cornell	Saltzman to Mult. Co. Line	2	3		◆	□				\$9,875,000
	Washington	21	Jenkins	Murray to 158th	2	5		◆	□	□			\$1,682,000
	Washington	22	Baseline	177th to 231st	2	3-5		◆	◆				\$15,921,000
	Washington	24	Baseline	185th to 216th	2	5		◆	◆				\$2,439,000
R	Washington	25	Cornell	Hwy. 26 to Saltzman	2-3	5		◆	◆				\$7,163,000
A	Washington	29	Beef Bend Ext	Scholls Ferry to 99w	2	2		◆	□				\$9,062,000
	Washington	30	216th/219th	TV Highway to Baseline	2	3		□	◆				\$5,381,000

◆ = Element of Primary Regional Significance
□ = Element of Secondary Regional Significance

Chapter 7 Project Matrix

Projects Recommended for Financially Constrained Network

Date: 5/18/95
Version 3.0

*A=Added, D=Dropped, R=Revised

A,D,R*	Jurisdiction	No.	Project Name	Project Location	Roadway Lanes		Modal Elements						Project Cost (1995 Dollars)
					Existing	Proposed	Transit	Bicycle	Ped	Freight	TDM	TSM	
	Washington	34	Bethany	Bronson to W. Union	2	5		◆	◆				\$3,147,000
A	Washington	35	Walker	Murray to 185th	2	5		◆	◆				\$10,150,000
	Washington	37	Cornell	Murray to Saltzman	2	3		◆	□				\$2,671,000
	Washington	38	158th	Jenkins to Baseline	3	5		◆	□	□			\$1,204,000
	Washington	40	Allen	217 to Western	3	5		□	◆	◆			\$275,352
	Washington	46	Allen	Menlo to Main	3	5		□	◆				\$3,067,000
A	Washington	47	Allen	Murray to Menlo	3	5		□	◆				\$150,000
A	Washington	48	E/W Arterial	117th to 110th	0	5		□	◆				\$14,202,000
A	Washington	50	E/W Arterial	Hall to 117th	0	5		□	◆				\$2,483,331
	Washington	51	Greenburg	217 to Hall	3	5		□	◆				\$1,270,000
	Washington	52	E/W Arterial	Hocken to Murray	2	5		◆	◆				\$1,678,000
	Washington	59	Hall Intersection Improvement	99W	n/a	n/a		◆	◆	◆			\$715,000
A	Washington	60	E/W Arterial	Cedar Hills to Watson/Hall	0	5		◆	◆				\$2,483,331
	Washington	62	Millikan	Hocken to Cedar Hills	0	3		◆	□	□			\$2,328,000
	Washington	66	Jenkins	Cedar Hills to Murray	2	3		◆	□	□			\$2,813,000
	Washington	73	185th	T.V. Hwy. to Farmington	2	3		◆	◆				\$3,600,000
	Washington	75	170th Avenue	Rigert to Alexander	2	3-5		□	□				\$9,851,000
	Washington	79	Evergreen	25th to Glencoe	2	3		◆	□				\$5,140,000
	Washington	80	Glencoe	Lincoln to Evergreen	2	3		◆	□				\$3,472,000
	Washington	83	170th	Alexander to Baseline	2	3		□	□				\$5,032,000
A	Washington	85	Sunset Drive (Hwy 47)	University to Beal	2	3		□	□				\$2,443,000
	Washington	88	Tualatin Rd. Bike Lanes	Hwy 99 to Boones Ferry Rd.	n/a	n/a		◆					\$1,000,000
	Washington	89	Farmington Rd. Bike Lanes	OR217 to Murray Blvd.	n/a	n/a		◆					\$2,845,000
	Washington	90	Ground Level Retail space	Criminal Justice Facility in Hillsboro	n/a	n/a					□		\$1,000,000
	Washington	91	Beaverton Creek TOD	SW 153rd, Murray to Jenkins	n/a	n/a					□		\$2,220,544
	Washington	92	Evergreen	Shute to 25th	2	3							\$4,796,000
A	Washington	95	Walker Rd. Bikeway Improvement	173rd to 185th Ave.	n/a	n/a		◆					\$370,000
A	Washington	96	Oleson Road Bike Lanes and Ped. Impr.	Fanno Creek to Garden Home	n/a	n/a		◆	◆				\$1,550,000
A	Washington	97	Oleson Road Bike Lanes and Ped. Impr.	Garden Home to Hall Blvd.	n/a	n/a		◆	◆				\$2,246,000
A	Washington	98	Tualatin	Teton to 115th	2	3							\$4,000,000
A	Washington	99	TV Hwy Signals	Locations in Cornelius	n/a	n/a						◆	\$596,000
A	Washington	100	Millikan Way	Purchase and Development			◆						\$2,480,000
A	Washington	101	Signal Interconnections	Various Locations	n/a	n/a						◆	\$100,000
A	Washington	102	Walker	Westfield to Murray									\$1,796,000
A	Washington	103	BPA Easement Bike and Ped. Imp.	East of 158th, DMson to Laidlaw	n/a	n/a		□	□				\$1,000,000
A	Washington	104	Scholls Ferry Pedestrian Impr.	Hall to B-H Hwy	n/a	n/a			◆				\$1,000,000
A	ODOT/WashCo	71	TV Highway	209th/219th (50% share)	n/a	n/a		◆	◆			◆	\$1,250,000
A	ODOT/WashCo	77	BH Highway	BH/Scholls Ferry/Oleson (50% share)	n/a	n/a		◆	◆			◆	\$6,000,000
A	ODOT/WashCo	78	Farmington Road Widening	209th Ave to 172nd Ave (50% share)									\$5,400,000
	Washington Total												\$223,038,858 (Target = \$214,715,000)

◆ = Element of Primary Regional Significance
□ = Element of Secondary Regional Significance

Chapter 7 Project Matrix

Projects Recommended for Financially Constrained Network

Date: 5/18/95
Version 3.0

*A=Added, D=Dropped, R=Revised

A,D,R*	Jurisdiction	No.	Project Name	Project Location	Roadway Lanes		Modal Elements						Project Cost (1995 Dollars)
					Existing	Proposed	Transit	Bicycle	Ped	Freight	TDM	TSM	
A	Port	0	Preserve Existing Regional Facilities	Regional Facilities Throughout Region	n/a	n/a							(other rev. sources)
	Port	1	North Marine Dr	North Rivergate Section	3	5		◆	□	◆			\$2,400,000
	Port	3	North Marine Drive	T-6 Entrance				◆	□	◆			\$500,000
R	Port	4	Goling Street	Goling Street Rail Crossing	4	5		□	□	◆			\$1,600,000
	Port	5	Airport Way eastbound	PDX to I-205 Phase 1	2	3		◆	□	◆			\$1,348,000
R	Port	6	Alderwood Street	Alderwood Street to Clark Road (P.E.)	0	3		□		◆			\$300,000
R	Port	10	Hayden Is Bridge	Rivergate to Hayden Island (P.E.)	0	4		□		◆			\$2,500,000
	Port	27	Airport Way Westbound	PDX to I-205 Phase 2	2	3				◆			\$3,970,000
R	Port	28	Industrial area TMAs	Swan Island	n/a	n/a	□				◆		\$150,000
	Port/Portland	29	Burgard/Columbia	Intersection	n/a	n/a		□		◆			\$886,000
	Port/Portland	30	Columbia Blvd	Alderwood Dr Intersection	n/a	n/a		□		◆			\$340,000
R	Port/Portland	31	Columbia/Lombard	Rail Overcrossing (P.E.)	n/a	n/a				◆			\$1,100,000
A	Port	45	PDX Enplaning Roadway	PDX Terminal (P.E.)	4	8				◆			\$1,100,000
A	Port/Portland	46	Columbia Blvd Signal Improvements	South Rivergate to I-5 Intertie	n/a	n/a				◆			\$250,000
Port Total													\$16,444,000 (Target = \$14,753,000)
TOTAL FOR NON-STATE FACILITIES (Target = \$390,220,000)													\$400,167,858
TOTAL NON-STATE W/O TRANSIT													\$370,662,858
A	Bridges/MultCo	1	Sellwood Bridge	Sellwood to Highway 43	n/a	n/a	◆	◆	◆	□			\$44,794,000
A,R	Bridges/MultCo	2	MultCo Bridges - Seismic	Central City	n/a	n/a	◆	◆	◆	◆			\$10,257,000
A,R	Bridges/MultCo	3	MultCo Bridges - Preservation	Central City	n/a	n/a	◆	◆	◆	◆			\$57,817,000
A	Bridges/MultCo	5	Hawthorne Bridge Sidewalks & Phase 1 Overruns	Hawthorne Bridge	n/a	n/a		◆					\$2,000,000
Bridges TOTAL													\$114,868,000 (Target = \$114,868,000)
A	ODOT	0	Preserve Existing Regional Facilities	Regional Facilities Throughout Region	n/a	n/a							(other rev. sources)
R	ODOT/MultCo	2	US 26	Palmquist/Orient Intersection (50% share)				◆				◆	\$500,000
A	ODOT	4	I-5 Ramp Metering	Metro area									\$1,860,000
A	ODOT	7	I-5 Interchange Recon.	Wilsonville Interchange (Unit 2)									\$6,479,000
	ODOT	8	I-5 Exit Improvement	Northbound I-205 exit									\$2,000,000
	ODOT	9	I-5 Ramp Reconstruction	At Hwy 217 (Unit 2)									\$11,200,000
R	ODOT	16	I-5 Widening & Recon.	Greeley to N. Banfield (Phase 1)									\$38,000,000
A	ODOT	21	I-84 Ramp Metering	East Portland									\$1,170,000
R	ODOT	28	I-84 Widening	Troutdale Intchg-Jordan Intchg (Phase 1)									\$7,000,000
A	ODOT	29	I-205 Ramp Metering	East Portland									\$2,200,000
	ODOT	37	I-205 Interchange	Clackamas (Sunrise)									\$114,000,000
A	ODOT	40	Interstate-205	I-205 Trail (several crossings)				◆	□			◆	\$213,000
A	ODOT	41	I-405 Ramp Metering	Central City									\$1,100,000
A	ODOT	43	Sunset Ramp Metering	Jefferson to Cornelius Pass Road									\$1,400,000

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Chapter 7 Project Matrix

Projects Recommended for Financially Constrained Network

Date: 5/18/95
Version 3.0

*A=Added, D=Dropped, R=Revised

A,D,R*	Jurisdiction	No.	Project Name	Project Location	Roadway Lanes		Modal Elements						Project Cost (1995 Dollars)
					Existing	Proposed	Transit	Bicycle	Ped	Freight	TDM	TSM	
	ODOT	47	Sunset Interconnect	Cornell to Bethany									\$25,000
	ODOT	48	Sunset Widening/Ramps	Murray Road to Hwy 217									\$10,200,000
	ODOT	49	Sunset Widening/Recon.	Highway 217 to Camelot									\$8,747,000
	ODOT	50	Sunset Reconstruction	Camelot to Sylvan (Phase 3)									\$29,600,000
	ODOT	58	US 30 Bypass Realign	NE 60th									\$8,000,000
	ODOT	59	US 30 Bypass Widening	Killingsworth at Columbia									\$9,820,000
	ODOT	65	Canyon Road Bike Lanes	110th to Canyon Dr.									\$3,667,000
	ODOT	69	TV Hwy Interconnect	209th to Brookwood									\$300,000
R	ODOT/WashCo	71	TV Highway	209th/219th (50% share)				◆	◆			◆	\$1,250,000
R	ODOT	72	BH Hwy Bike Lanes and Ped. Improvements	65th to Hwy 217									\$6,075,000
R	ODOT/WashCo	77	BH Highway	BH/Scholls Ferry/Oleson (50% share)				◆	◆			◆	\$6,000,000
R	ODOT/WashCo	78	Farmington Road Widening	209th Ave to 172nd Ave (50% share)									\$5,400,000
	ODOT	82	Hwy 43 Interconnect	Cedar Oak to Hidden Spring									\$20,000
R	ODOT/ClackCo	83	Hwy 43 Intersection	Terwilliger Intersection (50% share)				◆	◆			◆	\$550,000
R	ODOT/ClackCo	84	Hwy 43 Intersection	'A' Avenue Intersection (50% share)				◆	◆			◆	\$290,000
R	ODOT/ClackCo	85	Hwy 43 Intersection	McVey/Green Street Intersection (50% share)				◆	◆			◆	\$641,000
R	ODOT/ClackCo	86	Hwy 43 Realignment	West 'A' Street Realignment (50% share)				◆	◆			◆	\$610,000
R	ODOT/ClackCo	87	Hwy 43	Willamette Falls Drive (50% share)				◆	◆			◆	\$82,500
R	ODOT/ClackCo	88	Hwy 43	Falling Street (50% share)				◆	◆			◆	\$100,000
R	ODOT/ClackCo	89	Hwy 43	Pimlico Street (50% share)				◆	◆			◆	\$75,000
R	ODOT/ClackCo	90	Hwy 43 Signal Imp.	Jolie Point Traffic Signal (50% share)				◆	◆			◆	\$60,000
R	ODOT	94	McLoughlin Pedestrian Imp.	Harrison St. to Oregon City									\$2,500,000
R	ODOT	98	Barbur Blvd Bike Lanes and Ped. Improvements	Front to Hamilton St.									\$1,900,000
R	ODOT	102	Barbur Blvd Bike Lanes and Ped. Improvements	Terwilliger to Multnomah St.									\$3,300,000
R	ODOT/ClackCo	110	Hwy 213 Interchange	Beaver Creek Road (50% share)									\$5,000,000
R	ODOT/Portland	112	82nd Ave (Hwy 213)	Crystal to Shiller (50% share)				◆	◆			◆	\$2,750,000
	ODOT	113	Hwy 217 Widening, Ramps	Sunset Hwy to TV Hwy (NB)									\$24,150,000
	ODOT	114	Hwy 217 Widening, Aux.	TV Hwy to 72nd Ave Interchange									\$96,000,000
	ODOT	115	Hwy 217 Ramp Meter	Allen									\$25,000
	ODOT	116	Hwy 217 Ramp Improv.	Hwy 217 NB off-ramp at Scholls									\$341,000
	ODOT	117	Hwy 217 Ramp Meter	Greenburg									\$25,000
R	ODOT	121	Hall Blvd Bike Lanes and Pedestrian Improvement	Oak St to Pacific Hwy West									\$1,000,000
A	ODOT	127	Hardware & Software	Traffic Management Operations Center									\$6,788,000
A	ODOT	128	Enhance	Traffic Management Operations Center									\$431,000
A	ODOT	129	TSM&TDM, signal timing on surface streets	Metro region									\$5,200,000
A	ODOT	131	CCTV	Metro region									\$6,691,000
A	ODOT	140	99W Signal Interconnect	I-5 to Durham Road									\$1,000,000
ODOT Total													\$435,735,500 (Target = \$435,736,000)
REGIONAL TOTAL (WITH BRIDGES AND STATE FACILITIES)													\$950,771,358
Total Target = \$940,824,000													

◆ = Element of Primary Regional Significance
□ = Element of Secondary Regional Significance

Chapter 5 Project Matrix

Projects Recommended for Preferred Network

Date: 5/17/95
Version 3.0

*A=Added, D=Dropped, R=Revised

A,D,R*	Jurisdiction	No.	Project Name	Project Location	Roadway Lanes		Modal Elements						Project Cost (1995 Dollars)
					Existing	Proposed	Transit	Bicycle	Ped	Freight	TDM	TSM	
	Metro	1	Peninsula Crossing Trail	Columbia R. to Willamette R.	n/a	n/a	◆						\$16,300,000
	Metro	2	BN Rails-to-Trails	Sauvie Isl. to Beaverton/Hillsboro Area	n/a	n/a	◆						
	Metro	3	PTC Multi-Use Trail	OMSI to Springwater Corridor	n/a	n/a	◆						
	Metro	4	PTC Multi-Use Trail	Milwaukie to Gladstone	n/a	n/a	◆						\$570,000
	Metro	5	TOD Fund Program	Purchase sites for TOD development	n/a	n/a	◆				◆		\$7,000,000
	Various	6	Major Ped Upgrade (39 ml.)	Central City/Regional Centers	n/a	n/a	◆		◆				\$20,500,000
	Various	7	Major Ped Upgrade (13 ml.)	Town Centers	n/a	n/a	◆		◆				\$6,800,000
	Various	8	Major Ped Upgrade (53 ml.)	Corridors & Station Communities	n/a	n/a	◆		◆				\$27,700,000
	Various	9	Major Ped Upgrade (9 ml.)	Main Streets	n/a	n/a	◆		◆				\$4,800,000
	Shared	10	TDM Education/Promotion	Metro region	n/a	n/a	◆				◆		\$200,000
	Shared	11	Regional Center TMAs	Gresham, Hillsboro, Milwaukie & Ore. City	n/a	n/a	□				◆		\$1,237,000
	Metro/Misc. Total												\$85,107,000
A	Tri-Met	0	Bus & LRT Service Increase, including maintain/operate current system (bus fleet, Eastside and Westside MAX), 1.5%/year service increase for years 1996-2006, and operations of South/North LRT beg. in 2007. Continue Bus & LRT Service Increase of 1.5%/year for years 2007-2015	Throughout Tri-Met service area	n/a	n/a	◆						(other rev. sources)
R	Tri-Met	1a	South/North LRT capital costs	Clackamas County to Clark County, WA	n/a	n/a	◆						\$54,878,040
A	Tri-Met	1b	LRT extension	Portland Airport to Oregon City	n/a	n/a	◆						(other rev. sources)
A	Tri-Met	1c	LRT extension	to Tigard	n/a	n/a	◆						(other rev. sources)
	Tri-Met	2	3 buses special service	Special events and employment centers	n/a	n/a	◆				□		\$774,000
	Tri-Met	3	Transit marketing program	Metro region	n/a	n/a	◆				◆		\$967,500
	Tri-Met	4	Expand Carpool Service	Large employers in Metro region	n/a	n/a					◆		\$53,750
	Tri-Met	5	Regional Vanpool Program (28 vans)	Large employers in Metro region	n/a	n/a					◆		\$425,700
	Tri-Met	6	Barbur Fast Link	Downtown Portland to Tigard	n/a	n/a	◆						\$14,400,000
	Tri-Met	7	Division Fast Link	Downtown Portland to Gresham	n/a	n/a	◆						\$6,950,000
	Tri-Met	8	BH Hwy. Fast Link	Downtown Portland to Beaverton TC	n/a	n/a	◆						\$4,500,000
	Tri-Met	9	82nd Ave. Fast Link	Clackamas TC to Parkrose	n/a	n/a	◆						\$4,350,000
	Tri-Met	10	Killingsworth Fast Link	Parkrose to Swan Island	n/a	n/a	◆						\$2,450,000
	Tri-Met	11	Western Circumferential Fast Link	Sunset TC to Oregon City TC	n/a	n/a	◆						\$9,500,000
	Tri-Met	12	T.V. Hwy. Fast Link	Beaverton TC to Forest Grove	n/a	n/a	◆						\$7,125,000
	Tri-Met	13	Hawthorne/Belmont Fast Link (alternatives)	Downtown Portland to Outer SE Portland	n/a	n/a	◆						\$4,000,000
	Tri-Met	14	Sandy Blvd. Fast Link	Downtown Portland to Parkrose	n/a	n/a	◆						\$3,400,000
	Tri-Met	15	Northwest Portland Fast Link	Downtown to Montgomery Park	n/a	n/a	◆						\$2,100,000
	Tri-Met	16	St. John's Fast Link	St. John's to Downtown	n/a	n/a	◆						\$5,200,000
	Tri-Met	17	Tualatin Fast Link	Tigard to Tualatin	n/a	n/a	◆						\$2,000,000
	Tri-Met	18	250 Addl. Park&Ride Spaces	I-5 South	n/a	n/a	◆				□		\$1,209,500
	Tri-Met	19	150 Park&Ride Spaces	Lake Oswego	n/a	n/a	◆				□		\$807,325
	Tri-Met	20	210 Park&Ride Spaces	Progress/Scholls Ferry Rd.	n/a	n/a	◆				□		\$1,128,750

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Chapter 5 Project Matrix

Projects Recommended for Preferred Network

Date: 5/17/95

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*A=Added, D=Dropped, R=Revised

A,D,R	Jurisdiction	No.	Project Name	Project Location	Roadway Lanes		Modal Elements						Project Cost (1995 Dollars)
					Existing	Proposed	Transit	Bicycle	Ped	Freight	TDM	TSM	
	Tri-Met	21	400 Park&Ride Spaces	Barbur Blvd.	n/a	n/a	◆				□		\$1,290,000
	Tri-Met	22	450 Park&Ride Spaces	99 E	n/a	n/a	◆				□		\$1,451,250
	Tri-Met	23	2250 Additional Park&Ride Spaces	Not yet determined	n/a	n/a	◆				□		\$10,200,000
	Tri-Met	24	Regional TSM Projects	Throughout Tri-Met Service area	n/a	n/a	◆						\$4,000,000
	Tri-Met	25	Accessible Transit Stops	Throughout Tri-Met Service area	n/a	n/a	◆						\$4,000,000
	Tri-Met	26	Gresham Parking Structure	Gresham	n/a	n/a	□						\$4,837,500
	Tri-Met	27	Maintenance Facility Expansion	Not yet determined	n/a	n/a	◆						\$18,000,000
	Tri-Met	28	Rideshare/Transit Info	Regional Centers, Employment Centers	n/a	n/a	◆				◆		\$322,500
	Tri-Met	29	Millikan Way Development	SW Murray Blvd. to SW Hocken Street	2	3	□	□	□		□		\$3,332,500
	Shared	30	5 Employer Shuttle Vans	Small employers (<50) in region	n/a	n/a	□				◆		\$134,375
A	Tri-Met/Gresham	31	Civic Nhd MAX Station	New LRT Station @ CMc Nhd	n/a	n/a	◆	□	◆				\$2,721,000
	Tri-Met Total												\$176,508,690
	ODOE	1	Regional Telecommute Project	Employers in region	n/a	n/a					◆		\$400,000
	ODOE Total												\$400,000
A	Portland	0	Preserve Existing Regional Facilities	Regional Facilities Throughout City	n/a	n/a							(other rev. sources)
	Portland	1	Marine Dr.	Slough to 2.5 Mi. East	3	5		◆	□	◆			\$2,781,000
	Portland	2	Hayden Island Br.	Marine Dr to W. Hayden Isl	0	2		◆	□	◆			\$20,000,000
	Portland	3	S Rivergate RR Overcross	Lombard, Burgard, Columbia	0	2		□	□	◆			\$12,000,000
	Portland	4	N. Janzen-Hayden Isl. Dr.	W. Hayden Isl to E. of I-5	5	5	◆	□	□	□			\$2,000,000
	Portland	5	NE 11-13 th Connector	NE 11th to Columbia Bv	0	3	◆	□	□	□			\$32,500
	Portland	6	NE Lombard	St Johns to Columbia Bv	3	3	□	◆	◆	◆			\$10,000,000
	Portland	7	St Johns Business District	Burlington to	varies	varies	◆	□	◆	□		◆	\$1,500,000
	Portland	8	N. Interstate	Columbia to Steel Br.	4	4	◆	◆	◆	□			\$1,100,000
	Portland	9	NE 47th	Columbia to Cornfoot	n/a	n/a	□	□	□	◆			\$1,650,000
	Portland	10	NE Cornfoot	47th to Alderwood	n/a	n/a	□	□	□	◆			\$3,700,000
	Portland	11	NE 92nd Ave	Fremont to Halsey	2	2	◆	□	□	□			\$1,250,000
	Portland	12	NE 122nd	Sandy to Marine Dr	n/a	n/a	◆	□	□	◆			\$5,500,000
	Portland	13	NE Sandy	122nd to 185th Ave	n/a	n/a	◆	◆	□	◆			\$30,000,000
	Portland	14	NE 138th Ave	Marine Dr to Sandy	n/a	n/a		□	□	□			\$102,000
	Portland	15	NE 148th	Marine Dr to Sandy	n/a	n/a		◆	□	□			\$2,963,000
	Portland	16	158th	Marine Dr to Sandy	n/a	n/a		□	□	□			\$7,300,000
	Portland	17	92nd/Columbia RR xing	NE 92nd and Columbia	n/a	n/a		□	□	◆			\$9,820,000
	Portland	18	SE Jenne Rd	Foster to Powell	2	2		◆	□	□			\$3,500,000
	Portland	19	SE Foster Bv	136th to City Limits	2	3		◆	◆	□			\$5,500,000
	Portland	20	SE Lents Business District	90th to 96th, Foster/Woodstock	varies	varies	◆	□	◆	□		◆	\$1,400,000
	Portland	21	57th/Cully Bv	NE Sandy to Lombard	2	2	◆	□	◆	□			\$4,340,000
	Portland	22	NE Sandy Bv	NE 39th to 82nd Ave	4	4	◆	◆	◆	□			\$5,000,000
	Portland	23	NE Sandy Bv	NE 12th to 39th Ave	4	4	◆	◆	◆	□			\$15,000,000
	Portland	24	Broadway/Weldier Corridor	I-5 to NE 28th	varies	varies	◆	◆	◆	□		◆	\$7,000,000

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Projects Recommended for Preferred Network

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A,D,R*	Jurisdiction	No.	Project Name	Project Location	Roadway Lanes		Modal Elements						Project Cost (1995 Dollars)
					Existing	Proposed	Transit	Bicycle	Ped	Freight	TDM	TSM	
	Portland	25	Lower Albina RR Xing	Interstate to Russell	0	2		□	□	◆			\$4,000,000
	Portland	26	River Dist/ Lovejoy Ramp	Broadway Br to NE 14th	4	5	◆	◆	◆	◆			\$11,900,000
	Portland	27	W Burnside Redevelopment	River to NW 23rd	4	4	◆	◆	◆	□			\$4,000,000
	Portland	28	SW Front Avenue	Steel Br to I-405	5	5	◆	◆	◆	□			\$2,900,000
	Portland	29	S. Portland Improvements	SW Front I-405 to Barbur	varies	varies	◆	◆	◆	□			\$30,000,000
	Portland	30	N Macadam District	SW Macadam River, Caruthers, South	unknown	unknown	◆	□	◆	□			\$15,000,000
	Portland	31	Grand Avenue Bridgeheads	SE Grand, Belmon Morrison to Hawthorne	varies	varies	◆	◆	◆	◆			\$4,000,000
	Portland	32	Water Avenue Extension	SE Division Place to OMSI	0	2	◆	◆	◆	◆			\$3,000,000
	Portland	33	SE 11th/12th SP Rail Xing	SE Division to Milwaukie	4	4	◆	◆	◆	◆			\$10,000,000
	Portland	34	Hillsdale Town Ctr Ped Dist	SW Capitol Hwy Bertha to Sunset	5	5	◆	◆	◆	□			\$3,500,000
	Portland	35	SW Garden Home Rd	SW Multnomah to Capital Hwy	2	2	□	□	□	□			\$5,500,000
	Portland	36	SW Garden Home Signal	Garden Home at Multnomah	2	3	□	□	□	□			\$785,000
	Portland	37	Capitol Hwy	SW Bertha Bv to Barbur Bv	2	2	◆	◆	□	□			\$12,000,000
	Portland	38	Taylor's Ferry Rd	SW Terwilliger to Spring Garden	2	2	□	□	□	□			\$2,620,000
	Portland	39	Taylor's Ferry Rd	SW Spr Garden to SW 35th	2	2	□	□	□	□			\$3,000,000
	Portland	40	SW Terwilliger	Taylor's Ferry to Boones Ferry	2	2	□	◆	◆	□			\$2,000,000
	Portland	41	SW Boones Ferry Rd	Terwilliger to City Limits	2	2	□	◆	□	□			\$2,000,000
	Portland	42	17th-Milwaukie Connector	S. McLoughlin/17th-Milwaukie	0	2	◆	◆	◆	□		◆	\$400,000
	Portland	43	Woodstock Business Dist	SE 39th to SE 50th	varies	varies	◆	□	◆	□		◆	\$4,000,000
	Portland	44	SE Tacoma	SE 28th to 32nd	2	2	□	◆	◆	□			\$615,000
	Portland	45	Powell Butte/Mt Scott Coll.	SE Powell Butte/Mt Scott area	2	2	□	◆	□	□			\$25,000,000
	Portland	46	Road Rehabilitation Program	City wide	varies	varies	◆□	◆□		□			\$30,000,000
	Portland	47	Signal Rehabilitation Prog.	City wide	n/a	n/a	◆□	◆□		□		◆	\$10,000,000
	Portland	48	TMA's Parking Management	Citywide	n/a	n/a					◆		\$5,000,000
	Portland	49	Burnside Bike Lanes	33rd St. to 74th Ave.	4	4		◆					\$300,000
	Portland	50	41st-42nd Bicycle Blvd.	Columbia Blvd. to Springwater Trail	2	2		◆					\$250,000
	Portland	51	148th Ave. Bike Lanes	Powell Blvd. to Marine Dr.	4	4		◆					\$2,963,000
	Portland	52	Greeley/Interstate Bikeway	Killingsworth to Broadway Bridge	n/a	n/a		◆					\$1,100,000
	Portland	53	Bertha Blvd. Bike Lanes	Vermont St. to Capital Hwy.	n/a	n/a		◆					\$367,500
	Portland	54	Cornell Road Bike Lanes	NW 30th Ave to NW 53rd Ave.	n/a	n/a		◆					\$295,000
	Portland	55	Marine Drive Bike Lanes	NE 33rd Ave to MLK Blvd.	n/a	n/a		◆					\$5,000,000
	Portland	56	Division Corridor Bikeway	SE 39th Ave. to SE 92nd Ave.	n/a	n/a		◆					\$50,000
	Portland	57	Holgate Corridor Bikeway	SE 39th Ave. to SE 92nd Ave.	n/a	n/a		◆					\$50,000
	Portland	58	112th Corridor Bikeway	Springwater Trail to Sandy Blvd	n/a	n/a		◆					\$250,000
	Portland	59	Halsey Street Bike Lanes	Sandy Blvd. to 148th St.	5	5		◆					\$100,000
	Portland	60	Columbia/Lombard	47th, 92nd connections	n/a	n/a		◆		◆			\$10,000,000
D	Portland	61	Columbia Blvd	South Rivergate to I-5 Interchange	n/a	n/a				◆			moved to Port
	Portland	62	NE 33rd Avenue	Columbia/Lombard Interchange	n/a	n/a				◆			\$15,000,000
	Portland	63	Cen. City Vanpool (10 Vans)	Major Portland employers	n/a	n/a					□		\$132,000
	Portland	64	Central City TMA	Central City employment districts	n/a	n/a	□				◆		\$330,000
	Portland	65	Seismic Improvements	Citywide structures	n/a	n/a							\$31,000,000

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					Existing	Proposed	Transit	Bicycle	Ped	Freight	TDM	TSM	
	Portland	66	Intelligent Transportation Systems	Not yet determined	n/a	n/a						◆	\$5,000,000
A	Portland	67	Vancouver/Williams Bike Lanes	Broadway to MLK	n/a	n/a		◆					\$200,000
A	Portland	68	Willamette River Bridges Bike/Ped. Imp.	Burnside Bridge Ramps	n/a	n/a		◆	◆				\$2,140,000
A	Portland	69	Gateway/Hollywood Bike Improvements	Connections to town/regl centers, LRT	n/a	n/a		◆					\$400,000
	Portland Total												\$419,586,000
A	Clackamas	0	Preserve Existing Regional Facilities	Regional Facilities Throughout Jurisdiction	n/a	n/a							(other rev. sources)
	Clackamas	1	Beavercreek Road	Beavercreek/Molalla Intersection	3	5		□	□	◆			\$930,000
	Clackamas	2	Highway 212	SPRR to 135th frontage	5	5		◆	□	◆			\$1,700,000
	Clackamas	3	I-205 Frontage Road	Sunnyside to 92nd east of I-205	0	3		□	◆				\$7,500,000
	Clackamas	4	Monterey overpass	Over I-205 to frontage road	0	5		◆	□				\$5,050,000
	Clackamas	5	Johnson Creek Boulevard	Johnson Creek/Linwood Intersection	2	3		◆	□				\$1,020,000
	Clackamas	6	Sunnybrook extension	I-205 to Sunnyside at 108th	0	5		◆	◆				\$9,950,000
	Clackamas	7	Road Rehab Program	County-wide	n/a	n/a							\$8,400,000
	Clackamas	8	Signal Rehab Program	County-wide	n/a	n/a						◆	\$2,800,000
	Clackamas	9	92nd Avenue	Idleman to Multnomah Co. line	2	3		◆	□				\$1,210,000
	Clackamas	10	122nd Avenue	Sunnyside to Hubbard	2	3		□	□				\$4,610,000
	Clackamas	11	Stafford Road	Stafford/Borland Road Intersection	2	4		□	□				\$990,000
	Clackamas	12	Johnson Creek Boulevard	45th to 82nd Avenue	2	3		◆	□	◆			\$5,210,000
	Clackamas	13	Sunnyside Road	172nd to Highway 212	2	3		◆	◆				\$2,120,000
	Clackamas	14	Sunnyside Road	Stevens to 172nd	3	5		◆	◆				\$23,500,000
	Clackamas	15	Jennings Road	Oatfield to Roots Road	2	3		□	□				\$3,810,000
	Clackamas	16	Jennings Road	River Road to Oatfield				□	□				\$2,200,000
	Clackamas	17	Rosemont Road	Stafford to Parker	2	3		□	□	◆			\$2,350,000
	Clackamas	18	Childs Road	Stafford to 65th	2	3		□	□				\$4,240,000
	Clackamas	19	Stafford Road	Stafford/Rosemont Intersection	2	3		◆	□	◆			\$520,000
	Clackamas	20	Price Fuller Road	Harmony to King	2	3		□	□				\$2,620,000
	Clackamas	21	Stafford Road	I-205 to Rosemont	2	3		◆	□				\$3,180,000
	Clackamas	22	Harmony Road	Sunnyside to Highway 224	3	5		□	□				\$4,170,000
	Clackamas	23	Beavercreek Road	Highway 213 to Molalla Avenue	2	5		□	□	□			\$3,200,000
	Clackamas	24	Molalla Avenue	Beavercreek to C.C.C.	2	5		□	□				\$3,210,000
	Clackamas	25	Beavercreek Road	Highway 213 to Henricl	2	5		□	□				\$3,980,000
	Clackamas	26	Carman Drive	I-5 to Quarry	2	3		□	□				\$2,520,000
	Clackamas	27	Sunnybrook Road	82nd to 93rd Avenue	2	5		□	◆				\$1,550,000
	Clackamas	28	Roots Road	I-205 to Webster	0	3		◆	□				\$3,510,000
	Clackamas	29	82nd Drive	Highway 212 to Lawnfield	3	5		◆	□				\$4,390,000
	Clackamas	30	Monterey	82nd to I-205	2	5		□	◆	□			\$1,000,000
	Clackamas	31	Parker Road	Rosemont to Sunset	2	3		□	□				\$2,920,000
	Clackamas	32	Clackamas Road	Webster to Johnson	2	3		□	□				\$1,330,000
	Clackamas	33	Offy Road	82nd to 92nd Avenue	2	3		□	□				\$1,330,000
	Clackamas	34	Concord Road	River Road to Oatfield	2	3		◆	□				\$2,440,000

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A,D,R*	Jurisdiction	No.	Project Name	Project Location	Roadway Lanes		Modal Elements						Project Cost (1995 Dollars)
					Existing	Proposed	Transit	Bicycle	Ped	Freight	TDM	TSM	
	Clackamas	35	Johnson Road	Lake Road to Roots	2	3		□	□				\$5,440,000
	Clackamas	36	Abemethy Road	Hwy 213 to Main Street	2	5		□	□				\$2,800,000
	Clackamas	37	242nd Avenue	Highway 212 to Multnomah Co. line	2	3		□	□				\$3,430,000
	Clackamas	38	Idleman Road	Johnson Creek ext. to Mt. Scott Blvd.	2	2		□	□				\$3,220,000
	Clackamas	39	122nd/129th Avenue	Sunnyside to King Road	2	3		◆	□				\$2,530,000
	Clackamas	40	Johnson creek extension	92nd to Idleman	0	3		◆	□	□			\$2,930,000
	Clackamas	41	142nd Avenue	Sunnyside to Highway 212	2	3		□	□				\$2,500,000
	Clackamas	42	Summer Lane extension	122nd to 152nd Avenue	0	3		□	□				\$3,830,000
	Clackamas	43	Mather Road	97th to 122nd Avenue	2	3		□	□				\$2,670,000
	Clackamas	44	Monterey	82nd to Price Fuller	0	2		□	◆				\$920,000
	Clackamas	45	152nd Avenue	Sunnyside Road to Highway 212	2	3		□	□				\$2,510,000
	Clackamas	46	98th Avenue	Lawnfield to Mather	0	3		□	□				\$1,480,000
	Clackamas	47	Mt.Scott/King Avenue	Idleman to 132nd Avenue	2	3		□	□				\$1,740,000
	Clackamas	48	Warner Milne Bike Lanes	Central Point Rd. to OR213	n/a	n/a		◆					\$350,000
	Clackamas	49	Boones Ferry Bike Lanes	Kruse Way to County Line	n/a	n/a		◆					\$1,000,000
	Clackamas	50	Linwood Ave. Bike Lanes	King Road to County Line	n/a	n/a		◆					\$260,000
	Clackamas	51	Concord Road Bike Lanes	River Road to Oatfield Road	n/a	n/a		◆					\$160,000
	Clackamas	52	Railroad Ave. Bike Lanes	Harrison to Harmony	n/a	n/a		◆					\$1,000,000
	Clackamas	53	CTC Connector	Clack. Reg. Park to Mather Road	n/a	n/a		◆	◆				\$1,014,000
	Clackamas	54	Lake Rd. Bike Lanes	SE 21st to Oatfield Rd.	n/a	n/a		◆					\$780,000
A	Clackamas	55	82nd Drive Bikeway	Hwy 212/224 to Jennifer St.	n/a	n/a		◆					\$100,000
A	Clackamas	56	Carmen Drive Bikeway	I-5 to Quarry Road	n/a	n/a		◆					\$675,000
A	Clackamas	57	South End Road	Warner-Parrott to UGB	n/a	n/a		◆					\$250,000
A	Clackamas	58	SE Johnson Creek Bv	SE 36th to 45th	2	2		◆	□				\$1,272,000
A	Clackamas	59	Kruse Way Intersection Imp.	Westlake	n/a	n/a						◆	\$100,000
A	Clackamas	60	Kruse Way Intersection Imp.	Carman Drive	n/a	n/a						◆	\$100,000
A	Clackamas	61	Boones Ferry Road Signal Interconnect	I-5 to Country Club	n/a	n/a						◆	\$200,000
A	Clackamas	62	Hwy 43 Signal Interconnect	Terwilliger to McVey	n/a	n/a						◆	\$240,000
A	Clackamas	63	Hwy 43 Intersection Imp.	Cherry Street	n/a	n/a						◆	\$820,000
A	Clackamas	64	McVey Intersection Imp.	South Shore	n/a	n/a						◆	\$400,000
A	Clackamas	65	147th	Sunnyside to 142nd									\$750,000
A	Clackamas	66	Jennifer/135th	130th to 135th/Jennifer to Hwy 212									\$1,380,000
A	Clackamas	67	Leland Road	Meyers Road to UGB									\$2,310,000
A	Clackamas	68	Willamette Falls Drive	Hwy 43 to 10th									\$2,800,000
A	Clackamas	69	132nd	King Road to Clatsop									\$1,700,000
A	Clackamas	70	Foster Road	Hwy 212 to Troge									\$2,150,000
A	Clackamas	71	102nd/Industrial Way	Hwy 212 to Lawnfield									\$1,640,000
A	Clackamas	72	Mather	122nd to 132nd									\$1,280,000
A	Clackamas	73	Mather	Industrial Way to 98th									\$560,000
A	Clackamas	74	82nd Drive	Hwy 212 to Gladstone, Phase 2									\$4,550,000
A	Clackamas	75	Happy Valley access road	Valley View Terr. to Mt. Scott									\$2,300,000

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Chapter 5 Project Matrix

Projects Recommended for Preferred Network

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A,D,R*	Jurisdiction	No.	Project Name	Project Location	Roadway Lanes		Modal Elements						Project Cost (1995 Dollars)
					Existing	Proposed	Transit	Bicycle	Ped	Freight	TDM	TSM	
A	Clackamas	76	Monterey extension	Stevens to Valley View									\$2,450,000
A	Clackamas	77	Holcomb	Abernethy to Bradley									\$1,760,000
A	Clackamas	78	King Road	132nd to 147th									\$1,010,000
A	Clackamas	79	Lake Road	Hwy 224 to Milwaukie City Limits									\$740,000
A	Clackamas	80	Oatfield Road	Webster to 82nd									\$1,200,000
A	Clackamas	81	Abernethy Road	Washington/Abernethy									\$554,000
	ClackCo Total												\$203,315,000
A	Multnomah	0	Preserve Existing Regional Facilities	Regional Facilities Throughout Jurisdiction	n/a	n/a							(other rev. sources)
	Multnomah	1	NE Halsey St	207th Ave to 223rd Ave	2	3-5		◆	◆				\$1,350,000
	Multnomah	2	Stark St	257th Ave. to Troutdale Rd	2	5		□	◆				\$1,430,000
	Multnomah	3	207th Ave Connector	Halsey St to Gilsan St/223rd Ave	0	5		◆	□				\$7,720,000
	Multnomah	4	NE Halsey St	190th Ave to 207th Ave	2	5		◆	◆				\$2,700,000
	Multnomah	5	257th Ave	Bull Run Rd to Division St	2	5		◆	□				\$1,245,000
	Multnomah	6	223rd Ave	Gilsan St to Halsey St	3	5		◆	◆	□			\$1,540,000
	Multnomah	7	Road Rehab Program	County-wide	n/a	n/a							\$16,000,000
	Multnomah	8	Signal Rehab Program	County-wide	n/a	n/a					◆		\$5,300,000
	Multnomah	9	Powell Valley Rd	Burnside rd to Kane Rd.	2	5		□	□				\$1,160,000
	Multnomah	10	242nd Ave	Powell Blvd to Burnside Rd	2	5		◆	□				\$1,255,000
	Multnomah	11	Jenne Rd	2050' NE of Foster to 800' S of Powell	2	2		◆	◆				\$1,900,000
D	Multnomah	12	Gerbert Hill Rd	1200' S of I-84 to 2200' S of I-84	2	2		□	◆				dropped
R	Multnomah	13	Cherry Park Rd	242nd Dr. to 257th Ave	2	5		□	□				(other rev. sources)
	Multnomah	14	162nd Ave	Gilsan St to Halsey St	3	5		□	□				\$1,780,000
	Multnomah	15	257th Avenue	Powell Valley Road to Bull Run Road	2	5		□	□				\$1,235,000
	Multnomah	16	NE Gilsan St	202nd Ave to 207th Ave	2	5		□	□	□			\$2,200,000
	Multnomah	17	Orient Dr	Kane Rd. to Anderson Rd.	2	5		□	□				\$2,345,000
	Multnomah	18	Palmquist Rd	242nd Drive to Mt. Hood Hwy	2	5		□	□				\$2,060,000
	Multnomah	19	NE Gilsan St	223rd Ave to 242nd Dr	2	5		□	□	□			\$3,250,000
	Multnomah	20	257th Ave	Orient Dr to Powell Valley Rd	2	5		□	□				\$1,045,000
	Multnomah	21	242nd Ave	Palmquist Rd to Powell Blvd	2	5		□	□				\$2,390,000
D	Multnomah	22	Gemollus Pass Road	Mile Post 2 to 3550' N of Skyline	2	2		□	□				dropped
	Multnomah	23	190th Ave	Butler Rd to Highland Drive	3	5		□	□				\$1,875,000
	Multnomah	24	NE Halsey St	223rd Ave to 238th Dr	2	5		◆	◆				\$1,870,000
	Multnomah	25	NE Halsey St	238th Dr to Columbia River Hwy	2	5		◆	◆				\$3,240,000
	Multnomah	26	Division Drive	268th Ave to Troutdale Road	2	3		□	□				\$770,000
	Multnomah	27	242nd Ave Connector	Gilsan St to Sandy Blvd	0	5		□	◆				\$2,000,000
	Multnomah	28	162nd Ave	Halsey St to I-84	5	5		□	□				\$725,000
	Multnomah	29	Division St	257th Ave to 268th Ave	5	3		□	◆				\$2,420,000
D	Multnomah	30	Gemollus Pass Rd	Mile Post 2 to Highway 30	2	2		□	□				dropped
D	Multnomah	31	Gemollus Pass Rd	County Line to Skyline Blvd	2	2		□	□				dropped
	Multnomah	32	Division Street	198th Avenue to Wallula Avenue	5	5		□	◆				\$210,000

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					Existing	Proposed	Transit	Bicycle	Ped	Freight	TDM	TSM	
	Multnomah	33	Division Street Bike Lanes	182nd Ave. to Kane Road	5	5		◆					\$100,000
	Multnomah	34	Burnside Street Bike Lanes	181st Ave. to 196th Ave.	4	4		◆					\$344,000
	Multnomah	35	223rd Ave. Bike Lanes	Halsey St. to Marine Dr.	2	3		◆					\$162,300
D	Multnomah	36	185th Ave. Bike Lanes	Sandy Blvd. to Marine Dr.	2	2		◆					dropped
D	Multnomah	37a	Willamette River Bridges Accessibility Projects	Unfunded Projects on Mult. Co. bridges	n/a	n/a		◆					moved to bridges
D	Multnomah	37b	Hawthorne Bridge Sidewalks & Phase I Overhaul	Hawthorne Bridge	n/a	n/a		◆					moved to bridges
	Multnomah	38	CMC Nhd Central Collector	Burnside to Division	0	2	□	□	□		□		\$2,049,000
	Multnomah	39	CMC Nhd Station Plaza	LRT tracks @ Central Collector	n/a	n/a	□	□	□		□		\$1,200,000
D	Multnomah	40	CMC Nhd MAX Station	New LRT Station @ CMC Nhd									moved to TriMet
D	Multnomah	41	Sellwood Bridge	Sellwood to Highway 43	n/a	n/a	◆	◆	◆	□			moved to bridges
D	Multnomah	42	MultCo Bridges - Solenne	Central City	n/a	n/a	◆	◆	◆	◆			moved to bridges
D,R	Multnomah	43	MultCo Bridges - Preservation	Central City	n/a	n/a	◆	◆	◆	◆			moved to bridges
A	Multnomah	44	Edgely Station TOD	Halsey between 223rd and 238th	n/a	n/a							not available
A	Multnomah	45	Railroad Bridge Overcrossing	Over 201st Ave. (@ I-84)	n/a	n/a							other rev. sources
A	Multnomah	46	Intersection Improvements	Various locations	n/a	n/a							other rev. sources
A	Multnomah	47	181st/I-84 Interchange Improvements	Improvements to ramps and 181st	var.	var.							other rev. sources
A	Multnomah	48	181st Widening	I-84 EB ramp to Halsey Street	2	3							other rev. sources
A	Multnomah	49	Powell Boulevard Widening	136th to Gresham CL		5		□	□				other rev. sources
A	Multnomah	50	162nd Ave. Intersection Improvement	Stark Street	n/a	n/a							other rev. sources
A	Multnomah	51	162nd Ave. Intersection Improvement	Division Street	n/a	n/a							other rev. sources
A	Multnomah	52	181st Intersection Improvement	San Rafael Street	n/a	n/a							other rev. sources
A	Multnomah	53	181st Intersection Improvement	Halsey Street	n/a	n/a							other rev. sources
A	Multnomah	54	181st Intersection Improvement	Gilman Street	n/a	n/a							other rev. sources
A	Multnomah	55	181st Intersection Improvement	Burnside Street	n/a	n/a							other rev. sources
A	Multnomah	56	181st Intersection Improvement	Stark Street	n/a	n/a							other rev. sources
A	Multnomah	57	182nd Intersection Improvement	Division Street	n/a	n/a							other rev. sources
A	Multnomah	58	185th Intersection Improvement	Sandy Boulevard	n/a	n/a							other rev. sources
A	Multnomah	59	202nd/Birdsall Int. Improvement	Powell Boulevard	n/a	n/a							other rev. sources
A	Multnomah	60	223rd/Fairview Int. Improvement	Gilman Street	n/a	n/a							other rev. sources
A	Multnomah	61	Regner Road Int. Improvement	Roberts Avenue	n/a	n/a							other rev. sources
A	Multnomah	62	Burnside Street Int. Improvement	Division Street	n/a	n/a							other rev. sources
A	Multnomah	63	242nd/Hogan Int. Improvement	Stark Street	n/a	n/a							other rev. sources
A	Multnomah	64	242nd/Hogan Int. Improvement	Palmquist Road	n/a	n/a							other rev. sources
A	Multnomah	65	257th Ave./Kane Int. Improvement	Stark Street	n/a	n/a							other rev. sources
A	Multnomah	66	257th Ave./Kane Int. Improvement	Powell Valley Road	n/a	n/a							other rev. sources
A	Multnomah	67	262nd Avenue/Barnes Int. Improvement	Orient Drive	n/a	n/a							other rev. sources
A	Multnomah	68	Halsey St. Intersection Improvement	238th Ave.	n/a	n/a							\$350,000
	MultCo Total												\$75,220,300

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A,D,R*	Jurisdiction	No.	Project Name	Project Location	Roadway Lanes		Modal Elements						Project Cost (1995 Dollars)
					Existing	Proposed	Transit	Bicycle	Ped	Freight	TDM	TSM	
A	Washington	0	Preserve Existing Regional Facilities	Regional Facilities Throughout Jurisdiction	n/a	n/a							(other rev. sources)
	Washington	1	Evergreen Pky Ext.	Cornelius Pass to Shute Road	0	5		◆	◆	□			\$7,428,848
	Washington	2	Lombard	Canyon to Center Street	0	3		□	◆				\$849,002
	Washington	3	112th	Cedar Hills Interchange	2	3		◆	◆	◆			\$7,500,000
	Washington	4	143rd	West Union to Kaiser	0	3		□	□				\$1,400,000
	Washington	5	124th	99w to Tualatin-Sherwood	2	3		□	◆	◆			\$9,542,000
	Washington	6	125th	Brockman to Hall	0	3		□	□				\$4,130,280
	Washington	7	Old Scholls Ferry	Murray to Beef Bend	2	5		◆	□				\$4,104,000
	Washington	8	Cornell	179th to Bethany	2	5		◆	◆				\$3,023,000
	Washington	9	Cornelius Pass	Sunset Hwy. to West Union	2	5		◆	□	◆			\$3,698,000
	Washington	10	Murray	Millikan to Jenkins	2	4		◆	◆	◆			\$7,685,000
	Washington	11	Cornell	Arrington to Baseline/Main	4	5		◆	◆	◆			\$2,539,700
	Washington	12	Cornell	185th to Shute	5	7		◆	◆	◆			\$787,600
	Washington	13	Barnes	Hwy. 217 to 117th	2	5		◆	◆				\$5,612,000
	Washington	14	Cornell	158th to Barnes	2	3		◆	◆				\$3,979,000
	Washington	15	Barnes	Miller to Mult. Co. Line	2	5		□	◆				\$2,610,000
	Washington	16	216th	Baseline to Cornell	2	5		◆	◆				\$12,180,000
	Washington	17	Barnes	Saltzman (to Cornell) to Future 119th	2	5		□	◆				\$2,184,000
	Washington	18	Brookwood	Airport to Baseline	0-3	3-5		◆	◆				\$5,956,000
	Washington	19	Barnes	Miller to Leahy	0	5		◆	◆				\$2,755,000
	Washington	20	Cornell	Saltzman to Mult. Co. Line	2	3		◆	□				\$9,875,000
	Washington	21	Jenkins	Murray to 158th	2	5		◆	□	□			\$1,682,000
	Washington	22	Baseline	177th to 231st	2	3-5		◆	◆				\$15,921,000
	Washington	23	Baseline	Brookwood to 231st	2	3		◆	◆				\$2,869,000
	Washington	24	Baseline	185th to 216th	2	5		◆	◆				\$2,439,000
	Washington	25	Cornell	Hwy. 26 to Saltzman	2-3	5		◆	◆				\$3,358,000
	Washington	26	Murray	Science Park Drive to Cornell	3	5		◆	◆				\$2,838,000
	Washington	27	Road Rehab Program	County-wide	n/a	n/a							\$15,200,000
	Washington	28	Signal Rehab Program	County-wide	n/a	n/a						◆	\$5,000,000
	Washington	29	Beef Bend Ext	Scholls Ferry to 99w	2	2		◆	□				\$9,062,000
	Washington	30	216th/219th	TV Highway to Baseline	2	3		□	◆				\$5,381,000
	Washington	31	New Bethany	West Union to Kaiser	0	3		◆	◆				\$6,409,000
	Washington	32	185th	Germantown Rd. to Cornelius Pass	0	2		◆	□				\$725,000
	Washington	33	Walker	Stuck to 185th	2	5		□	◆				\$2,301,000
	Washington	34	Bethany	Bronson to W. Union	2	5		◆	◆				\$3,147,000
	Washington	35	Walker	Murray to 185th	2	5		◆	◆				\$10,150,000
	Washington	36	Barnes	Leahy to Hwy. 217	2	5		◆	◆				\$1,784,000
	Washington	37	Cornell	Murray to Saltzman	2	3		◆	□				\$2,671,000
	Washington	38	158th	Jenkins to Baseline	3	5		◆	□	□			\$1,204,000
	Washington	39	Nyberg/Sw 65th	I-5 to Borkland	2	5		◆	□				\$2,045,000
	Washington	40	Allen	217 to Western	3	5		□	◆	◆			\$275,352

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	Washington	41	Greenway/Hall	Greenway/Hall Intersection	n/a	n/a		□	◆	◆			\$81,000
	Washington	42	East Main	10th to Brookwood	2	3		□	◆				\$5,769,000
	Washington	43	Cedar Hills	Huntington to Butner	3	5		□	◆				\$959,000
	Washington	44	Cedar Hills	Walker to Huntington	3	5		◆	◆				\$181,000
	Washington	45	Allen/Western	Allen/Western Intersection	3	5		◆	◆	◆			\$40,000
	Washington	46	Allen	Menlo to Main	3	5		□	◆				\$3,067,000
	Washington	47	Allen	Murray to Menlo	3	5		□	◆				\$150,000
	Washington	48	E/W Arterial	117th to 110th	0	5		□	◆				\$14,202,000
	Washington	49	Allen	Lombard to King	3	5		□	◆				\$4,775,636
	Washington	50	E/W Arterial	Hall to 117th	0	5		□	◆				\$2,483,331
	Washington	51	Greenburg	217 to Hall	3	5		□	◆				\$1,270,000
	Washington	52	E/W Arterial	Hocken to Murray	2	5		◆	◆				\$1,678,000
	Washington	53	N. Arterial Connector	Hwy 47 to Gales Creek Rd.	0	3		◆	□				\$4,376,000
	Washington	54	Hall	Scholls Ferry to Greenburg	3	5		◆	◆				\$361,400
	Washington	55	Cedar Hills	Tv Hwy. to Hall	3	5		◆	◆				\$1,249,410
	Washington	56	110th	E/W Arterial to Canyon	2	3		◆	□				\$100,000
	Washington	57	125th	Brockman to Scholls Ferry	2	5		◆	□				\$5,590,000
	Washington	58	119th	Barnes to Cornell	2	5		◆	□				\$2,415,000
	Washington	59	Hall Intersection Improvement	99W	n/a	n/a		◆	◆	◆			\$715,000
	Washington	60	E/W Arterial	Cedar Hills to Watson/Hall	0	5		◆	◆				\$2,483,331
	Washington	61	Boones Ferry	Tualatin River Bridge to Sagert	2	3		◆	◆				\$1,021,000
	Washington	62	Millikan	Hocken to Cedar Hills	0	3		◆	□	□			\$2,328,000
	Washington	63	Hall	Greenburg to Durham	2	3		◆	□				\$10,000,000
	Washington	64	Boones Ferry	Sagert to Tualatin-Sherwood	2	3		◆	□				\$4,490,000
	Washington	65	Durham	Hall to Boones Ferry	2	3		◆	□				\$668,000
	Washington	66	Jenkins	Cedar Hills to Murray	2	3		◆	□	□			\$2,813,000
	Washington	67	Denney	217 to Scholls Ferry	2	3		□	□				\$1,610,800
	Washington	68	92nd	Garden Home to Allen	2	3		□	□				\$522,000
	Washington	69	198th	Kinnaman to T.V. Hwy	2	5		□	□				\$1,240,200
	Washington	70	209th	Farmington to T.V. Hwy.	2	5		□	□				\$8,026,000
	Washington	71	Oleson	Hall to B-H Hwy.	2	3		◆	□				\$2,396,134
	Washington	72	Garden Home	Multnomah Blvd. to 92nd	2	3		◆	◆				\$3,306,000
	Washington	73	185th	T.V. Hwy. to Farmington	2	3		◆	◆				\$3,600,000
	Washington	74	Saltzman	Cornell to Laidlaw	2	3		□	□				\$6,351,000
	Washington	75	170th Avenue	Rigert to Alexander	2	3-5		□	□				\$9,851,000
	Washington	76	West Union	143rd to Cornelius Pass	2	3		□	□				\$12,593,000
	Washington	77	Thompson	Mult. Co. Line to 143rd	2	3		□	□				\$7,439,000
	Washington	78	Martin/Cornelius Schefflin realignment	Martin/Cornelius Schefflin	2	2		□	□				\$3,720,000
	Washington	79	Evergreen	25th to Glencoe	2	3		◆	□				\$5,140,000
	Washington	80	Glencoe	Lincoln to Evergreen	2	3		◆	□				\$3,472,000
	Washington	81	Old Hwy. 99w	Wilsonville Rd. to Hwy. 99w	2	3		◆	◆				\$638,000

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					Existing	Proposed	Transit	Bicycle	Ped	Freight	TDM	TSM	
	Washington	82	Multnomah	Mult. Co. Line to Garden Home	2	3		□	◆				\$1,088,000
	Washington	83	170th	Alexander to Baseline	2	3		□	□				\$5,032,000
	Washington	84	Wilsonville/Sunset	Old Hwy. 99w to Murdock	2	3		□	□				\$4,742,000
	Washington	85	Sunset Drive (Hwy 47)	University to Beal	2	3		□	□				\$2,443,000
	Washington	86	Evergreen Road Bike Lanes	Shute Rd. to 1st Avenue	2	2		◆					\$704,000
	Washington	87	Baseline Rd. Bike Lanes	174th Ave. to 231st Ave.	2	?		◆					\$1,296,980
	Washington	88	Tualatin Rd. Bike Lanes	Hwy 99 to Boones Ferry Rd.	n/a	n/a		◆					\$1,000,000
	Washington	89	Farmington Rd.. Bike Lanes	OR217 to Murray Blvd.	n/a	n/a		◆					\$2,845,000
	Washington	90	Ground Level Retail space	Criminal Justice Facility in Hillsboro	n/a	n/a					□		\$1,000,000
	Washington	91	Beaverton Creek TOD	SW 153rd, Murray to Jenkins	n/a	n/a					□		\$2,220,544
	Washington	92	Evergreen	Shute to 25th	2	3							\$4,796,000
	Washington	93	Murray	TV Hwy. to Allen	n/a	n/a						◆	\$100,000
	Washington	94	Farmington	Murray to Hocken	?	5							\$2,522,000
A	Washington	95	Walker Rd. Bikeway Improvement	173rd to 185th Ave.	n/a	n/a		◆					\$370,000
A	Washington	96	Oleson Road Bike Lanes and Ped. Impr.	Fanno Creek to Garden Home	n/a	n/a		◆	◆				\$1,550,000
A	Washington	97	Oleson Road Bike Lanes and Ped. Impr.	Garden Home to Hall Blvd.	n/a	n/a		◆	◆				\$2,246,000
A	Washington	98	Tualatin	Teton to 115th	2	3							\$4,000,000
A	Washington	99	TV Hwy Signals	Locations in Cornelius	n/a	n/a						◆	\$596,000
A	Washington	100	Millikan Way	Purchase and Development			◆						\$2,480,000
A	Washington	101	Signal Interconnections	Various Locations	n/a	n/a						◆	\$100,000
A	Washington	102	Walker	Westfield to Murray									\$1,796,000
A	Washington	103	BPA Easement Bike and Ped. Imp.	East of 158th, Division to Laidlaw	n/a	n/a		□	□				\$1,000,000
A	Washington	104	Scholls Ferry Pedestrian Impr.	Hall to B-H Hwy	n/a	n/a			◆				\$1,000,000
	WashCo Total												\$380,028,548
A	Port	0	Preserve Existing Regional Facilities	Regional Facilities Throughout Region	n/a	n/a							(other rev. sources)
	Port	1	North Marine Dr	North Rivergate Section	3	5		◆	□	◆			\$2,400,000
	Port	2	South Rivergate	Columbia/Burgard Intersection				◆	□	◆			\$950,000
	Port	3	North Marine Drive/T-6 Entrance	T-6 Entrance Intersection				◆	□	◆			\$500,000
	Port	4	Gong Street	Gong Street Rail Crossing	4	5		□	□	◆			\$2,600,000
	Port	5	Airport Way eastbound	PDX to I-205 Phase I	2	3		◆	□	◆			\$1,348,000
	Port	6	Alderwood Street Extension	Alderwood Street to Clark Road	0	3		□		□			\$2,100,000
	Port	7	International Parkway Extension (Phase 1)	International Parkway to Cascades	0	3		□		□			\$1,100,000
	Port	8	Comfoot Road	47th Avenue to Altrans Road	2	3		□		◆			\$344,000
	Port	9	Comfoot Road	NE 47th Ave/Comfoot Intersection				□		◆			\$682,000
	Port	10	Hayden Is Bridge	Rivergate to Hayden Island	0	4		□		◆			\$20,000,000
	Port	11	Airport Way	Cascade/Airport Way overcrossing	0	4		◆		□			\$15,600,000
	Port	12	NE 33rd Avenue	33rd/Marine Drive Intersection				◆		◆			\$130,000
R	Port	13	NE 92nd Avenue	NE 92nd/Columbia Blvd/Alderwood	2	5		□		◆			\$750,000
	Port	14	82nd Ave	82nd Avenue/Airport Way				◆		◆			\$18,900,000
	Port	15	Cascades	International Pkwy/Alderwood conn.	0	3				□			\$1,600,000

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Chapter 5 Project Matrix

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Date: 5/17/95
Version 3.0

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A,D,R*	Jurisdiction	No.	Project Name	Project Location	Roadway Lanes		Modal Elements						Project Cost (1995 Dollars)
					Existing	Proposed	Transit	Bicycle	Ped	Freight	TDM	TSM	
	Port	16	International Pkwy Extension (Phase 2)	International Parkway to Alderwood	0	3				□			\$1,000,000
	Port	17	Rivergate rail	Phase 1, A & B Rail Yard						◆			\$1,300,000
	Port	18	Rivergate rail	T-6 Rail Yard expansion						◆			\$4,200,000
	Port	19	Rivergate rail	North Rivergate Wye						◆			\$4,000,000
	Port	20	Rivergate rail	Slough Rail Bridge						◆			\$7,200,000
	Port	21	Rivergate rail	South Rivergate/T-5 trackage						◆			\$4,400,000
	Port	22	Rivergate rail	Ramsey Rail Yard						◆			\$525,000
	Port	23	Rivergate rail	South Rivergate Rail Yard Development						◆			\$1,750,000
	Port	24	Rivergate rail	Phase 2, A & B Rail Yard						◆			\$4,500,000
	Port	25	Hayden Island rail	Hayden Island Rail						◆			\$20,000,000
	Port	26	Columbia River Channel	Portland to Pacific Ocean Study						◆			\$1,500,000
	Port	27	Airport Way Westbound	PDX to I-205 Phase 2	2	3				◆			\$3,970,000
	Port	28	Industrial area TMAs	Swan Island	n/a	n/a	□				◆		\$250,000
	Port/Portland	29	Burgard/Columbia	Intersection	n/a	n/a		□		◆			\$886,000
	Port/Portland	30	Columbia Blvd	Alderwood Dr Intersection	n/a	n/a		□		◆			\$340,000
	Port/Portland	31	Columbia/Lombard	South Rivergate Rail Overcrossing	n/a	n/a				◆			\$15,000,000
	Port/Wash. Co.	32	Scholls Fy. Interconnect	Nimbus to Highway 217	n/a	n/a				◆			\$35,000
	Port/Wash. Co.	33	99W Intersection Improve.	99W/124th/Tualatin Rd. Intersection	n/a	n/a				◆			\$5,000,000
	Port/Wash. Co.	34	Tualatin Road	Teton Road to 115th	2	3		□	□	◆			\$4,000,000
A	Port	35	North Lombard	Purdy to Ramsay	3	5				◆			\$1,500,000
A	Port	36	Columbia River Channel	Deepen, Portland to Pacific Ocean	n/a	n/a				◆			\$17,500,000
A	Port	37	T-4 Rail Loop	Berth 414/415	n/a	n/a				◆			\$1,500,000
A	Port	38	T-5 Rail Loop	Phase 1	n/a	n/a				◆			\$2,000,000
A	Port	39	T-5 Rail Loop Extension	Phase 2	n/a	n/a				◆			\$2,500,000
A	Port	40	A & B Rail Yard Overcrossing	North Marine Drive	n/a	n/a				◆			\$750,000
A	Port	41	North Columbia Blvd. Signal Interfite	South Rivergate to I-5	n/a	n/a				◆			\$100,000
A	Port	42	I-205/Columbia Blvd.	Interchange (2 phases)	n/a	n/a				◆			\$13,500,000
A	Port	43	Comfoot Road Extension	47th Ave. into SW Quadrant	0	3				□			\$7,000,000
A	Port	44	Comfoot Road	Alderwood/Comfoot Intersection	n/a	n/a				◆			\$600,000
A	Port	45	PDX Enplaning Roadway	PDX Terminal	4	8				◆			\$11,000,000
A	Port/Portland	46	Columbia Blvd Signal Improvements	South Rivergate to I-5 Interfite	n/a	n/a				◆			\$250,000
Port Total													\$207,060,000
TOTAL FOR NON-STATE FACILITIES													\$1,547,225,538
TOTAL NON-STATE W/O TRANSIT													\$1,370,716,848

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A,D,R	Jurisdiction	No.	Project Name	Project Location	Roadway Lanes		Modal Elements						Project Cost (1995 Dollars)
					Existing	Proposed	Transit	Bicycle	Ped	Freight	TDM	TSM	
A	Bridges/MultCo	1	Sellwood Bridge	Sellwood to Highway 43	n/a	n/a	◆	◆	◆	□			\$44,794,000
A	Bridges/MultCo	2	MultCo Bridges - Seismic	Central City	n/a	n/a	◆	◆	◆	◆			\$37,115,000
A, R	Bridges/MultCo	3	MultCo Bridges - Preservation	Central City	n/a	n/a	◆	◆	◆	◆			\$152,414,000
A	Bridges/MultCo	4	Willamette River Bridges Accessibility Projects	Unfunded Projects on Mult. Co. bridges	n/a	n/a		◆					\$2,200,000
A	Bridges/MultCo	5	Hawthorne Bridge Sidewalks & Phase 1 Overrun	Hawthorne Bridge	n/a	n/a		◆					\$2,000,000
	Bridges TOTAL												\$238,523,000
A	ODOT	0	Preserve Existing Regional Facilities	Regional Facilities Throughout Region	n/a	n/a							(other rev. sources)
	ODOT	1	Mt. Hood Parkway	I-84 to US 26									\$190,000,000
R	ODOT	2	US 26	Palmquist/Orient Intersection				◆				◆	\$1,000,000
	ODOT	3	I-5 to 99W Connector	Tualatin area									\$167,000,000
	ODOT	4	I-5 Ramp Metering	Metra area									\$1,860,000
	ODOT	5	I-5 Interchange Improve.	Charbonneau Interchange									\$10,000,000
	ODOT	6	I-5 Auxiliary Lanes	I-205 to Charbonneau									\$13,200,000
	ODOT	7	I-5 Interchange Recon.	Wilsonville Interchange (Unit 2)									\$6,479,000
	ODOT	8	I-5 Exit Improvement	Northbound I-205 exit									\$2,000,000
	ODOT	9	I-5 Ramp Reconstruction	At Hwy 217 (Unit 2)									\$11,200,000
	ODOT	10	I-5 SB Auxiliary Lanes	SB from Capital Hwy to OR99W									\$1,500,000
	ODOT	11	I-5 Interchange Improve.	Capital Hwy Interchange									\$12,000,000
R	ODOT	12	I-5 Interchange Improve.	Terwilliger									\$5,000,000
	ODOT	13	I-5 Auxiliary Lanes	Terwilliger to Ross Island Bridge									\$8,000,000
	ODOT	14	I-5 Climbing Lanes	Hood-Terwilliger									\$50,000,000
	ODOT	15	I-5 Ramp Construction	Marquam Bridge/Grand/MLK									\$55,700,000
	ODOT	16	I-5 Widening & Recon.	Greeley to N. Banfield									\$110,000,000
	ODOT	17	I-5 Ramp Improvement	Water Avenue									\$23,414,000
	ODOT	18	I-5 Widening	Lombard to Swift/Delta									\$20,000,000
R	ODOT	19	I-5 Interchange Imp.	Columbia Blvd.									\$20,000,000
	ODOT	20	I-5 Interchange Imp.	Hayden Island Interchange									\$35,000,000
	ODOT	21	I-84 Ramp Metering	East Portland									\$1,170,000
	ODOT	22	I-84 Widening	Interstate-5 to NE 16th									\$2,500,000
	ODOT	23	I-84 Ramp Improvement	Lloyd Blvd ramp									\$500,000
	ODOT	24	I-84 Ramp Improvement	I-205 SB ramp									\$700,000
	ODOT	25	I-84 Widening	EB Halsey to NB I-205									\$5,000,000
R	ODOT	26	I-84 Interchange Imp.	I22nd									\$15,000,000
	ODOT	27	I-84 Widening	238th to 257th									\$7,400,000
	ODOT	28	I-84 Widening	Troutdale Intchg-Jordan Intchg									\$15,000,000
	ODOT	29	I-205 Ramp Metering	East Portland									\$2,200,000
	ODOT	30	I-205 Auxiliary Lanes	I-5 - West Linn									\$40,000,000
	ODOT	31	I-205 Climbing Lanes	SB from Willamette River to 10th									\$8,000,000
	ODOT	32	I-205 Interchange Imp.	Highway 43 Interchange									\$6,000,000
	ODOT	33	I-205 Bridge Widening	Willamette River Bridge									\$75,000,000

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A,D,R*	Jurisdiction	No.	Project Name	Project Location	Roadway Lanes		Modal Elements						Project Cost (1995 Dollars)
					Existing	Proposed	Transit	Bicycle	Ped	Freight	TDM	TSM	
R	ODOT	34	I-205 Improvements	Gladstone to West Linn									\$40,000,000
	ODOT	35	I-205 Auxiliary Lanes	OR212/224-82nd Dr									\$7,000,000
	ODOT	36	I-205 Interchange Imp.	Gladstone Interchange									\$5,000,000
	ODOT	37	I-205 Interchange	Clackamas (Sunrise)									\$114,000,000
	ODOT	38	I-205 Auxiliary Lanes	Powell to Foster									\$7,000,000
	ODOT	39	I-205 Widening	Columbia River to I-84 Interchange									\$5,300,000
R	ODOT	40	Interstate-205	I-205 Trail (several crossings)				◆	□			◆	\$213,000
	ODOT	41	I-405 Ramp Metering	Central City									\$1,100,000
	ODOT	42	I-405 Auxiliary/Ramps	Central City									\$100,000,000
	ODOT	43	Sunset Ramp Metering	Jefferson to Cornelius Pass Road									\$1,400,000
	ODOT	44	Sunset Interchange Imp.	Jackson Road									\$6,500,000
	ODOT	45	Sunset Interchange Imp.	Helvetia Interchange									\$2,500,000
	ODOT	46	Sunset Widening	Murray to Cornell/158th									\$7,700,000
	ODOT	47	Sunset Interconnect	Cornell to Bethany									\$25,000
	ODOT	48	Sunset Widening/Ramps	Murray Road to Hwy 217									\$10,200,000
	ODOT	49	Sunset Widening/Recon.	Highway 217 to Camelot									\$8,747,000
	ODOT	50	Sunset Reconstruction	Camelot to Sylvan (Phase 3)									\$29,600,000
	ODOT	51	Powell Bike Lanes	Ross Island Bridge to 50th									\$4,544,000
	ODOT	52	Powell Pedestrian Imp.	Ross Island Bridge to 50th									\$784,000
R	ODOT	53	Powell Bike Lanes	I-205 to 74th St.									\$2,000,000
	ODOT	54	Powell Pedestrian Imp.	I-205 to 50th									\$713,000
	ODOT	55	Powell Improvements	I-205-NE181st									\$25,700,000
	ODOT	56	Powell Widening	Birdsdales to Eastman									\$3,600,000
D	ODOT	57	Powell Intersection Imp.	Palmquist/Orient Intersection									duplicate
R	ODOT	58	US 30 Bypass Realign	NE 60th									\$8,000,000
	ODOT	59	US 30 Bypass Widening	Killingsworth at Columbia									\$9,820,000
	ODOT	60	US 30 Bypass Widening	NE122nd-NE181st									\$5,100,000
R	ODOT	61	US 30 Bypass Widening	NE181st-NE244th									\$5,000,000
	ODOT	62	US 30 Bypass Bridge Imp.	244th									\$0
	ODOT	63	Canyon Road Bike Lanes	Canyon Dr. to Sunset Hwy.									\$3,929,000
	ODOT	64	Canyon Rd. Pedestrian Imp.	Canyon Dr. to Sunset Hwy.									\$4,309,000
	ODOT	65	Canyon Road Bike Lanes	110th to Canyon Dr.									\$3,667,000
	ODOT	66	Canyon Rd. Pedestrian Imp.	110th to Canyon Dr.									\$413,000
	ODOT	67	TV Hwy Bike Lanes	Murray Blvd to 117th									\$2,367,000
	ODOT	68	TV Hwy Pedestrian Imp.	Murray Blvd to 117th									\$319,000
	ODOT	69	TV Hwy Interconnect	209th to Brookwood									\$300,000
	ODOT	70	TV Hwy Signal Replacement	Cornelius									\$650,000
	ODOT	71	TV Highway	209th/219th				◆	◆			◆	\$2,500,000
R	ODOT	72	BH Hwy Bike Lanes and Ped. Imp.	65th to Hwy 217									\$6,075,000
D	ODOT	73	BH Hwy Pedestrian Imp.	65th to 65th									duplicate
	ODOT	74	BH Hwy Signal Replacement	78th & Laurelwood									\$300,000

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A,D,R*	Jurisdiction	No.	Project Name	Project Location	Roadway Lanes		Modal Elements						Project Cost (1995 Dollars)
					Existing	Proposed	Transit	Bicycle	Ped	Freight	TDM	TSM	
D	ODOT	76	BH Hwy Bike Lanes	Schells to Hwy 217									duplicate
D	ODOT	76	BH Hwy Pedestrian Imp.	Schells to Hwy 217									duplicate
	ODOT	77	BH Highway	BH/Scholls Ferry/Oleson				◆	◆			◆	\$12,000,000
	ODOT	78	Farmington Road Widening	209th Ave to 172nd Ave									\$10,808,000
	ODOT	79	Hwy 47 Signal Rep'tmt	Forest Grove couplet									\$1,300,000
	ODOT	80	Hwy 43 Intersection Imp.	Taylor's Ferry									\$600,000
	ODOT	81	Hwy 43 Interconnect	Riverdale to Brlarwood									\$1,255,000
	ODOT	82	Hwy 43 Interconnect	Cedar Oak to Hidden Spring									\$20,000
	ODOT	83	Hwy 43 Intersection	Terwilliger Intersection				◆	◆			◆	\$1,100,000
	ODOT	84	Hwy 43 Intersection	A' Avenue Intersection				◆	◆			◆	\$580,000
	ODOT	85	Hwy 43 Intersection	McVey/Green Street Intersection				◆	◆			◆	\$1,282,500
	ODOT	86	Hwy 43 Realignment	West 'A' Street Realignment				◆	◆			◆	\$1,220,000
	ODOT	87	Hwy 43	Willamette Falls Drive				◆	◆			◆	\$165,000
	ODOT	88	Hwy 43	Falling Street				◆	◆			◆	\$200,000
	ODOT	89	Hwy 43	Pimlico Street				◆	◆			◆	\$150,000
	ODOT	90	Hwy 43 Signal Imp.	Jolie Point Traffic Signal				◆	◆			◆	\$120,000
	ODOT	91	McLoughlin Widening	Ross Island Bridge to Tacoma									\$25,000,000
	ODOT	92	MLK/Grand/McLoughlin Bike Lanes	Multnomah St. to Tacoma St.									\$5,000
	ODOT	93	MLK/Grand/McLoughlin Pedestrian Imp.	Multnomah St. to Tacoma St.									\$735,000
	ODOT	94	McLoughlin Pedestrian Imp.	Harrison St. to Oregon City									\$3,000,000
	ODOT	95	McLoughlin Bike Lanes	Harrison St. to Oregon City									\$5,000
	ODOT	96	McLoughlin Intersection	Arlington									\$500,000
	ODOT	97	Barbur Blvd Widening	SB Front St Oxing									\$6,000,000
R	ODOT	98	Barbur Blvd Bike Lanes and Ped. Imp.	Front to Hamilton St.									\$1,900,000
D	ODOT	99	Barbur Blvd Ped Improv.	Front to Hamilton St.									duplicate
	ODOT	100	Barbur Blvd Intersection	Hamilton									\$4,500,000
	ODOT	101	Barbur Blvd Widening	Hamilton-Capitol									\$3,200,000
R	ODOT	102	Barbur Blvd Bike Lanes and Ped. Imp.	Terwilliger to Multnomah St.									\$3,300,000
D	ODOT	103	Barbur Blvd Ped Improv.	Terwilliger to Multnomah St.									duplicate
	ODOT	104	Pacific Hwy Widening	I-5-Main									\$9,000,000
	ODOT	105	Pacific Hwy Signal Imp.	Tigard Cinemas									\$100,000
	ODOT	106	Hwy 212 Improvements	Rock Cr to Mt Hood Hwy (Sunrise)									\$75,435,000
	ODOT	107	Hwy 212 Widening	Rock Cr to Boring (Sunrise)									\$5,000,000
	ODOT	108	Hwy 212 Climbing Lane	East of Rock Cr (Sunrise)									\$3,500,000
	ODOT	109	Hwy 212 Signal Imp.	Royer Road									\$200,000
R	ODOT	110	Hwy 213 Interchange	BeaverCreek Road									\$10,000,000
	ODOT	111	Hwy 213 Widening	Clackamas CC to Leland									\$3,800,000
	ODOT	112	82nd Ave (Hwy 213)	Crystal to Shiller				◆	◆			◆	\$5,500,000
	ODOT	113	Hwy 217 Widening, Ramps	Sunset Hwy to TV Hwy (NB)									\$24,150,000
	ODOT	114	Hwy 217 Widening, Aux.	TV Hwy to 72nd Ave Interchange									\$96,000,000
	ODOT	115	Hwy 217 Ramp Meter	Allen									\$25,000

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A,D,R*	Jurisdiction	No.	Project Name	Project Location	Roadway Lanes		Modal Elements						Project Cost (1995 Dollars)
					Existing	Proposed	Transit	Bicycle	Ped	Freight	TDM	TSM	
	ODOT	116	Hwy 217 Ramp Improv.	Hwy 217 NB off-ramp at Scholls									\$341,000
	ODOT	117	Hwy 217 Ramp Meter	Greenburg									\$25,000
	ODOT	118	Hwy 224 Widening	McLoughlin to 37th									\$56,000,000
	ODOT	119	Hwy 224 Widening	37th to Johnson									\$40,000,000
	ODOT	120	Hwy 224 New Construc.	I-205 to Rock Cr Jct (Sunrise)									\$82,923,000
R	ODOT	121	Hall Blvd Bike Lanes and Pedestrian Imp.	Oak St to Pacific Hwy West									\$1,000,000
D	ODOT	122	Hall Blvd Ped Improv.	Oak St to Pacific Hwy West									duplicate
	ODOT	123	Hall Blvd Widening	Scholls to Durham									\$4,700,000
	ODOT	124	Boones Ferry Widening	Tualatin City Limits									\$5,100,000
D	ODOT	125	Forest Grove North Arterial	Hwy 47 to Guineo				□	□				In TIP
	ODOT	126	Fiber Optic Cable	Freeways									\$19,941,000
	ODOT	127	Hardware & Software	Traffic Management Operations Center									\$6,788,000
	ODOT	128	Enhance	Traffic Management Operations Center									\$431,000
	ODOT	129	TSM&TDM, signal timing on surface streets	Metro region									\$5,200,000
	ODOT	130	Incident Response	Metro region									\$6,400,000
	ODOT	131	CCTV	Metro region									\$6,691,000
	ODOT	132	HAR	Metro region									\$1,000,000
	ODOT	133	Install CMS	Metro region									\$1,250,000
	ODOT	134	Misc.	Metro region									\$69,000
	ODOT	135	Protective Buying Fund	Metro region									\$20,000,000
D	ODOT	136	Sunset Drive (Hwy 47)	University to Beal				□	□				moved to WashCo
A	ODOT	137	Hwy 99W Bike Lanes	Hall Blvd. to Greenburg St.				◆					\$500,000
A	ODOT	138	TV Hwy Bikeway Corridor	10th Ave. to 1st Ave./OR 219				◆					\$1,000,000
A	ODOT	139	Willamette River Bridges Bike/Ped. Imp.	Ross Island and St. John's Bridges				◆	□				\$850,000
A	ODOT	140	99W Signal Interconnect	I-5 to Durham Road									\$1,000,000
ODOT Total													\$1,931,062,500
REGIONAL TOTAL (WITH BRIDGES AND STATE FACILITIES)													\$3,716,811,038

◆ - Element of Primary Regional Significance
□ - Element of Secondary Regional Significance

17 May, 1995

JPACT, Committee Members

RE: Region 2040 Reserve Allocation - Short List

Committee Members:

We would like to bring to your attention a corrected "ranking" of a very important candidate project.

Enclosed is a May 16, 1995, METRO updated version of the "Roadway Expansion Projects" list.

Foster Road Re-alignment Project is in the top one third (1/3). We ask that JPACT Committee take a fair look at this very significant, high-scored and cost-effective project (\$600,000) and include it for submission to METRO COUNCIL. Foster Road Re-alignment Project is not on the Region 2040 Reserve Allocation - Short List.

We feel that Foster Road Re-alignment Project at S.E. 162nd - Jenne Road possibly was not submitted by the City of Portland due, in part, by false impression(s) created by incorrect and misleading published data; also missing is a proper understanding of the alternative, smaller phase of the project.

We want to bring your immediate attention to this vital fact: That Foster Road Re-alignment Project is a consequential project affecting two Counties, The City, thousands upon thousands of daily commuters and shoppers, school districts and multi-modal traffic, including substantial equestrian cross-over traffic.

Foster Road is an arterial corridor. Foster Road is the metropolitan area's main corridor to the largest, single development region in the 2040 concept, The Inter-Valley Region. Foster Road Re-alignment Project is the "gateway to this region."

Respectfully submitted,

D.S.D. TILEY
8820 S.E. 162nd Avenue
Portland, Oregon 97236

Enclosures

ROADWAY EXPANSION PROJECTS

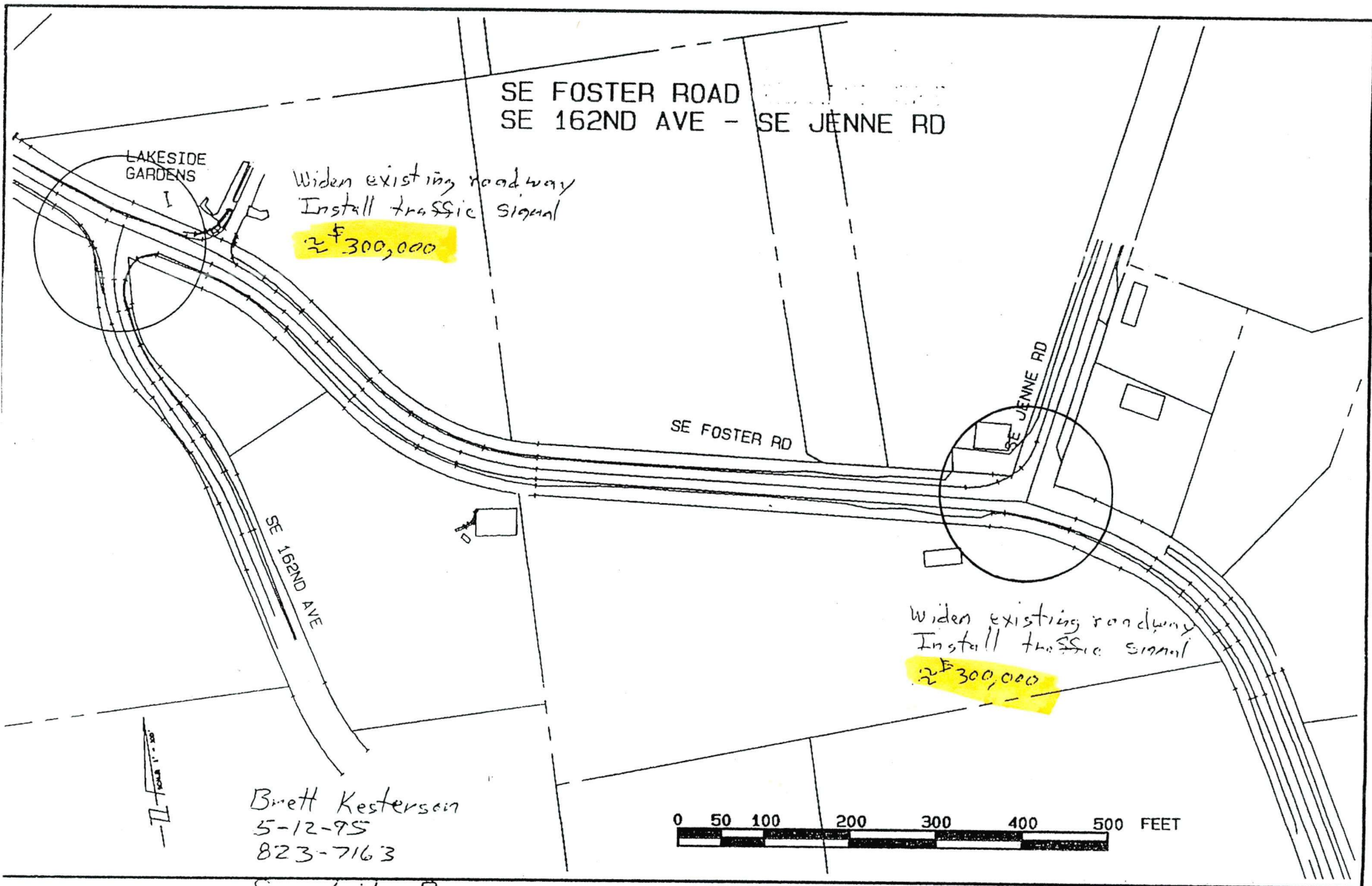
AG-CTY	MODE	PROJ NO.	PROJECT NAME	TOTAL SCORE	VOLUME TO CAPACITY FACTOR				ACCIDENT FACTOR	2048 SUPPORT FACTOR	COST/BENEFIT FACTOR					MULTI-MODAL FACTOR					REQUESTED FUNDS	CUMULATIVE TOTAL		
					1990 V/C	SCALE 1990	SCALE 2015	2015 V/C			ACCIDENT RATE	SCALE HIGH= 25 MEDIUM = 13 LOW = 0	VHD 2015	VHD 2018	DELAY DELTA	PROJECT COST (cost/20 yr)	S/VHD (20 yr annualized benefit)	SCALE LOW 55 + 15 MED 55 + 8 HIGH 55 + 0	REG. BIKE BENEFIT	PEO BENEFIT			TRANSIT BENEFIT	TOTAL (MAX. 11)
					POINTS	POINTS	POINTS	POINTS			COMMITTEE (with targets)	BUILD (with targets)				COMPLETES = 5 EXTENDS = 3 ISOLATED = 0	HELPS = 5 NA = 0 HINDERS = -5	EXISTS 5/5 = 5 2040 5/5 = 3 OTHER = 0						
1	C	RX	2	Sunnyside Road (Sunnybrook to 122nd Ave.)	100	1.01	15	10	1.78	2.9	20	25	116.68	65.4	51.26	\$10,500,000	\$10,242	15	5	5	5	15	\$8,000,000	\$8,000,000
2	W	RX	14	Murray S. Sig. Intercon (Farmington - Millikan Ave.)	90	1.08	15	10	1.27	3.55/1.89	20	25	21.82	22.64	-0.82	\$35,000	(\$2,134)	15	0	0	5	5	\$31,000	\$8,031,000
3	M	RX	1	238th Ave./Halsey St. Intersection	88	1.41	15	10	1.17	*	20	13	5.77	3.36	2.41	\$418,850	\$8,708	15	5	5	5	15	\$378,531	\$8,407,531
4	W	RX	10	124th Ave/99W/Tualatin Rd. Intersection	88	1.01	15	10	1.43	9.56	20	25	6.72	2.93	3.79	\$5,000,000	\$85,963	8	5	5	0	10	\$4,488,000	\$10,893,531
5	P	RX	2	Multnomah/Garden Home Intersection Improvement	86	*	15	10	*	5.74	20	13	6.17	0	6.17	\$875,000	\$7,091	15	5	5	3	13	\$785,100	\$11,678,631
6	W	RX	15	Scholls Ferry Sig. Intercon (Nimbus Dr to Hwy. 217)	83	0.82	8	10	1.05	3.79/1.89	20	25	2.44	1.79	0.65	\$35,000	\$100,000	15	0	0	5	5	\$31,000	\$11,709,631
7	O	RX	5	I-5 Southbound at Front Ave. Ramp Metering	83	*	15	10	*	*	20	25	*	0	0	\$100,000	\$100,000	8	0	0	5	5	\$90,000	\$11,799,631
8	W	RX	11	Greenburg/Mapleleaf (Locust St. to Hwy. 217 ramp)	78	0.91	8	5	0.99	*	20	25	17	10	7	\$400,000	\$2,857	15	0	0	5	5	\$358,900	\$12,158,531
9	W	RX	13	Murray N. Sig. Intercon. (Hwy. 26 to Cornell Rd.)	78	1.55	15	10	1.79	6.03/1.89	20	13	52.1	51.19	0.91	\$10,000	\$165,000	15	0	0	5	5	\$9,000	\$12,167,531
10	C	RX	12	Hwy. 43/Willamette Falls Drive Traffic Signal	76	1.13	15	10	1.70	5.07	20	13	*	*	0	\$165,000	\$165,000	8	0	5	5	10	\$115,500	\$12,283,031
11	C	RX	7	Johnson Cr. Blvd. - Ph. II (SE 35th - SE 45th St.)	76	1.33	15	10	1.29	*	10	13	19.87	11.98	7.69	\$1,418,000	\$9,220	15	3	5	5	13	\$1,272,301	\$13,555,331
12	O	RX	1	Arterial Signal Optimization Projects	75	1.09	15	10	1.19	14	16.4	25	275.2	268.19	9.01	\$925,000	\$5,133	15	0	0	5	5	\$830,000	\$14,385,331
				SE Division St. (SE 60th Ave. to SE 257th Ave.)		1.08	15	10	1.12	COP LIST	20	19		n.a.	n.a.	n.a.		0	0	5	5			
				NE Sandy Blvd. (E. Burnside St. to 82nd Ave.)		1.09	15	10	1.14	COP LIST	20	19		n.a.	n.a.	n.a.		0	0	5	5			
				SE 181st Ave. (I-84/Burnside to Powell Blvd.)		1.02	15	10	1.27	NO DATA	10	25		n.a.	n.a.	n.a.		0	0	5	5			
				SE Powell Blvd. (SE 11th Ave. to SE 98th Ave.)		1.14	15	10	1.20	5.18/3.55	20	0		n.a.	n.a.	n.a.		0	0	5	5			
				TV Highway (Beaverton City Limits to Baseline Rd)		1.14	15	10	1.23	2.96/3.55	0	19		n.a.	n.a.	n.a.		0	0	5	5			
13	O	RX	6	I-5 & I-84 Connection Ramp Metering	75	*	15	10	*	*	20	25	0	0	0	\$500,000	\$500,000	0	0	0	5	5	\$449,000	\$14,834,331
14	P	RX	3	ITS Program - Portland**	74	1.02	15	10	1.06	cop list	10	19	68.34	62.56	5.78	\$1,000,000	\$8,951	15	0	0	5	5	\$1,984,000	\$16,818,331
15	O	RX	4	I-205 Ramp Metering	70	*	15	10	*	*	0	25	939	931	8	\$2,000,000	\$12,500	15	0	0	5	5	\$1,795,000	\$18,613,331
16	W	RX	12	Barnes Signal Intercon (Suntek to Miller)	68	1.35	15	10	1.36	2.27/1.89	10	13	29.08	19.44	9.64	\$20,000	\$104	15	0	0	5	5	\$18,000	\$18,631,331
17	P	RX	3	SE Foster Road Realignment (162nd Ave. to Jenne Rd.)	68	0.82	0	10	1.17	COP LIST	20	13	3.42	0.84	2.58	\$800,000	\$11,829	15	5	5	0	10	\$800,000	\$18,131,331
18	C	RX	5	Oatfield Road (Webster Rd. to 82nd Dr.)	66	1.18	15	10	1.20	*	10	13	4.82	2.98	1.64	\$1,300,000	\$39,634	8	0	5	5	10	\$1,168,425	\$20,297,758
19	C	RX	10	Hwy. 43/McVey/Green Street Intersection	66	0.98	8	10	1.15	3.68	10	13	35.49	25.1	10.39	\$1,282,500	\$6,172	15	0	5	5	10	\$1,150,723	\$21,448,480
20	W	RX	4	Murray Blvd. OXing (Terman Rd. to Millikan Way)	66	1.04	15	10	1.88	9/1.89	0	13	58.82	1.49	55.33	\$4,682,000	\$4,231	15	5	5	3	13	\$4,201,000	\$25,649,480
21	W	RX	2	Walker Road (Westfield Ave. to Murray Blvd.)	64	0.93	8	10	1.07	2.18	10	13	19.18	13.89	5.27	\$1,796,000	\$17,040	8	5	5	5	15	\$1,611,000	\$27,280,480
22	W	RX	1	Glencoe Road (Lincoln St. to Evergreen)	63	0.46	0	0	0.89	3.28/1.89	20	25	3.71	0.45	3.26	\$3,472,000	\$53,252	8	5	5	0	10	\$3,116,000	\$30,376,480
23	O	RX	2	ATMS Pilot Program: I-5 So. Tow Service Patrol	63	*	*	*	*	*	20	25	*	0	0	\$100,000	\$100,000	8	0	0	0	0	\$90,000	\$30,466,480
24	P	RX	2	SE Tacoma Street (SE 28th Ave. to SE 32nd Ave.)	63	1.3	15	10	1.02	*	0	13	3	2.83	0.07	\$553,000	\$395,000	0	5	5	5	15	\$553,000	\$31,019,480
25	O	RX	8	Ore. 43 Traffic Signal Improvement	61	1.05	15	10	1.22	*	0	13	47.75	44.71	3.04	\$1,250,000	\$20,559	8	0	0	5	5	\$1,122,000	\$32,141,480
26	M	RX	3	UPRR Bridge Replace (201st Ave./I-84 & 223rd Ave./I-84)	47	0.95	8	10	1.14	*	0	13	3.44	0	3.44	\$1,941,000	\$28,212	8	3	5	0	8	\$1,841,000	\$34,082,480
27	M	RX	4	Halsey St. Enhancements (223rd to Columbia Blvd)	46	0.45	0	10	1.05	*	0	13	2.28	0.14	2.14	\$4,448,000	\$103,925	8	5	5	5	15	\$4,448,000	\$38,530,480
28	C	RX	15	Hwy. 43/Jolie Point Traffic Signal	46	0.65	0	0	0.80	10.54	20	13	0	0	0	\$120,000	\$120,000	8	0	0	5	5	\$84,000	\$38,614,480
29	M	RX	2	US26/Orient Drive Safety/Congestion Project	43	*	0	10	*	4.28	10	13	*	*	0	\$1,015,000	\$1,015,000	0	5	5	0	10	\$751,100	\$39,365,580
30	P	RX	1	SE Water Ave. Ext. (SE Water @ Clay to SE Divis'n Pl. @ 4th	41	0.76	0	5	0.90	*	0	25	0	0	0	\$3,200,000	\$3,200,000	0	3	5	3	11	\$1,600,000	\$40,965,580
31	W	RX	3	Cornell Road (Bethany Blvd. to 179th Ave.)	41	0.88	0	5	0.97	0.52	0	13	5	0	5	\$3,023,000	\$30,230	8	5	5	5	15	\$2,712,000	\$43,677,580
32	C	RX	1	147th (N. of Sunnyside Rd.-142nd/Sunnyside Rd.)	39	0.18	0	0	0.89	*	10	13	1.14	0	1.14	\$750,000	\$32,895	8	3	5	0	8	\$375,000	\$44,052,580
33	W	RX	6	Mill Avenue S. Ext. (Canyon - Farmington)	38	*	0	0	*	n/a	0	25	*	*	0	\$1,258,000	\$1,258,000	0	3	5	5	13	\$1,128,946	\$45,179,526
34	O	RX	7	Motorist Info. System Telephone System	38	*	*	*	*	NA	25	25	*	*	0	\$50,000	\$50,000	8	0	0	5	5	\$45,000	\$45,224,526
35	W	RX	7	Mill Ave./Henry St. LRT Connect (Cent. BV Station - Canyon)	38	*	0	0	*	n/a	0	25	*	*	0	\$1,940,000	\$1,940,000	0	3	5	5	13	\$1,740,885	\$46,965,191
36	W	RX	5	Henry Street E. Ext. (Cedar Hills Blvd. to Mill St.)	38	*	0	0	*	n/a	0	25	*	*	0	\$1,370,000	\$1,370,000	0	3	5	5	13	\$1,229,233	\$48,194,423
37	W	RX	9	NE 28th Avenue (North of Grant St. to E. Main St.)	37	0.78	0	5	1.18	*	0	13	11.62	6.7	4.92	\$2,200,000	\$22,358	8	3	5	3	11	\$1,750,000	\$49,944,423
38	C	RX	13	Hwy. 43/Falling Street	34	0.54	0	0	0.86	2.73	0	13	0	0	0	\$200,000	\$200,000	8	3	5	5	13	\$140,000	\$50,084,423
39	O	RX	3	US 26 Throughway Enhancement	33	*	*	*	*	*	25	25	*	*	0	\$250,000	\$250,000	8	0	0	0	0	\$202,000	\$50,286,423
40	C	RX	8	Hwy. 43/Terwilliger Intersection	33	0.77	0	5	0.96	1.25	0	13	0	0	0	\$1,100,000	\$1,100,000	0	5	5	5	15	\$987,000	\$51,273,423
41	C	RX	11	Hwy. 43/West "A" Street Realign & Signal	28	0.54	0	0	0.86	2.52	0	13	0	0	0	\$1,220,000	\$1,220,000	0	5	5	5	15	\$1,094,645	\$52,368,068
42	C	RX	14	Hwy. 43/Pimlico Street	26	0.66	0	0	0.81	3.52	0	13	*	*	0	\$150,000	\$150,000	8	0	0	5	5	\$105,000	\$52,473,068
43	C	RX	16	129th Ave. Imprvmnt (Happy Valley)	26	0.21	0	5	0.99	*	0	13	*	*	0	\$1,000,000	\$1,000,							

EXHIBIT B

REGION 2040 RESERVE ALLOCATION - SHORT LIST

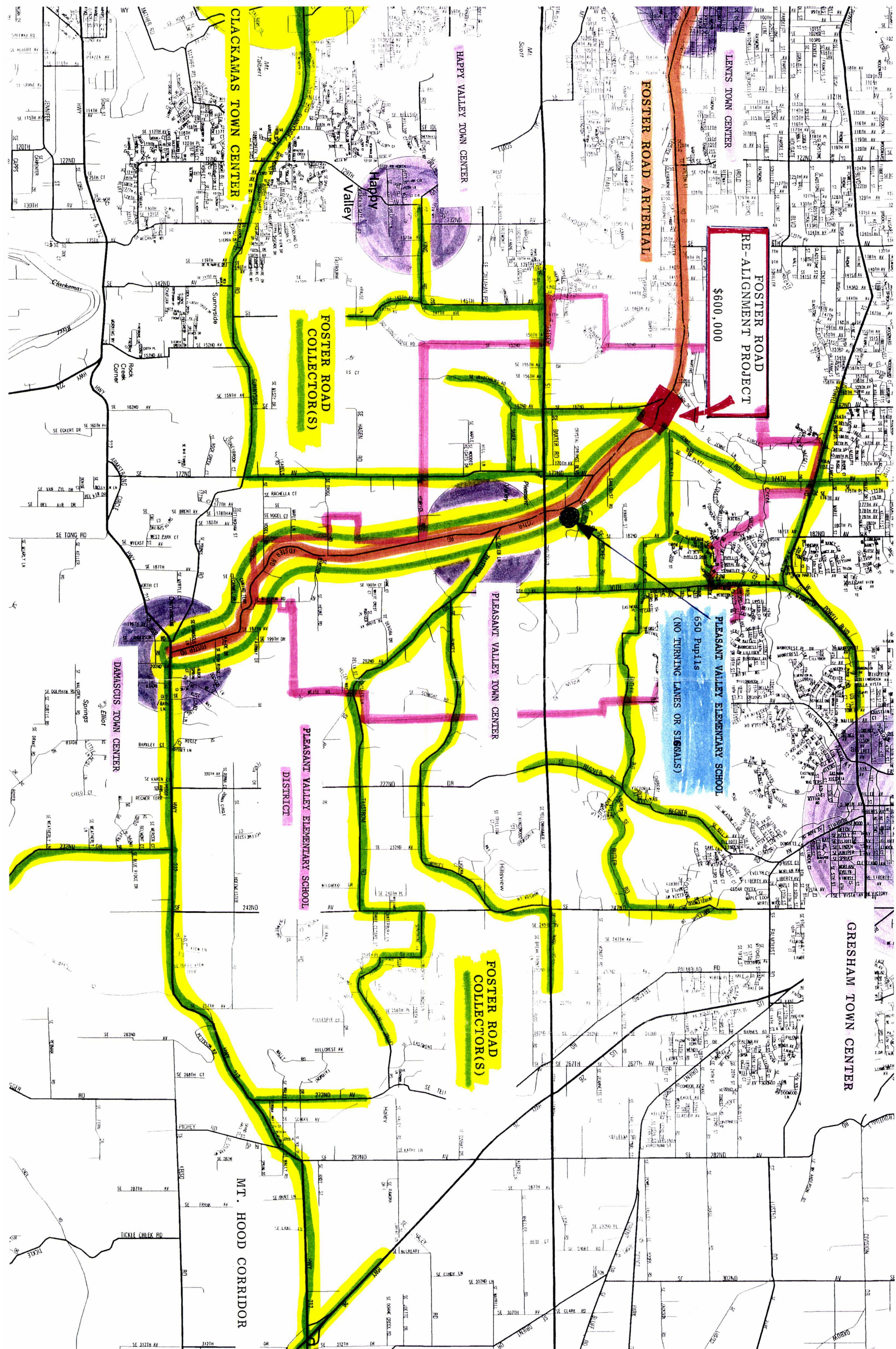
PROJECTS			SUMMARY OF ADMINISTRATIVE CONSIDERATIONS	
Rank	Roadway Projects			
of 48				
1	Sunnyside Rd.	\$5,000,000		
2	Murray Signal Interconnect	\$31,000		
3	238th/Halsey	\$376,531		
4	99W/Tualatin Rd.	\$4,486,000		
6	Scholls Ferry Signal Interconnect	\$31,000		
7	I-5 SB/Front Ramp Metering	\$90,000		
8	Greenburg/Mapleleaf	\$358,900		
9	Murray N. Signal Interconnect	\$9,000		
10	Hwy. 43/Willamette Falls	\$115,500	ODOT-MACS SUPPLEMENT	
11	Johnson Crk. Blvd Phase II	\$1,272,301	Add-back by request; transfer of FAU funds requested from McLoughlin Blvd. project	
12	Sandy Blvd. Signal Interconnect	\$167,000	ATMS projects were ranked as package of 5 @ \$1 M.	
12	Powell Signal Interconnect	\$50,000	ATMS projects were ranked as package of 5 @ \$1 M.	
12	TV Highway Signal Interconnect	\$250,000	ATMS projects were ranked as package of 5 @ \$1 M.	
12	Division Sig Interconnect (60th/SE 257th)	\$186,000	ATMS projects were ranked as package of 5 @ \$1 M.	
13	I-5/I-84 Ramp Metering	\$449,000	ODOT ATMS Program priority; provides infill of existing I-5/I-84 ramp metering	
24	Hwy. 43 Signal Interconnect	\$1,122,000	ODOT-MACS SUPPLEMENT; Included for regional equity	
30	Water Ave Extension	\$1,600,000	Technical rank needs re-evaluation	
38	Hwy. 43/A Avenue	\$406,000	ODOT-MACS SUPPLEMENT	
na	Lovejoy Ramp Removal - PE	\$1,054,000	Unranked "Planning" project	
na	McLoughlin-Harrison thru Milw. CBD	\$833,000	FAU-STP SUPPLEMENT: Unobligated funds currently allocated to hi ranked, "no go" regional FAU project.	
	REGIONAL 2040 RESERVE TOTAL	\$15,410,732		
	ODOT-MACS/FAU-STP	\$2,476,500		
Rank	Reconstruction Projects			
of 6				
1	Hawthorne Brdg Deck Structure	\$5,159,200	HBR funds now committed to Hawthorne Brdg painting	
2	I-5/Kruse Way Reconstruct	\$1,200,000		
4	SW Front Avenue	\$2,368,720		
	REGIONAL 2040 RESERVE TOTAL	\$8,727,920		

Bold projects are add-backs to original \$27 million staff recommendation



Brett Kesterson
5-12-95
823-7163

for Linda Bauer





May 16, 1995

18135 SE Brooklyn Street
Portland, OR 97236-1099
Telephone (503) 760-7990
FAX (503) 762-3689

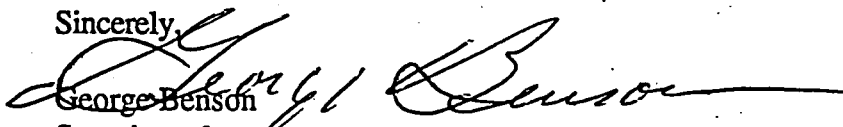
Earl Blumenauer, Commissioner
City of Portland

Centennial School District has, over the past 10 years, advocated for traffic signals and turning lanes at the intersection of SE Jenne and Foster Roads. This is an urgent need that continues to impact our busses when they travel this road.

In addition, we would certainly support other engineering recommendations for Foster and the connecting roadways which would enhance the safety of our students as the traffic impact increases in that area.

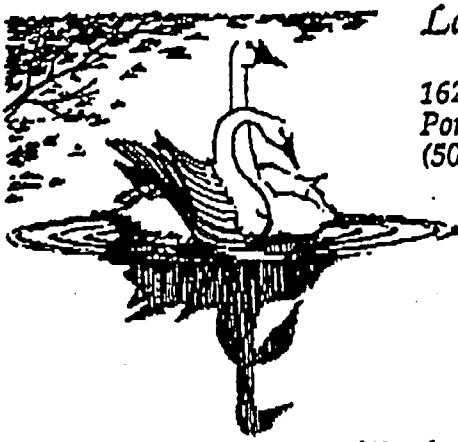
Any consideration you can give to these issues is appreciated.

Sincerely,


George Benson
Superintendent

c: Barbara Veland, Pleasant Valley Principal

carol\winfile\jennerd2.ltr



Lakeside Gardens

16211 SE Foster Road
Portland, Oregon 97236
(503) 760-6044

May 9, 1995

Attention City of Portland, J.P.A.C.T., METKO

We are the owners of Lakeside Gardens located on 162 nd and S.E. Foster Rd. Lakeside Gardens is a private events facility. We specialize in weddings, receptions and corporate events for groups ranging from 100 - 350 guests. The bulk of our business is on Friday, Saturday and Sunday. On these days, the traffic pattern into Lakeside Gardens consists of 200 - 400 cars per day.

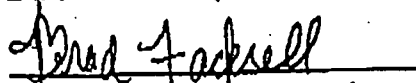
This letter is in regards to future development of S.E. Foster Rd. between 136 th and Jenne Rd. We are extremely concerned about the traffic flow Monday - Friday between the peak hours of 7 am - 10 am, 3 pm - 7 pm, all day Saturday and Sunday.

The entrance to Lakeside Gardens is situated in the middle of a blind curve on Foster Rd.. The narrow road in conjunction with the speed of the traffic makes negotiating turns into and out of Lakeside Gardens hazardous. Many accidents have occurred at our entrance. Heavy equipment and several cars yearly go through the guard rail and into the deep ravine above Kelly Creek. (Kelly Creek is adjacent to Lakeside Gardens.) Major factors contributing to these accidents are inclement weather during winter months, loose gravel, and speeding cars. Lives have been lost, and much pain and suffering have been the result. With each incident there is a tremendous expense that occurs to the City of Portland and individuals involved. The guard rail along Foster Rd. is replaced at least two times a year.

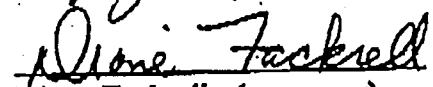
Foster Rd. is a major artery between the Willamette River and the Hood River Corridor. It is forecasted that Pleasant Valley and the surrounding southeast area will be one of the fastest growing areas in Oregon over the next ten years. Our suggestion would be a left turn lane from S.E. Foster onto 162 nd. Also an amber caution light at 162 nd and Foster Rd. in conjunction with an amber caution light at Jenne Rd. and Foster Rd. is necessary. Lakeside Gardens is concerned for the safety of our customers and for all citizens commuting on Foster Rd. It is an escalating problem that needs to be addressed and resolved.

Sincerely,
LAKESIDE GARDENS


Dale Fackrell (co-owner)


Brad Fackrell (co-owner)


Mary Fackrell (co-owner)


Diane Fackrell (co-owner)

May 5, 1995

TO: JPAC
Metro Council
Commissioner Blumenauer
Ruth McFarland
Tanya Collier

RE: SE Foster Rd. realignment (162nd Ave. to Jenne Rd.).

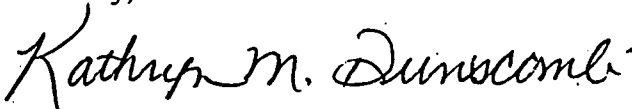
Dear Ladies and Gentlemen:

The intersection of Foster Rd. and 162nd Avenue is a particularly dangerous stretch of road, as I am sure you are aware. I am writing to encourage you to approve funds for much needed improvements. There have been numerous times that myself as well as my neighbors have almost been hit either pulling out from 162nd onto Foster, as there are corners in both directions that make it difficult to see oncoming traffic, and also from turning onto 162nd from Foster and nearly being rear-ended by cars coming around the nearly blind corner to the east. In fact, if I did not have a habit of watching in my rear view mirror as I am waiting to turn across traffic onto 162nd, there's a good possibility that myself and my two children would have been injured or possibly killed on three occasions when I have had to pull forward to avoid being rear-ended and pushed into oncoming traffic by skidding cars who were unprepared to stop. In fact, they barely missed being struck themselves as they skidded toward oncoming traffic.

Another problem with the 162nd and Foster intersection is that 162nd meets Foster on a rather steep hill. I have heard of several people not being able to stop during ice and snow storms at the bottom of 162nd, and they have careened across Foster. Also, when pulling out to the west, one must be quick on the gas in order to avoid being hit by cars coming around the blind corner to the east. In fact, someone who was thinking of buying property in the area almost didn't purchase it because of the problems with this intersection, and he feared for the safety of family members who would be driving.

Please consider funding for improvements to Foster Road before the congestion and accidents increase further. With Pleasant Valley and Damascus being promoted as the future growth areas of Portland, I don't know how improvements to Foster Road can be avoided.

Sincerely,



Kathryn Dunscomb
7701 SE 162nd Ave.
Portland, Oregon 97236

B. I. GENTRY CONSTRUCTION INC
PO BOX 1695 GRESHAM, OREGON 97030
503-661-7637 / 503-661-4802-FAX

Metro
Transportation Advisory Committee
Attn. Ruth McFarland

Dear Ruth,

It has come to my attention that the intersection improvements planned for the intersection of SE JENNE RD and SE FOSTER RD at or near SE 162nd have been dropped off the list being considered for funding from the Federal Transportation Grant that Metro has been considering the construction of various projects from. As a developer and builder of single family homes in the SW Gresham area, over 200 in the past few years, I am quite concerned that this planned improvement not disappear. The traffic in this area is nearing "gridlock", particularly down the 181st ave corridor, and as such, great numbers of the residents in this area are using Jenne Rd to Foster Rd as the most expedient means of gaining access to I-205. I would further point out that under the 2040 plan, considerable numbers of additional single family homes are likely to be constructed in this area. It lends itself particularly to that because in large part the needed sewer and water capacity already is in place in this area.

Further, I am concerned that not enough of the total funds available are being targeted towards the east side, even though for several years now growth in this area has been occurring at a very rapid rate, and at least in part due to the availability of land and services in this area, is likely to continue at or above it's present rate for the foreseeable future.

In closing, please be sure that I will appreciate your consideration of my concerns on this matter, and it is my sincere hope that you will reconsider your decision to drop this project from funding consideration.

Sincerely,

Tom C. Skaar

Tom C. Skaar VP
B. I. Gentry Construction Inc.

MEMORANDUM

May 8, 1995

TO: David Tiley

FROM: Lorna Stickel

RE: Road improvements in Foster Rd. at Jenne and at 162nd

I am writing to express my support for funding for lights and possible turn lanes (particularly at Jenne & Foster) on Foster Ave. at 162nd and at Jenne Road intersections. I understand that lights at both intersections may not be workable or feasible. However, a light at one of these intersections would reduce the speed and enable turning movements (again particularly a problem at Jenne Rd.). This is a growing area of east Multnomah County and southward into Clackamas County. Traffic counts on Foster will only increase and the narrow two land winding character of this street does not make it a good candidate for continued arterial access to this growing area. There are no other convenient alternatives, Powell is not a factor and there are no other major east/west streets to the south in Clackamas County until further west at Sunnyside Road (too far away to make any difference at Jenne & Foster Rd. These improvements are very important to the continued ability of the vacant lands in this area to develop and to maintain traffic flow for existing residents.

Al & Lorna Stickel
14439 SE Tenino St
Portland OR 97236-5306



May 6, 1995

To whom it may concern:

Having read your "2040 Framework" update, Spring/Summer 1995, as well as having been employed in the southeast Portland area, I would like to make these comments and suggestions which would not only, enhance the livability, accessibility but also, address safety issues from congested roads.

2040's roadway program is intended to develop strategies to reduce traffic congestion, improve efficiencies of our roads and plan future roadway improvements. Secondly, to think of alternatives to single-occupancy vehicle trips. Thirdly, to plan, aimed at improving traffic flow on existing roads (normally referred to as advanced traffic management system). To improve freeway and arterial traffic flow, which reduce travel time for buses assisting in scheduling information.

My proposal is to eliminate two traffic problem areas on Foster road. Namely, 162nd and Jenne road, by merging both of these problems to a common signal controlled intersection (please refer to attached diagram).

By placing a large diameter culvert or a multiple there of in the creek bottom a dirt fill could be placed over the area on the south east corner of 162nd SE Foster road. Which would allow 162nd to be moved to the east.

By excavating the existing bank of native soil on the north west corner of Jenne and Foster to and on a straight line to 162nd. This could provide two-fold results. First, it could provide enough fill material to level the area east of 162nd over newly placed culverts. Secondly, excavation on the NW corner would provide a large visible area so that Jenne could be swung to the west to intersect north bound 162nd.

Benefits of this shall be multifold. Firstly, north bound traffic on 162nd could go directly onto Jenne, and visa versa for south bound traffic. Thereby, eliminating the bottle neck which is created with the short stretch of Foster road currently, for lanes of traffic must travel on just two lanes. This slows the traffic flow.

Foster road is a major arterial for east Multnomah County, west Clackamas, as well as, Highway 26 residents headed for Southeast Portland, and Southeast Portland residents headed to Mount Hood Recreational areas. Foster road services a sparsely populated area with little development. However, future development, in my opinion, will effect the Foster road arterial more that any other arterial east of the Willamette River. Why? Because this is the area of least development and therefore the most

(1)-3)

developmental potential, that is, developers can proceed with housing projects of 300-400 homes each. This type of one square mile development projects will occur because there is space for such development to occur, and because roads are expensive, consequently, the larger the number of units the less the cost per unit.

The following are a few suggestions to minimize construction costs:

1. Detour "ALL TRAFFIC" so construction site is traffic free... Basically barricade roads. Earth movers could move around unimpeded.
2. Set maximum price that will be paid. See if you can get takers.
3. County cutting projects could be used to help fill.
4. State and Federal Tax credits for road construction companies public/private development partnerships.
5. Tri-Met park and ride adjacent to the new intersection.

In conclusion, I feel that the elimination of two traffic problem areas on Foster road, and the creation of one controlled intersection with turn lanes would qualify as a "regionally significant" project.

Foster road serves a vast regional travel area. Servicing Mount Hood Corridor, Sandy, Boring, Estacada, Damascus, in Clackamas County. People trafficking Foster are, of course, commuters, as well as, coming into Portland businesses to share economically. I say as a city we should open our arms to, not only, sister cities on other continents, but also, to adjacent regional cities by facilitating access to neighboring economic stimulators.

Sincerely,

A handwritten signature in cursive script, reading "Arthur F. Skipper".

Arthur F. Skipper, Captain
Portland Fire Bureau
Station # 42
13310 SE Foster Rd. 97236

via fax 760 6126
ATTN: David Tiley

May 7, 1995

Metro Council
City of Portland

re: stoplight and traffic control at S. E. Jenne Road and 162nd

Dear Metro,

I am writing as a long-time resident of Foster Road. We have lived at 14741 S. E. Foster Road since 1975, and we have seen the road change from a country lane with blind curves to usage as a major thoroughfare with blind curves. It is now complicated by an increasing amount of commercial traffic with the large rigs and jake brakes in addition to the automobiles.

Before the city took control of the surface streets, we were in county hands and were told that funds were allocated for lights at Barbara Welch and Jenne road, with possibilities at 162nd. We got lights at 128th and 134th, but have yet to see fruition at any of the three aforementioned roads. A light at any of these three side street intersections would well serve to slow and control traffic that speeds through at speeds in excess of 45 mph. The traffic records speak for themselves--the traffic engineers are well versed in the topography. Foster has no cross streets east of 122nd avenue, excepting highway 212, and carries a terrific flow of vehicles. Foster is burdened by excessive speeds with no flow pattern after 136th for the side streets that empty into it. Consideration of such control by a stoplight at any of the three previously mentioned intersections (Barbara Welch, Jenne road, and/or 162nd) would be much appreciated.

Thank you for your attention.

Yours truly,

Jane Manson Seapy
14741 S.E. Foster Road
Portland, OR 97236

April 25, 1995

To: Metro Council &
To: JPACT

From: The Pleasant Valley Neighborhood Ass.

Dear Councilors and Committee Members:

We are writing to ask that you re-evaluate the # 25 project, Foster Road realignment (162nd to Jenne Road) on the Roadway expansion projects list. In the project scoring, accident history was not available. I would like to give you those figures now.

January 1990 thur March 1994 shows 43 total accidents. Of the 26 injury accidents that were reported, 39 people were injured. 17 non-injury accidents were REPORTED.

Since the first of this year, there have been 3 accidents at this intersection: 1/17/95 , 1/26/95, and 4/8/95.

Two engine companies responded to the accident on 4/8/95.

On the High Accident Rating List for Portland in 1993. This intersection was rated # 80 out of the 240 worst intersections listed.

As Commissioner Blumenauer can attest , the City of Portland, the Neighborhood Ass. and the Centennial School District have been working on getting improvements for this part of Foster Road for at least 15 years.

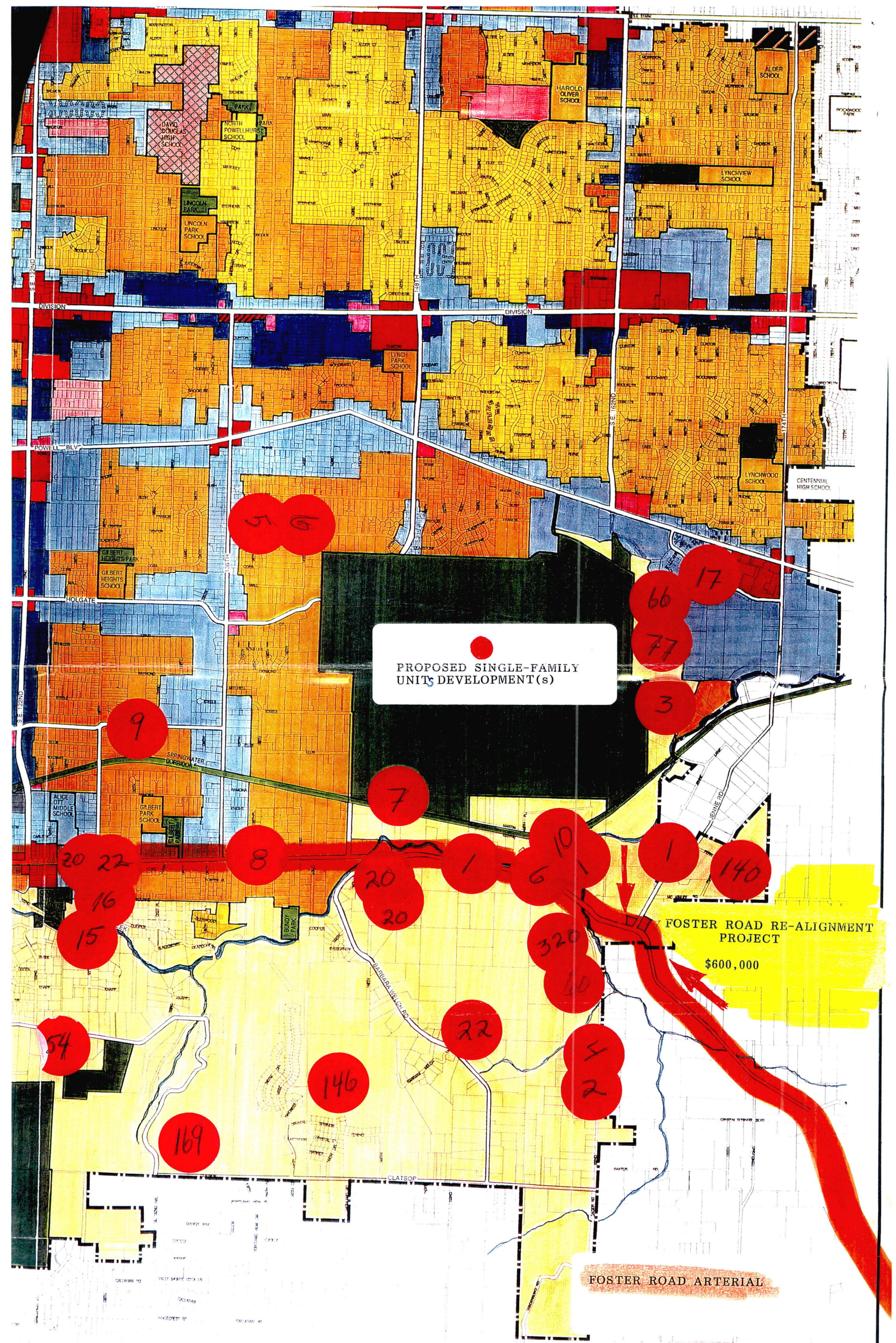
This is the only project that is proposed for this area and with the proposed improvements it would finally be safe for bicycles, vehicles, school buses and pedestrians.

If you have any questions, Please feel free to give us a call at 761-2941.

Thank you,

A handwritten signature in cursive script, appearing to read "Anita Finn", followed by a small monogram "AF".

Anita Finn, President
Pleasant Valley Neighborhood Association



**METRO**

Date: May 25, 1995
To: Metro Council
From: Merrie Waylett, Office of Public and Government Relations *me*
Subject: Legislation status as of 5/25/95

Transportation

HB2267 One cent gas tax increase Senator Phillips attempt to get one cent increase dead as Clarno has made it clear will accept no new taxes.

SB881 South/North Light Rail Funding The Speakers office is working on a proposal and the JPACT Finance Committee has been meeting to discuss the possibilities and the region's response if need arises to react quickly.

SB882 Expedited review for light rail and SB1107 South/North Bi-State Compact are both sitting in Ways and Means pending a resolution of the funding issue.

Land Use

HB3065 LUBA authority and process was original thrust. Now has been amended to include a requirement that comprehensive plan provisions must be implemented in ordinances or regulations before they can be used as the basis of an appeal on limited land use actions. Larry Shaw and Burton Weast have discussed the language and determined that it does not appear to affect Metro. But to be sure, the Homebuilders have agreed to put into the record that the bill does not affect Metro. The bill also contains new rules on continuance procedures for cities and counties. The applicant has seven days to respond after others have commented. The last amendment is a provision which modifies the "Clark" decision to allow LUBA to make its own interpretations of a local government comprehensive plan or land use regulation if the interpretation provided by the local government is inadequate for review. This latter provision is designed to speed up LUBA decisions and stop the large number of remands back to local government.

We are keeping a close watch on this one.

HB2709 Passed. On way to Governor's desk. As passed, sets new standards for establishing urban growth boundaries, including statutory language for a 20 year land supply within the UGB (previously only an LCDC guideline) Also sets up hierarchy for converting ag lands to urban lands. Passed Senate Wednesday

HB3133 Tax exemption for Transit Oriented Development Passed House. Hearing earlier this week in Government Finance and Tax Policy. Hoping it will go through. Was introduced by Lee Beyer of Springfield so that might help.

SB600 Ecotake Passed the Senate and was scheduled to be on floor of House this week. As going to floor of House, individuals who have an "ecotake" by the state of more than 10% of the value of their property or \$10,000, receive a tax credit from the state for that taking. Local governments are also required to pay, but are given the option of not following state regulations if it results in an ecotake or local government may have the state pay for the local taking (ie tax credit) if the taking is done pursuant to a state law. The bill only applies to new regulations adopted after the date of the Act. The measure is expected to pass, but it is also expected that the governor will veto it.

SB1114 Secondary rural lands This one that 2709 and 3458 gut and stuffed into. However, HB 2709 successfully passed both House and Senate so we are safe. HB3458 Regional Coordination for land use hasn't continued on its own as did HB2709. Johnson has hopes with 3458 still in it he can do his work with secondary lands. Have heard that legislative counsel and Johnson are having difficulty with definitions.

Taxation and government operations types of bills

PERS legislation currently waiting vote on Senate floor. Is a two tiered system. Increases retirement age general service employees to 62. Sets employer contribution at 5.1% and employee contribution at 6%. Provides for 1% COLA.

HJR71 is Sizemore's latest which puts a 3% cap on annual increase in tax base. Just out. No hearing scheduled yet.

HB2789 Bargaining in public and with notice Passed House and is in Senate Labor and Government Operations but no hearing held or scheduled so hopefully dead.

SB750 Collective bargaining. Still being negotiated so acceptable to governor.

SB956 re electrical certification , new, relates to Convention Center activities and other facilities. Would make certification easier. Passed the Senate and was scheduled to have a hearing today in Legislative Rules Committee. Not a big one but would make it easier to do special work at convention center and expo and performing arts facilities for events. Miscellaneous:

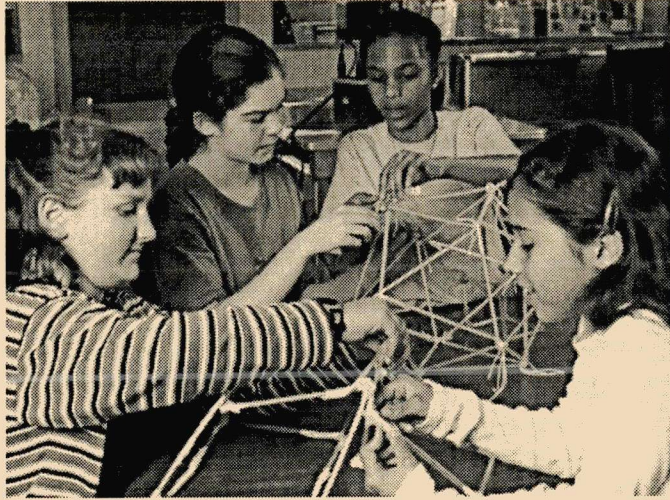
LCDC budget being held until the waning days as a negotiating item.

TGM (Transportation and Growth Management) Funding
Funds in ODOT budget from ISTEA funds used by local governments to fund urban service agreements, transportation planning and other important growth management tools were removed from ODOT budget by Representative Ray Baum from LaGrande who thought would reduce staff levels at LCDC. In fact would have impacted local government. Burton Weast and John Chandler explained situation to Rep. Bob Repine who has good understanding of transportation needs and is chair of Ways and Means. Repine put back in. Repine did require a budget note that ODOT establish an advisory committee of local governments to assist in developing the criteria for receipt of the money.

Legislature will be in session on Monday. Probably will not know until late Friday whether they will meet Saturday and Sunday. Latest word on adjournment is possibly next weekend. Still very up in air though. Committees still meeting mostly on call of chair.

cc: Mike Burton, Executive Officer

FEATURES OF NORTHEAST COMMUNITY SCHOOL



Stamp

Important Features

- Child-centered (developmentally appropriate) at all ages.
- Teacher/parent/student/community involvement
- A climate which fosters respect, peacefulness, and mutual understanding.
- Active, hands-on learning
- Involvement in community issues and projects
- Relationships over time that build strong self-esteem.
- Accountability for academic progress and success
- Small in size, to increase accountability, relationship, and community.

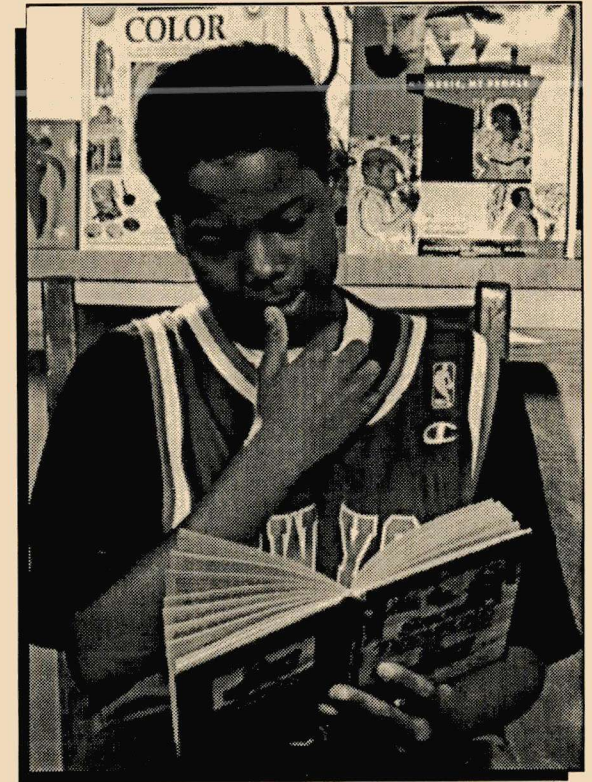
APPLICATIONS AND INFORMATION

Applications and additional information may be obtained by contacting the Jefferson Region Office:

2125 N. Flint
Portland, OR 97227
(503) 331-3478

Portland Public Schools
Jefferson Region Office
2125 N. Flint
Portland, OR 97227

NORTHEAST COMMUNITY SCHOOL



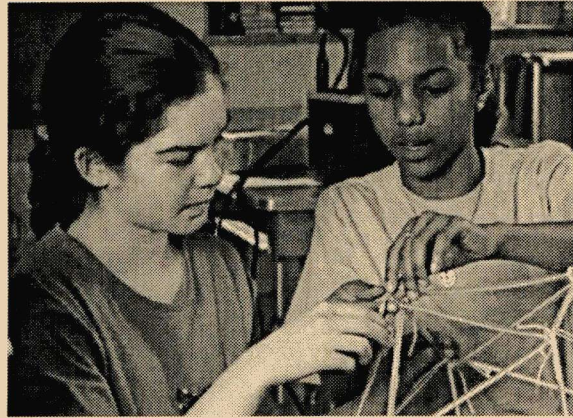
**A PORTLAND PUBLIC
SCHOOLS
GRADES 4-8
ALTERNATIVE SCHOOL**

A NEW GRADES 4-8 MODEL SCHOOL FOR PORTLAND

Northeast Community School is a smaller Portland Public grades 4-8 school opening in the fall of 1995. Teachers, children, and families work with the community to provide an unusually rich and nurturing environment for learning.

While Northeast Community School addresses traditional goals of high academic achievement, we value equally the ownership of learning and its lifelong application. The goals of NCS include the development of strong self-esteem, the ability to think deeply, critically, and creatively, and an appreciation and understanding of diversity fostered through experience. Northeast Community School is structured to provide:

- A smaller school (starting with 100 students)
- Active, experiential learning
- Consistency of philosophy and practice
- A peaceful, purposeful environment
- An environment which celebrates diversity and cultivates understanding
- High expectations and follow through
- A curriculum which connects the classroom and the community
- Collaboration among teachers, students, and families



HANDS ON LEARNING

We believe that children learn best by doing, observing, reflecting, and interacting with the world. Thus, we look at the important roles people play in their adult lives and what is required to do them successfully, instead of viewing the curriculum as separate skills or subjects to be covered. These understandings and competencies are taught and practiced in projects or apprenticeships whenever possible, learned by doing something real with the guidance of supportive adults.

IDEAS INTO PRACTICE

Our day is a balance of a whole group, small group, and independent experiences. Students work with a small team of teachers on integrated projects rather than moving from teacher to teacher and subject to subject every fifty minutes. An urban setting provides the opportunity for bringing the community into our classrooms and expanding our classrooms beyond school walls. A sense of belonging and responsibility for the community is developed as children have direct experiences with the arts, politics, recreation, and public service. Such projects give children a reason to learn, a chance to apply their skills, and the satisfaction of making a difference.

STAFFING FOR RELATIONSHIPS

We feel that relationships with teachers across several years supports student self-esteem and academic success. Teacher interns, community volunteers, and involved families increase the number of significant adults available to children.

FAMILY INVOLVEMENT

We value the enormous educational successes children and families have already achieved prior to school and work to build upon them. We seek the active involvement of families in the life of the school as co-teachers, mentors, joint problem-solvers, and policy makers.

STUDENT SELECTION

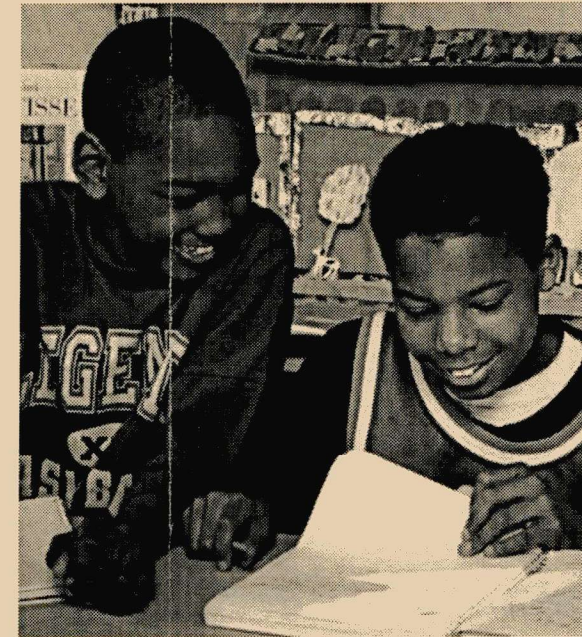
We seek an academically, socio-economically, and ethnically diverse population. Students may apply or be recommended by teachers or their parents because they benefit from a smaller learning community, a consistent program of academic/social supports, a challenging experiential curriculum, or involvement with city/community resources.

Students may enter during fourth, fifth, sixth, or seventh grades.

LOCATION AND CALENDAR

Our site at 44 N.E. Morris in Northeast Portland is being renovated to offer large classrooms, smaller work spaces, gym, stage, and multipurpose areas for library and computers. We follow the

Portland Public Schools ten-month calendar. A program funded by sliding scale tuition will provide supervision and learning experiences during vacation breaks and before and after school.



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Advisory
Board***

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Superintendent
Portland Public Schools

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Director, Special Projects
and Training,
Urban League of Portland

Pat Burk
Director, Oregon Education
Improvement Act
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Affairs, Western Oregon
State College

Nadira Najieb
Black Education Center

Peggy Noone
Director, N.W. EQUALS,
Portland State University

*Institutions listed for
identification purposes only

NORTHEAST COMMUNITY SCHOOL

A Portland Public Alternative School

As teachers we experience firsthand both the critical needs and the unrealized potential of many of our children. Many families, especially those living close to poverty level, are stretched to the breaking point. They need more than ever for schools to be a place where their children can succeed. Adolescents, facing unprecedented challenges to their safety, need more than ever to be noticed and respected, to belong and matter. The steady growth of gangs, substance abuse, suicide, and unsafe sex tells us these needs are not being met. The greatest number of drop outs never even make it to high school—they leave after eighth grade—and many who have not dropped out physically, have begun to do so emotionally and intellectually.

While schools cannot be held responsible for solving all of society's problems or ever take the place of families, ten years of studies since A Nation At Risk have outlined specific ways that schools can be restructured to enable all students to succeed: to make learning active, integrated, and related to life, and to heighten curiosity, creativity, and compassion.

Northeast Community School will be a 4th-8th grade Portland Public School serving 150 students and families, providing:

- A small school alternative for families, teachers, and children seeking the support of significant relationships and active, integrated learning through 8th grade.
- High expectations for all children; consistently strong teaching and significant partnering with families and the community to ensure that every child succeeds.
- Student belonging, self-esteem, and empowerment to increase resistance to drug and alcohol abuse, smoking, alienation, sexually transmitted diseases, pregnancy, gangs, and dropping out of school.
- Students and staff from a wide variety of backgrounds, and a conscious anti-bias curriculum to help foster respect for both the differences and fundamental similarities among people.

**2549 NE 19th Avenue Portland, OR 97212
(503) 284-4115**

Whitaker Pond Site Report

Grant High School 1994 - 95

Whitaker Pond is a flood plain/ riparian area surrounded by an urban environment. To the north is a slough and past that is a factory. On the south side there is a school, and the Columbia Blvd. The eastern side of the site is filled with factories, and to the west there is a pond, a junkyard, and some houses.

The sounds of the site are those that are normally found in an industrial area, air traffic, cars, and industrial productions. If you go closer to the pond, though, you will hear birds chirping. The smells of the area include compost, fertilizer, industrial outputs, and an odd smell from the pond.

The climate of Whitaker Pond is classified as a wetland. There is, of course, a pond, and the rest is mostly meadows and shrubs. There are trees around the pond, too, but only a few. The site also includes several baseball fields, fences, and garbage in the lake such as car tires, oil, washing machines, and other disgusting items.

The impact that humans have made on the area is seen frequently. They are responsible for all of the garbage in the pond and surrounding it. The baseball fields and surrounding industries are also human's doing. We have tried to do things to help the habitat, though, too. The fields have been maintained, and there are some saplings planted along the banks of the pond.

Habitat Description

The habitat type for the Whitaker pond site is wetland pond. Although there is more than this habitat at the site, eighty percent of the entire site is pond habitat.

The tree layer at Whitaker Pond is five percent coniferous, and ninety-five percent deciduous. The dominant species appears to be the Black Cottonwood, but this site has a limited tree layer so is mostly unforested. Other species that have been identified include a non-native maple and a young Grand Fir near the edge of the pond. The canopy is open due to the lack thereof. Overall there are signs of introduced species that may have been planted intentionally.

The average tree diameter at breast height is approximately twelve inches. While the forest height was approximated at fifty to sixty feet. (This is an approximation of the limited amount of the tree layer.)

The shrub layer is dominated, in the lower layer, by the Himalayan Blackberries. This population is most abundant on the northern side of the site, on the border of the slough. Also joining the blackberries on the northern section are the Canadian Thistle, which at present time are trampled. The tall layer is dominated by Red Hawthorne.

Ground cover is at one hundred percent. The dominant species here are grass and cow vetch, although some reed canary grass has been introduced and seems to be taking over. With the baseball diamonds to the South and Northwest there is obvious human intervention in the grass' state. Portions of grass near these fields have been mowed and bark dust has been laid on a portion of the Northwest pond edge. Piles of this bark or saw dust have been dumped further inland. Also, no abnormal amounts of lichens and mosses were detected.

There are many downed logs on the edge of the pond which are providing fish species with nice habitats and a few snags out in the pond do not seem to be posing any problems. There are few nurse logs if any around the site.

This site is surrounded by human barriers. To the south lies a few baseball diamonds. Some private property and factories surround the remaining area to the south and east. A fence that runs north to south, from the slough to the main road, but also poses no immediate danger to the wildlife because there are numerous ways around it (even through it). A road, leading to a baseball diamond, lies to the west while the slough is due north. It is important to note that there is private property on the adjacent pond that houses a dump. Development is all around and may pose a danger to the habitat and wildlife.

Due to the accumulation of up to 4 feet of sediment on the bottom, the ponds are pretty shallow. The east pond is shallower than the west pond with levels as low as 1 foot deep.

The ponds cover about 11 acres and are separated by an unpaved road. They are connected by an unpaved access road. They are connected by an 8 inch culvert then eventually drained into the slough through a 60 inch culvert in the west pond's northwest corner.

The primary source of water for the ponds is ground water that flows into the ponds year round from the south and east. Several springs are located along the southern banks of both ponds and at the eastern end of the east pond. The Columbia Slough, storm water run off, and direct precipitation also contribute water to the ponds.

Water Chemistry on April 13, 1995:

Ammonia:	.07 mg/L	.14 mg/L	Average:	.11 mg/L
Conductivity:	206 nanosiemens/cm			
Temperature:	14° Celsius			
pH level:	7.6			
D.O. at surface:	10 mg/L (100% saturated)			
Nitrates:	.39 mg/L	.37 mg/L	Average:	.38 mg/L
Fecal Coliforms:	33 colonies per 100 ml			

Plant Life

Three main vegetation communities are currently present in the ponds area are upland, riparian, and wetland. All of which have been influenced by humans.

The upland vegetation communities include abandoned pastures and ball fields. It is dominated by herbaceous weedy species and Himalayan blackberry, with scattered trees and shrubs, both native and introduced.

The Riparian plant community is located on the banks of the Slough and around the perimeter of the two ponds. This is a mixture of shrubs and tree species, most of which are native.

The wetland vegetation community is located in isolated areas around the perimeter of both ponds. This community is dominated by emergent wetland species, both native and introduced.

Trees

- Black Cottonwood
- Red Alder
- European Birch
- Grand Fir

Shrubs

- Himalayan Blackberry
- Canadian Thistle
- Red Hawthorn
- Snowberry
- Cat Tails
- Salmon berry
- Willows

Herbs

- Pacific Water Leaf
- Cow Vetch
- Grass
- Reed Canary Grass
- Creeping Buttercup

Animal Life

A variety of mammals birds and reptiles use the Whitaker Ponds. Species in the area tend to be urban-tolerant, and no rare, threatened or endangered species are believed to live in the area.

About 40 species of birds have been observed utilizing the ponds and the surrounding area. The majority are song birds and water fowl. A pair of

red-tailed hawks are nested in the cottonwood trees along the southern banks of the east pond. Great blue herons are regular visitors to both ponds.

Carp are the dominant species of fish in the ponds. The ponds supply an ideal habitat for the fish. They stir the sediments of the ponds creating turbid water and conditions unsuitable for many warm water game fish.

Another common fish in the ponds is the three-spine stickleback. It lives near the bottom and is often found in large schools. Other species found are mosquitofish and suckers. Both sculpin and stickleback were caught on April 13, 1995.

Birds

- Redwing Blackbird
- Great Blue Heron
- Red-Tailed Hawk
- Scrub Jays
- Robins
- Kingfisher
- Northern Flicker
- Violet-Green Swallow
- Barn Swallow
- Mallards
- Common Mergansers
- Evidence of Owls (owl pellet)
- Killdeer

Mammals

- Raccoons
- Dogs (tracks and skull only)
- Evidence of Deer (tracks)
- Deer Mouse (bones found in the owl pellet)

Fish

- Spined Stickleback
- Sculpin
- Carp
- Gambusia (Mosquito fish)

Aquatic Insects

- Caddis Flies
- Damsel Flies

Recommendations for Whitaker Site

1. Improve the Whitaker Pond site, turning it into a place suitable for wildlife and recreation.
2. Improve water quality and the quality of the pond in general.
3. Remove non-native plants and replant native species.
4. Negotiate with owners to purchase surrounding land.
5. Form partnerships with businesses, schools, and the community, to gain support, funds, and volunteer labor for the project.

Before much work is done to turn the site into a recreational mecca, the well-being of the Whitaker Pond habitat must first be attended to. The changes that are called for will take time, and should be done carefully and thoughtfully so that the pond and surrounding areas will suffer minimal damage.

This project will require many hours of labor, and many workers. Students from nearby schools will be able to help, taking part in a restorative project that can be a great educational opportunity. AT&T employees are interested in volunteering in a community project such as this one, and they would be a great asset, with funds to access machinery and the manpower to accomplish the task.

However, a swift, massive renovation project is not what is called for. It would be a mistake to parade tons of heavy machinery and dozens of people into the site for a weekend for a complete overhaul. Too much of the site stands to be damaged. Instead, the changes should take place gradually, and the site should be closely monitored before, during, and after the renovations occur. These improvements will take two forms: changes to the pond and changes to the uplands areas. In the uplands areas, remove non-native plants and replant native ones in stages and sections. To stop unnecessary erosion no areas should be left bare, but should be replanted immediately. As much as possible, plants should be moved in and out without the use of cars or trucks, to minimize the effect on the surrounding areas.

The road and culvert that now divide Whitaker Pond must be removed. This includes the eventual removal of the north baseball field. The other fields can be improved for play. The ends of the pond, where water flows in and out, must be improved to allow more current flow. Once this is done, and a period of time has gone by to let the system stabilize, the accumulation of sediment on the bottom of the pond must be removed. Sediments dredged from the pond will make it cooler and create a diversity of depths, that can be used to improve banks and upland areas. Dredging the pond is a job that will require heavy machinery, and because of monetary constraints, will probably have to be performed within the space of a day or two. The dredging should be done in a manner that disturbs as little of the surrounding site as possible.

The creation of the proposed fishery, hiking trails, lookout

points, and information center should be delayed until the site has stabilized itself after the changes have been made. Too much too soon may not yield the benefits that a gradual, well-planned process will.

Grant High School would like to assist in the planning and implementation of this project.

Authors:

Dennis Christensen
Danniel Morris
Scott Warren
Peter Boss
Jake Kirsch

Editors:

Walt Hollands
Brick Street



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* Michael R. Rice
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* C.M. Bishop, Jr.
Secretary

* Fred G. Wessinger
Chairman

"PROJECTS FOR FISH, WILDLIFE and PEOPLE"

June 1, 1995

Metro
600 N.E. Grand Avenue
Portland, OR 97232

RE: Whitaker Ponds Master Plan

Hon. Victor Atiyeh
Don L. Barth
Gordon L. Caudle
John R. Donaldson, Ph.D.
* Beulah Drake
Cecil W. Drinkward
John B. Fewel
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M.H. "Tim" Hartwell, Jr.
Thurman L. Hice, D.M.D.
Phillip Jensen
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Rick Koch, M.D.
Charles S. Lilley
* E. Kimbark MacColl, Jr.
Tom McAllister
* Paul N. McCracken
Ed McVicker
* James L. Meier
Donald New
Ronald W. Powell, D.O.
Buzz Ramsey
Rudolph A. Rosen, Ph.D.
Guy L. Schoenborn
Jack Steiwer
Michael Slack
L.L. "Stub" Stewart
* A.W. Sweet
William Swindells, Jr.
John S. Wilson, Jr.
* EXECUTIVE COMMITTEE

Dear Metro Council Members:

On behalf of the Oregon Wildlife Heritage Foundation, I would like to strongly urge you to approve and adopt the Whitaker Ponds master plan.

For the past two years, our Foundation has been working closely with Metro, the Oregon Department of Fish & Wildlife, Trust for Public Lands, the City of Portland and the Port of Portland in an effort to find and support an appropriate project whose focus would be fishing and inner-city kids. Because of some extraordinary efforts put forth over the last year by employees of Metro, ODFW and Trust for Public Lands, it now appears that the Fishing for City Kids project can become a reality provided the Whitaker Ponds master plan is approved and the Whitaker Ponds project is allowed to move forward towards implementation and completion.

The Oregon Wildlife Heritage Foundation strongly supports this project, as well as this master plan. If the master plan is approved, I would intend to utilize the plan for purposes of obtaining financial commitments and grants from such organizations as the National Fish & Wildlife Foundation. Without the approval of the master plan and/or without the continuing support for the project from Metro, additional fund raising efforts would be significantly curtailed and/or impeded.

Rod Brobeck
Executive Director

Allan L. Kelly
Director Emeritus

OREGON WILDLIFE HERITAGE FOUNDATION

P.O. Box 30406, Portland, Oregon 97230
(503) 255-6059 • FAX (503) 255-6467

Metro
June 1, 1995
Page Two

Thank you for giving this plan your consideration. The Foundation is greatly appreciative of the time and commitment that you and your organization have given to this worthy project.

Very truly yours,

OREGON WILDLIFE HERITAGE
FOUNDATION



E. Kimbark MacColl, Jr.

EKM/bk

cc: Mr. Rod Brobeck
Mr. Skip Klarquist
Mr. Randy Labbe
Mr. C.M. Bishop

METRO COUNCIL MEETING
June 1, 1995

TO: Metro Councilors

FROM: Margaret and David Speck (Lakeside Little League)

DATE: June 1, 1995

RE: Whitaker Ponds Master Plan

As we are unable to attend today's hearing, we ask that prior to the Metro Council's adoption of the Whitaker Ponds Master Plan, they consider the impact of the master plan on our league by the loss of our best softball field (most northern field) and thoroughly search for a plan that would allow for the continued use of that softball field in its original location. If there is absolutely no other possibility, we ask that property acquisition funds or whatever other funds are available be designated for the purchase of additional property on the east side of our league for relocation of our softball field thereby keeping the character and sense of community of our league intact and all fields on site.

Whatever the method, property acquisition, adjustment of current fields, etc. we request assurance that this field be relocated on site as discussed in previous meetings with Metro. We want to ensure that regardless of future process or who (politically or organizationally) may be involved in implementing the master plan that the relocation of our softball field will be on site. We want the master plan (in the actual approved document) to include not only that relocation of our softball field is to be on site, but that the expense and work of relocating the softball field be incorporated in the overall expenses and development of the master plan. We ask that the plan not be approved unless it contains these provisions.

Sincerely

Margaret Speck

David Speck

May 31, 1995

AGENDA ITEM #7.2
Resolution No. 95-2159

Metro Council Meeting
June 1, 1995

Oregon

DEPARTMENT OF
FISH AND
WILDLIFE



SALEM DISTRICT
OFFICE

Metro Council
600 NE Grand Ave.
Portland, OR 97232

Dear Council Members:

The Oregon Department of Fish and Wildlife appreciates the opportunity Metro has provided for us to participate in the development and review of the Whitaker Ponds Master Plan. We recommend that you take action to approve and adopt the plan, including the changes detailed in Jane Hart's response to our comments of March 6, 1995.

Sincerely,

A handwritten signature in cursive script that reads "Kin Daily".

Kin Daily
Warmwater Fish Biologist

XC: Al Smith, ODFW



4412 Silverton Road NE
Salem, OR 97305
(503) 378-6925
FAX (503) 378-6233

1
2 I endorse Ordinance 95-604 with all of its exhibits: A,B, and C.
3 The three exhibits, together, act to inform us of the Future Vision: "A" is a
4 value vision statement, "B" consists of suggestions that flesh out the
5 statement, and "C" is a reference document of all of the Future Vision
6 Commission's work.

7 I would like to ask if there is a councilor who will sponsor the
8 following amendment to Exhibit A by adding 26 words to Line 39:
9

10 "We value a cultural atmosphere and public policies that will insure
11 that every child in every community enjoys the greatest possible opportunities
12 to fulfil his or her potential in life; ADDED LANGUAGE: and, as a high
13 priority, that every child, regardless of income, has the opportunity to
14 engage in the literary, visual, and performing arts in community centers)."
15

16 We are talking here of a universal language—that regardless of their
17 family circumstances or location—giving all of our children a common ground,
18 a common experience, that can further understanding and mutual respect. It is
19 a value—not a specific prescription, not dependent on any one agency. It is
20 a value that brings parents and children, friends and neighbors together. It
21 promotes family values, it promotes community values.

22 I understand it to be one of the primary values of our future vision—
23 that active participation of our children in the arts strengthens the identity
24 and cohesion of our region, and gives all of our youth a foundation for
25 personal achievement and satisfaction. It is a primary value that transcends
26 the more specific suggestions in Exhibit B — it is a foundation principal of
27 Future Vision. It makes the Future Vision Statement sing.

PEGGY LYNCH

(503) 646-4580

(503) 646-6286 fax

3840 SW 102nd Avenue
Beaverton, OR 97005-3244

May 25, 1995

To: Presiding Officer Ruth McFarland and
Metro Councilors
fax: 797-1793 - one page only

Re: Future Vision's Definition of Carrying Capacity for the Region

As you deliberate these next weeks on your Future Vision, I would like to advocate for a very special tool the Commission has given you and other regional leaders as you discuss "growth/no growth" with the community at large.

We offer the argument that a finite number is irrelevant. The region's carrying capacity could have been reached when ONE person arrived--if that person destroyed the clean air and water necessary for survival.

Conversely, TEN MILLION people could live here if we are diligent and clever enough to maintain clear air and water and whatever other amenities we collectively as a region deem critical to "sustaining our health, the quality of the natural environment and the ability of future generations to take action to meet the needs of their time".

"The relevant question is not when carrying capacity will be exceeded, but how we will collectively restore, maintain, and/or enhance the qualities of the region" we all agree are important to us.

For the reasons mentioned above, I appeal to you to restore said language to your Future Vision.

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To	Mail	From
Co.	Comm. Mee	Co.
Dept.		Phone #
Fax #	797-1173	Fax #



4300 NE Broadway, Ste. 1
Portland, Oregon 97213-1459

President: Robert Cain
503-287-8989
FAX 284-1618

Coordinator: Blanche Schroeder
503-232-4515 Phone & FAX

*Participating
Organizations:*

**METRO Executive Mike Burton and
METRO Councilors
600 NE Grand Avenue
Portland, Oregon 97232**

*Building
Owners and
Managers
Association*

Dear Ladies & Gentlemen:

Attached is our response to the Future Vision document currently under consideration by Council. Our reformatted version of the document includes suggested revisions which are the product of a unified effort of organizations convened by COMPA to review and comment on the Future Vision report.

*Certified
Commercial
Investment
Member
of Oregon*

The participating organizations are:

*Institute of
Real
Estate
Management*

**Alliance of Portland Neighborhood Business Associations, Inc.
Building Owners & Managers Association (BOMA)
Columbia Corridor Association
Coalition of Metropolitan Property Associations, Inc.
Greater Gresham Board of Realtors
Greater Portland-Vancouver Commercial Assn of Realtors (GPVCAR)
Hays Consulting Services Inc.
Homebuilders Association of Metropolitan Portland
International Council of Shopping Centers (ICSC)
Institute of Real Estate Management (IREM)
Metro Multifamily Housing Association
Oregon Apartment Association
Oregonians in Action
Portland Metropolitan Association of Realtors
Sunset Corridor Association
Tualatin Valley Economic Development Association (TVEDC)
Washington County Association of Realtors**

*Multi-Family
Housing
Council
of Oregon*

*Oregon
Apartment
Association*

*Metro
Multi-family Housing
Association*

We respectfully ask consideration of our revisions.

*Portland
Board of
Realtors*

Sincerely,

**Bob Cain
President**

PREAMBLE

In 1805, Lewis and Clark came to this region, sent by President Jefferson on a journey of peace and friendship, scientific exploration, conquest and discovery. Beginning in the 1840s, thousands of pioneers made an arduous 2,000-mile, eight-month trek along the Oregon Trail to river valleys with rich farmlands and mountains with vast forests. Today, people are still attracted to this region for its jobs, natural beauty and culture of livability. Simply put, this is a great place to live. We want to keep it that way.

However, today we are on an equally arduous journey into the future, one that challenges our expectation that this will continue to be a place where people choose to invest their talents and energy to keep what is good and fulfill our hopes for this land and all its people. We must act now and together. We offer this vision of the nine-county region in 2045 as a first step in developing policies, plans and actions that serve our bi-state region and all its people.

The bi-state metropolitan area has effects on, and is affected by, a much bigger region than the land inside Metro's boundaries. Our ecologic and economic region stretches from the Cascades to the Coastal Range, from Longview to Salem. Any vision for a territory this large and diverse must be regarded as both ambitious and a work-in-progress. We offer this document in that spirit.

This vision has been developed with the expectation that individual dreams and efforts will matter. Our region is a place that rewards those who commit themselves to keeping it a great place to live. History teaches the often cruel lesson that a community that does not possess a clear vision of the kind of future it wants is not likely to be satisfied with the one it gets. Making the effort to identify what we want, and then acting purposefully and collectively to achieve it, is critical.

Your Future Vision Commission has attempted to reflect the hopes and conscience of the people who live here - we are neither oracles nor social engineers. Rather, we affirm differences in thought and ways of life. We celebrate the individual as well as the community. We encourage self-reliance and self-fulfillment as well as civic participation and civic pride.

INTRODUCTION

The Metro Charter, approved by voters in 1992, calls for the creation of two new planning products: the Future Vision and the Regional Framework Plan. The Future Vision is described in the Charter as follows:

(1) Future Vision. (a) Adoption. The council shall adopt a Future Vision for the region between January 15, 1995 and July 1, 1995. The Future Vision is a conceptual statement that indicates population levels and settlement patterns that the region can accommodate within the carrying capacity of the land, water and air resources of the region, and its educational and economic resources, and that achieves a desired quality of life. The Future Vision is a long-term, visionary outlook for at least a 50-year period. As used in this section, "region" means the Metro area and adjacent areas.

(b) Matters Addressed. The matters addressed by the Future Vision include but are not limited to: (1) use, restoration and preservation of regional land and natural resources for the benefit of present and future generations, (2) how and where to accommodate the population growth for the region while maintaining a desired quality of life for its residents, and (3) how to develop new communities and additions to the existing urban areas in well-planned ways.

...

(e) Effect. The Future Vision is not a regulatory document. It is the intent of this charter that the Future Vision have no effect that would allow court or agency review of it.

Metro is also directed to develop a *Regional Framework Plan* consisting of a number of individual plans which address issues of regional significance--the transportation system, the urban growth boundary (UGB), water resources, air quality and housing densities, among others. The relationship between the Future Vision and the Regional Framework Plan is explained in the Charter as follows:

The Regional Framework Plan shall: (1) describe its relationship to the Future Vision, (2) comply with applicable statewide planning goals, (3) be subject to compliance acknowledgment by the Land Conservation and Development Commission or its successor, and (4) be the basis for

coordination of local comprehensive plans and implementing regulations.

Your Future Vision Commission has developed this document in response to both the requirements and the spirit of the Charter. The following vision statements, in concert with the Future Vision map, provide the *conceptual statement* sought by the framers of the Charter and directly addresses Charter requirements in the following ways:

- The Region. Our area of interest is not only the *three-county* Metro area, but also the adjacent counties which interact now and will interact more completely in the future. We can no longer afford to view ourselves apart from this larger context, itself a part of Cascadia, North America, the Pacific Rim and the world. We are part of a truly international economy.
- Population Levels and Settlement Patterns. Our work has depended on population projections and allocation scenarios developed through existing planning processes in Oregon and Washington. The Future Vision map depicts the relationship between this written document and the geography of the region.
- Carrying Capacity. Residents of the metropolitan area take pride in their ability to adapt, and yet retain a quality of life that we value. We anticipate that technological advances on all fronts will enable us to continue innovative approaches to solving the problems that test the capacity of the land and the infrastructure to accommodate future generations.

The capacity of the region cannot be measured in numbers only, but can be assessed through a continual examination and critique of values that address the quality of life in our region. Each generation is empowered in the growth framework to take the actions needed to ensure that they enjoy the choices of lifestyles that provide healthy cultural and social differences.

- New Communities. However, the values, vision statements and map, taken together, describe the nature of our region in 2045, and as such can be used as a template for what any community, new or old, ought to embody. We choose instead to focus on the restoration and redevelopment of what already has been committed to non-resource use.

- Other Issues. There are a number of issues that, in the future, will challenge some of our assumptions. These issues include:

- New telecommunications and information technologies are upon us, but their effects on quality of life and urban form are not yet known.
- Some aspects of our quality of life are likely to deteriorate with growth, while some will be enhanced.
- There almost certainly will be a change in the ways we use fossil fuels in the next 50 years.
- Our sense of region likely will change as technology and the economy change.

After long discussion, we recognize that these issues and more will have profound and largely unknown implications for our vision and this region. Nonetheless, we must move forward with the belief that our region will rise to the challenges as they become apparent.

Our vision statements fall logically into three groups:

1. Each Individual - The development of each individual as a productive, effective member of this region. We believe that this region must make clear and unambiguous commitments to each individual in order that we all may have a vibrant, healthy place to live. This does not mean that our region must be all things to all people. It cannot be. Rather, we seek the full participation of individuals in the prosperity of this region, accompanied by their own acceptance of responsibility for stewardship of their community and region. Three vision statements of our aspirations for individuals are presented under the headings of children, education and participation.
2. Our Society - The ability to state and act on the collective interest of our communities through civic involvement, a strong economy and vital societal institutions. The ability to work together, in the truest sense, is the hallmark of great communities and flourishing societies. Engaging people with each other and with our economy to solve problems and act on dreams is the cornerstone of our ability to move forward into the future. Six vision statements of our aspirations for our society are presented under the headings of safety, economy, diversity, civic life, vital communities and roots.

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146 3. **Our Place** - The physical landscape of the nine-county, bi-state region, the settlement patterns that
147 have evolved within it and the economy that continues to evolve. We live in a landscape of great
148 variety and beauty, a stage for an enviable range of possibilities. Preserving that vast sense of
149 diversity must be the core of our legacy of inhabitation. Eight vision statements of our aspirations
150 for our place are presented under the headings of rural land, variety in our communities and
151 neighborhoods, a life in nature, walking, linkages, downtowns, equity and growth management.

152

153 The vision statements have been developed with the elements of the Regional Framework Plan in mind.
154 Clearly, Metro has a critical role to play as planner, convener, monitor and leader. However, as in the
155 past, the success we achieve in the future will be a collaborative accomplishment. Keep in mind that the
156 usefulness of this or any Future Vision for advising and guiding policy and regulation is entirely
157 dependent on its scope and persuasiveness. Developing and adopting a Future Vision offers an
158 unparalleled opportunity to create an environment of consensus and predictability in the region for what
159 Metro's planning and policy making ought to accomplish.

160

N E W S E C T I O N

OUR FUTURE VISION

The citizens who live, work and play in the metropolitan area commit themselves to creating an environment of excellence for all people of all ages in all walks of life.

We will achieve this vision through the active and engaged participation of diverse interests encompassing all facets of our society, our economy and our environment.

We believe that the development of each individual as a productive, effective person is critical to the future of the region. A vibrant, dynamic society is built upon the strength of each and every individual.

THEREFORE, this region commits its resources to programs that build skills for our people, provide opportunities for those skills to be used to enrich our society and economy, and promote sense of achievement and contribution for those who live, work and play in our region.

We believe that the creation of a dynamic, vibrant society includes a strong, healthy, diverse economy supported by social institutions that nourish and enhance our human need for culture and nature. Thriving societies provide jobs for people, safety for persons and property, protection for the peoples' histories, nurturing of the society's creative energies and enhancement of the society's connectivity from the individual to the environment.

THEREFORE, this region commits its resources to programs that enhance economic opportunity for all, that promote diversity in the workplace and the neighborhoods, that create programs to enhance our cultural institutions, and that act on the collective interests of our communities through civic involvement and vital societal institutions.

We believe that the enhancement of the physical environment to protect the variety and beauty of our natural landscape and the diversity of our region is critical to our economic, social and individual well-being. a society that integrates its people, its economic base and its environment

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196
197 into working partnership that build on the strengths of each creates opportunities for its future
198 that cannot be equaled.

199
200 THEREFORE, this region commits its resources to programs that
201 enhance the physical landscape within which we live, work and play, that
202 promote economic opportunity based on the connectivity between the
203 people, the society and the environment, and that build strong, working
204 relationships between the people as a society and individual interests
205 representing different social, economic and environmental persuasions.

206
207 Framing the future requires a recognition of our history, an understanding of the present and a
208 commitment to the best for all people in times to come -- as individuals, as members of a
209 common, but diverse society and as a people occupying a special place.

210
211 We are committed, as a people and a society, to achieving a future drawing upon the best of our
212 past, using the strengths of our present and creating the opportunities of tomorrow.

OUR VALUES

Our way of life in this region embodies a number of interconnected values that are essential to facing the future wisely:

- We value taking purposeful action to advance our aspirations for this region, shaped by the realization that we should not act to meet our needs today in a manner that limits or eliminates the ability of future generations to meet their needs and enjoy this landscape we are privileged to inhabit.
- We value natural systems for their intrinsic value, and recognize our responsibility to be stewards of the region's natural resources *while respecting private property rights*.
- We value the greatest possible individual liberty in politics, economics, lifestyle, belief and conscience, with the full understanding that this liberty cannot be fully realized or long endure unless accompanied by shared commitments to community, civic involvement and the health of our environment.
- We value the conservation and preservation of natural and historic resources. Widespread land restoration and redevelopment *is preferable to* conversion of land to urban uses to meet our present and future needs.
- We value *a dynamic, vibrant economy* because of the opportunities it affords us all.
- *We value* suitable social mechanisms to ensure dignity and equity for all and compassion for those in need.
- *We value individual property rights that are the cornerstone of our economic system and recognize that protection of nature needs to be shared by the entire community.*
- We value our regional identity, sense of place and unique reputation among metropolitan areas, and celebrate the identity and accomplishments of our urban neighborhoods and suburban and rural communities as well.

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- 249 • We value participatory decision making which harnesses the creativity inherent in a wide-range of
250 views, dissenting and consenting, about the past, present and future.
251
252
- 253
- 254 • We value a life close to the beauty and inspiration of nature, incorporated into urban development in
255 a manner that remains a model for metropolitan areas into the next century.
256
- 257 • We value vibrant cities that are both an inspiration and a crucial resource for commerce, cultural
258 activities, politics and community building.
259
- 260 • We value meeting the needs of our communities through *citizen involvement in the creation of*
261 *public policy furthering* the collective interests of our metropolitan community.
262
- 263 • We value a cultural atmosphere and public policy that will ensure that every *individual* in every
264 community enjoys the greatest possible opportunities to fulfill his or her potential in life.
265
- 266 • *We value a region composed of numerous distinct communities, open to all, which together*
267 *provide a wide variety of healthy, appealing and affordable housing and neighborhood choices.*
268

VISION STATEMENTS

EACH INDIVIDUAL

The People

The region's most valuable resource is people. Through the diversity of the population (age, ethnicity, religion, socio-economics, gender, physical and mental capacities, education and personal philosophies), the region is a richly hued quilt of talents and resources, brought together by the common goal of quality of life for all.

The welfare of children, signifying the welfare of our future is of critical importance. Creating and sustaining public policies that support all children as they take their place in the fabric of the community are among our highest priorities.

Education

Education, in its broadest definition, stands as a key element of our commitment to each other. Life-long learning is a critical ingredient that enables the residents of this region to adapt to new ideas, new technologies and changing economic conditions. Our commitment to education is a commitment to equipping all people, according to their individual needs and interests, with the means to not only survive, but to prosper in this region.

Participation

All residents, old and young, rich and poor, men and women, minority and majority, are well-informed and active participants in the civic life of their communities. Ours is a region that thrives on interaction and engagement of its people to achieve community objectives.

OUR SOCIETY

Safety

We have achieved personal safety within communities and throughout the region. It is a shared responsibility involving citizens and all appropriate government agencies. Personal safety extends from the elimination of prejudice to the physical protection of life and property from criminal harm.

Economy

Our economy is dynamic and diversified with urban and rural economies linked in a common frame supporting family-wage jobs in accessible centers throughout the region.

Diversity

Our communities are known for their openness and acceptance. This region is distinguished by its ability to honor diversity in a manner that leads to civic cohesion rather than a narrow separateness.

Civic Life

Citizens embrace responsibility for sustaining a rich, inclusive civic life. Political leadership is valued as an essential ingredient for engaging citizens in this task.

Vital Communities

Communities are economically vital, socially healthy and respond to the needs of the residents. Initiatives and services empower individuals and communities to actively meet their needs. The economic life of the community is inseparable from its social and civic life.

Our History

Our history serves us well, with the lessons of the past remembered and incorporated in our strategies for the future. Our fellow citizens know our cultural history, and this knowledge helps them ground social and public policy in the natural heritage we depend on and value so dearly.

OUR PLACE

Rural Land

Rural land shapes our sense of place by keeping our communities separate from one another, supporting viable farm and forest resource enterprises, offering rural lifestyles and keeping our citizens close to nature, farms, forests and other resource lands and activities.

Variety in Our Communities and Neighborhoods

Our region is composed of numerous distinct communities, open to all, which provide a wide variety of healthy, appealing and affordable housing and neighborhood choices and a healthy, dynamic business environment which includes mixed use development and increases economic opportunity for our citizens. Communities are physically compact and have distinct identities and boundaries. Truly public space exists in every community.

A Life in Nature

Our region is known for the intelligent integration of urban and rural development as evidenced by our water quality, biodiversity, views unobstructed by air pollution, greenspaces and parks a close and supportive relationship among and between natural resources, environmental quality and the economy of the region and restored ecosystems protected from degradation and decline.

Transportation

Residents of this region can commute, shop, plan and socialize by multiple modes of transportation, walking, biking, public transit and automobiles. Walking, biking or using transit are attractive alternatives for a wide-range of trips within neighborhoods, between important regional centers and outside the urban area. This region is known for the utility of its transportation alternatives.

Linkages

People, goods, materials and information move easily throughout the region. Housing, shopping, manufacturing, distribution and office employment are linked to the transportation and communication systems in a comprehensive and coordinated manner.

Downtowns

Downtown Portland continues to serve an important, defining role for the entire metropolitan region. In addition, investment, both public and private, is focused in our historic and our new urban centers throughout the region. This pattern of investment and renewal continues to be an important part of our strategy for building and maintaining healthy communities.

Equity

The tradeoffs associated with growth and change have been fairly distributed throughout the region. Our commitment to managing growth is matched by an equal commitment to encouraging a balance in community needs including affordable housing, living wage jobs, school funding and access to public services.

Growth Management

Growth has occurred in a predicted manor without inhibiting our quality of life. We live in great communities, not merely big ones. Our successes in balancing our region's growth with its livability comes from a commitment to ongoing reviews of our past achievements combined with appropriate actions to maintain and enhance our quality of life.

IMPLEMENTATION

We recommend that the Metro Council, upon the adoption of the Future Vision, identify and act on measures to implement the vision conscientiously, affirmatively and pro-actively. The Metro Charter calls for the Metro Council to adopt a Future Vision, and to "describe the relationship" of the Regional Framework Plan to that Future Vision. Further, the Charter specifically prevents the Future Vision from having any "effect that would allow court or agency review of it."

Clearly, the ambition for implementation of the Future Vision, as expressed in the Charter, is quite modest. However, we live in a region which is home to communities of substantially greater ambition. In fact, our participation in this project has impressed on us that our nine-county, bi-state region deserves our individual and collective attention, affection and stewardship. We cannot delegate the future or our quality of life to others, for they are tasks whose outcome depends on us all.

We believe that implementing actions could include, but not be limited to, the following:

1. Regional Framework Plan - We have attempted to address specific Regional Framework Plan elements in the actions we have identified to achieve each vision statement. The Metro council should use those proposed actions at the beginning of the process for creating Regional Framework Plan elements in order to ensure there is a relationship between the Future Vision and the Regional Framework Plan to *describe*.
2. Vision Index - The Metro Council could use the vision statements to create a *vision index* for use as a diagnostic or evaluative tool in planning, policy making and budgeting. The Metro Council could direct that the vision statements be incorporated in new or ongoing initiatives to guide the formulation of decision criteria. As examples, the following kinds of questions might be asked:
 - Will the action or plan assist in improving the welfare of children?
 - Will the action or plan help to extend educational resources to the people of the region more effectively or comprehensively?

- How, if at all, will the action or plan enable or improve the ability of people throughout the region to compete for jobs or other opportunities?
- Will the action or plan, through its development and implementation, serve as a vehicle for enabling wider participation in policy formation and planning?
- Does the action or plan support and encourage efforts to engage citizens and business to join with government to improve public safety?
- Will the action or plan add to efforts to diversity our economy and encourage the creation of new enterprises best able to further other regional objectives?

3. Public Discussion of Governance - A public re-evaluation of the appropriateness of the structures of governance in our region to address 21st Century problems and issues, especially those at the neighborhood and regional levels, needs to occur.

4. Annual State-of-the-Region Review - Of critical importance will be efforts to promote, lead and engage the citizens and communities of the region in an ongoing discussion of our future. The Metro Council and Metro Executive should commit themselves to a cooperative monitoring program with regional partners that is designed to provide the data needed to evaluate whether Metro is achieving the goals it has set for itself. The best plans, left unattended and unexamined, will not secure the future for this region that it deserves. In fact, the investment being made in plans must be complemented by a relatively small commitment to monitoring and evaluation, as proposed here, if the value of that planning is to be realized.

Metro should begin by recruiting a technical advisory team to provide advice and review during the development of a short list of statistical indicators or benchmarks for assessing progress toward implementing the Future Vision and the Regional Framework Plan. Such a list is not meant to be exhaustive. Rather, it should include key quantifiable indicators that, when discussed in a public forum, would direct attention to trends requiring urgent action. It is a list of the *canaries* that alert us to hazards ahead. Based on our work, we believe that an initial list of indicators for this task could be:

I-1 Children - Readiness to learn (already collected by the Oregon Progress Board).

I-2 Education - Adult literacy; student skill achievement; time for the unemployed to be rehired and/or to attain their previous income.

I-3 Participation - Voter turnout in local and Metro races; number of candidates in local and Metro races (available from counties).

S-1 Safety - Crime rates by crime; perception of crime surveys; percentage of schools with no reported crimes.

S-2 Economy - Household income; per capita income; business formation; business failures; business license activity by economic sector (much is already in the Regional Land Information System - RLIS).

S-3 Diversity - bias crime rate; standardized segregation index (census).

S-4 Civic Life - Number of active neighborhood associations, citizen planning organizations (CPO), etc.; number and types of voluntary associations by community.

S-5 Vital Communities - Number of newspapers, radio stations, cable access studios, etc., by community; proximity of public/civic space to households; number of self-nominations for recognition of neighborhood achievements.

S-6 Roots - Number of designated structures saved/demolished; number of annual celebrations of place and history by community.

P-1 Rural Land - Number of acres in farms with gross sales of at least \$40,000 outside UGBs; number of lots less than or equal to five acres in size outside of UGBs; number of acres of land zoned for exclusive farm or forest use converted to other classifications.

P-2 Variety in Our Communities and Neighborhoods - Number of dwelling units within a quarter mile of parks, shopping, transit and public buildings; percentage of households able to afford the median sale price for housing by community.

P-3 A Life in Nature - Number of rivers and streams that meet instream flow needs during the summer months; number of water bodies that meet state and federal instream water quality standards; number of rivers and streams in a degraded condition which have active restoration efforts under way; net loss or gain of wetlands compared to 1994 survey; number of species of plants and animals, and their distribution compared with 1994 survey; percentage of population living within a quarter mile of both a neighborhood park and a natural area/greenspace; number of watersheds managed for multiple values; number of days that region is in compliance with state and federal air quality and visibility standards.

P-4 Walking - Pedestrian environment factor by community/jurisdiction; number of miles of bike lanes by community; mode split for walking by community.

P-5 Linkages - Commodity flow indicators from 1994 study; intermodal shipping activity at ports in the region.

P-7 Equity - Children in poverty by community; percentage of households paying no more than 30 percent of their monthly gross income for housing by community; new jobs by jurisdiction.

P-8 Growth Management - Population density region-wide and by community; percentage of urbanized area.

Note that in some cases Metro already collects the data required. In addition, a number of these indicators are drawn from the Oregon Benchmarks and are, therefore, monitored by the state. In some instances, Metro will need to initiate new data collection and surveying activities. However, in all cases, the information collected will be of value to Metro's other planning efforts, and to those of other jurisdictions as well.

The Metro Executive and Metro Council can use these indicators in a public process to discuss the state of the region, and whether we are moving further from or closer to our goals as described by the Future Vision. The outcome of the monitoring effort and discussion, on an annual basis, should be used by Metro to establish priorities for planning and implementing activities in the coming year.

In addition to advising the Metro Council and Executive on the development of the list of indicators and data collection methods, the technical advisory team could also assist with interpreting the results. It is our belief that the list of indicators should be kept short as a means of focusing attention on the region as a whole, rather than on the status of the individual parts.

5. Regional Study Fellowships - The region needs a consistent and ongoing research program to better inform its planning efforts. One component of that program could be the creation of regional study fellowships, developed in collaboration with academic institutions and funded through corporate donations and foundation grants. Fellows would develop projects linked to the implementation of the Future Vision and Regional Framework Plan. The fellows would be chosen through a competitive process and the results of their work would be presented in a public forum. The fellowships would give Metro and the region access to the experience and talents of area professionals, offer the fellows the opportunity to recharge and explore an issue or set of issues in depth with few distractions, and give area communities access to cutting-edge thinking about the challenges of the future.

Whatever the course that is chosen, the fundamental objectives must always be to ensure that no issue is dealt with in isolation, and that a broad cross-section of our region's people are involved in discussing, debating and shaping our path to the future. Undoubtedly, there are many more ways to use the Future Vision to achieve these objectives. We offer the five outlined above to suggest that it can be done in an efficient manner.

As a region, our aspiration should be to match the spectacular nature of our landscape with an equally spectacular and regular civic celebration of our sense of the region--truly our sense of place. For it is only through the creation of a shared and far-reaching culture of this place that we will be able to gracefully and magnificently rise to our responsibilities for stewardship, and adapt to the dynamism of the world we live in, now and in the future.

OUR PLACE (P)

P-1 Rural Land

~~In 2045,~~ **Rural land shapes our sense of place by keeping our communities** cities separate from one another, supporting viable farm and forest resource enterprises, **offering rural lifestyles** and keeping our citizens close to nature, farms, forests and other resource lands and activities.

~~To achieve this vision:~~

- ~~• Develop and implement local plans, the UGB and the rural lands elements of the Regional Framework Plan to:~~
 - ~~—○ Actively reinforce the protection of lands currently reserved for farm and forest uses for those purposes. No conversion of such lands to urban, suburban or rural residential use will be allowed.~~
 - ~~—○ Allow rural residential development only within existing exception areas or their equivalent. Rural residential development shall retain the rural character of the area, and be consistent with nearby farm and forest practices, the ability of natural systems to absorb new development and the capacity of currently available public services.~~
- ~~• Work with the departments of agriculture and forestry in both states to develop a broad program of public education about and contact with this region's agricultural and forest products and producers.~~

P-2 Variety in Our Communities and Neighborhoods

~~In 2045,~~ **Our region is composed of numerous distinct communities, open to all, which together provide a wide variety of healthy, appealing and affordable housing and neighborhood choices and a healthy, dynamic business environment which includes mixed use development and increases economic opportunity for our citizens. They Communities are physically compact and have distinct identities and boundaries. Truly public space exists in every community. and serves as the stage for a rich and productive civic dialogue.**

~~To achieve this vision:~~

- ~~• Continue to encourage a choice of neighborhood types, including new neighborhoods with suburban densities, neighborhoods of traditional (pre World War II) densities, and mixed-use neighborhoods of a more urban design.~~
- ~~• Provide incentives, including preferential funding for the acquisition of Greenspaces and development of transportation facilities, to communities which act to provide a range of housing types for people of all income levels within their boundaries.~~

- ~~Link the granting of building permits for single-family detached structures to the creation of mixed-use neighborhood centers.~~
- ~~Develop and implement community plans to clarify and strengthen distinct identities, to the extent possible, develop boundaries between communities using parks, river, streams, floodplains and other landscape features.~~
- ~~Make the development of complete mixed-use and mixed-income communities the central focus for Regional Framework Plan elements dealing with housing, urban design, and parks and open space.~~

P-3 A Life in Nature

~~Our place sits at the confluence of great rivers—the Columbia, Lewis, Sandy and the Willamette and its tributaries—which dominate the landscape. This is a region of water, volcanic buttes, and forest-clad mountains and hills. The metropolitan region is a unique ecosystem, one which encompasses urban, rural and wild settings within a common landscape. In 2045, o~~Our region is known for the intelligent integration of urban and rural development into this common ecosystem as evidenced by:

- ~~Improved air and water quality; and increased biodiversity.~~
- ~~Views of Mt. Hood, Mt. St. Helens, Mt. Rainier, Mt. Adams, Mt. Jefferson and other Cascade and coastal peaks, unobstructed by either development or air pollution.~~
- ~~Ribbons of green bringing greenspaces and parks within walking distance of every household.~~
- ~~A a close and supportive relationship among and between natural resources, environmental quality and the economy of the region.~~
- Restored ecosystems protected from future degradation and decline.

To achieve this vision:

- ~~Ensure that Regional Framework Plan elements for transportation, the UGB, rural lands, urban design and settlement patterns, parks and open space, and bi-state governance actively seek the objectives of this vision statement.~~
- ~~Work with partners in the region to develop comprehensive interpretive programs for the metropolitan ecosystem to provide all citizens with the information they will need to act as stewards for the quality of the natural environment.~~
- ~~Manage watersheds to protect, restore and maintain the integrity of streams, wetlands and floodplains, and their multiple biological, physical and social values.~~

- ~~Create an interconnected mosaic of urban forest that provides multiple benefits to neighborhoods, including shading and reduction of temperature extremes, aesthetics and habitat for local wildlife.~~
- ~~Value the quality of natural resources and the landscape alongside other variables when assessing the costs and benefits of new development and/or attracting new enterprises to the region.~~

P-4 TransportationWalking

~~In 2045,~~ Residents of this region can **commute, shop, plan and socialize by multiple modes of transportation, walking, or biking, public transit and automobiles.** ~~within their neighborhoods.~~ Walking, biking or using transit are attractive alternatives for a wide-range of trips within neighborhoods, between important regional centers and outside the urban area. This region is known for the utility of its ~~non-auto-transportation alternatives.~~

~~To achieve this vision:~~

- ~~Focus the urban design, settlement pattern, housing, transportation, and parks and open space elements of the Regional Framework Plan on the design of new neighborhoods and retrofit of old ones to better support walking, biking and transit use.~~
- ~~Design and operate the region's high capacity transit system as the foundation for regional development and redevelopment.~~
- ~~Design and operate public transit systems to complement pedestrian movement.~~
- ~~Review and continually revise, as necessary, local land use plans and transportation policies to dramatically Inca the mode split for walking, and to ensure the close interconnection of land use and transportation planning initiatives.~~
- ~~Make new commitments to funding arterial streets, and bicycle and pedestrian facilities.~~
- ~~Focus the transportation element of the Regional Framework Plan on two central issues: The creation of walkable neighborhoods and employment centers, and goods movement.~~

P-5 Linkages

~~In 2045,~~ **People, goods, materials and information move easily throughout the bi-state region. Housing, shopping, Mmanufacturing, distribution and office employment centers are linked to the transportation and communication systems in a comprehensive and coordinated manner.**

~~To achieve this vision:~~

- ~~Incorporate goods movement and telecommunications technologies in Regional Framework Plan elements concerned with transportation, urban design and settlement patterns, and bi-state governance.~~
- ~~Utilize new technologies and targeted public investment to move the work to workers, rather than workers to the work.~~

P-6 Downtowns

~~In 2045, d~~Downtown Portland continues to serve an important, defining role for the entire metropolitan region. In addition, reinvestment, both public and private, ~~is has been~~ focused in ~~our historic and our new~~ urban centers such as Ridgefield, Camas, Vancouver, Gresham, St. Helens, Beaverton, Hillsboro, Molalla, Woodburn and others throughout ~~the our~~ bi-state region. This pattern of reinvestment and renewal continues to be ~~an important part the~~ centerpiece of our strategy for building and maintaining healthy communities.

~~To achieve this vision:~~

- ~~Target public and encourage private investment in infrastructure and workforce development in existing neighborhoods, town centers and downtown Portland.~~
- ~~Address reinvestment in urban centers in the Regional Framework Plan elements concerned with the UGB, transportation, urban design and settlement patterns, and bi-state governance.~~

P-7 Equity

~~In 2045, t~~The tradeoffs associated with growth and change have been fairly distributed throughout the region. Our commitment to managing growth with an eye on the future is matched by an equal commitment to ~~encouraging a balance in community needs including affordable housing, living wage jobs, school funding and access to public services.~~social equity for the communities of today and tomorrow. ~~The true environmental and social cost of new growth has been paid by those, both new to the region and already present, receiving the benefits of the new growth.~~

~~To achieve this vision:~~

- ~~Identify the presence of pockets of poverty as a metropolitan problem. Address the issues associated with chronic poverty in locations throughout the nine-county region through such mechanisms as tax base sharing, pursuing changes in tax codes, overcoming physical and economic barriers to access, providing affordable housing throughout the area and targeting public investments.~~
- ~~Ensure that the costs of growth an change are borne by those who receive the benefits.~~

- ~~Develop fair and equitable funding mechanisms and investment strategies for all public infrastructure needed to support growth and to keep infrastructure and service levels from declining as growth occurs.~~
- ~~Address issues associated with chronic poverty in locations throughout the region in a Regional Framework Plan element.~~

P-8 Growth Management

~~In 2045, growth in the region has been managed. Growth has occurred in a predicted manor without inhibiting our quality of life. We Our objective has been and still is to live in great communities cities, not merely big ones. Our successes in balancing our region's growth with its livability comes from a commitment to ongoing reviews of our past achievements combined with Performance indicators and standards have been established for the Future Vision and all other growth management efforts, and citizens of the bi-state region annually have an opportunity to review and comment on our progress. The results of that review process are used to frame appropriate actions needed to maintain and enhance our regional quality of life.~~

~~To achieve this vision:~~

- ~~Annually produce a state of the region report on our progress toward achieving the objectives of the vision statements listed above, followed by a survey to determine whether the public is satisfied with that progress. Short and long term actions will be shaped by this review and the results will be reported to the people of the region.~~
- ~~Use the values and vision statements in this document as the starting point for developing evaluative criteria used to create each element of the Regional Framework Plan.~~
- ~~Broaden the elements of the Regional Framework Plan to include environmental quality, sustainability, public safety, the welfare of children and education.~~
- ~~Create an accountable bi-state, nine-county institutional framework for discussing and addressing issues which extend beyond Metro's jurisdictional boundaries, and incorporate such an institution in the Regional Framework Plan element concerned with bi-state coordination.~~

EXHIBIT A

FUTURE VISION

Our ecological and economic region goes beyond Metro's boundaries and stretches from the Cascades to the Coast Range, and from Longview to Salem. Any vision for a territory as large and diverse as this must be regarded as both ambitious and a work-in-progress: it is a first step in developing policies, plans, and actions that serve our bi-state region and all its people.

From
Preamble

While Metro recognizes that it has no control over surrounding jurisdictions and is not responsible for the provision of public safety and other social services, the ability to successfully manage growth within this region is dependent on and impacts each of these.

COMPA - REVISED, SEE CHANGES IN GOLD

Future Vision is mandated by Metro's 1992 Charter. It is not a regulatory document; rather it is a standard against which to gauge progress toward maintaining a livable region.

It is based on a number of core values essential to shaping our future. As a region:

- We value taking purposeful action to advance our aspirations for this region, realizing that we should act to meet our needs today in a manner that does not limit or eliminate the ability of future generations to meet their needs and enjoy this landscape we are privileged to inhabit.
- We value the greatest possible individual liberty in politics, economics, lifestyle, belief, and conscience, with the understanding that this liberty cannot be fully realized unless accompanied by shared commitments for community, civic involvement, and a healthy environment.
- We value our regional identity and sense of place, and celebrate the identity and accomplishments of our urban neighborhoods and suburban and rural communities.
- We value vibrant cities that are an inspiration and a crucial resource for commerce, cultural activities, politics, and community building.
- We value a healthy economy that provides stable family-wage jobs. We recognize

Values
P. FVR

that our economic well-being depends on unimpaired and sustainable natural ecosystems, and suitable social mechanisms to insure dignity and equity for all and compassion for those in need.

- We value the conservation, restoration, and preservation of natural and historic landscapes.
- We value a life close to nature incorporated in the urban landscape.
- We value nature for its own sake, and recognize our responsibility as stewards of the region's natural resources.
- We value meeting the needs of our communities through grass-roots efforts in harmony with the collective interest of our regional community.
- We value participatory decision making which harnesses the creativity inherent in a wide range of views.
- We value a cultural atmosphere and public policies that will insure that every child in every community enjoys the greatest possible opportunities to fulfill his or her potential in life.

REGIONAL VISION STATEMENT

EACH INDIVIDUAL:

As inhabitants of this bi-state region, we are committed to the development of each individual as a productive, effective member of society. This region must make clear and unambiguous commitments to each individual in order that we all may have a vibrant, healthy place to live. We seek the full participation of individuals in the prosperity of this region, accompanied by acceptance of their responsibility for stewardship of the community and region. Our vision statements for Each Individual are:

- COMPA - "The People" new paragraph
sanitizing the welfare of our future*
- CHILDREN - In 2045, the welfare of children is of critical importance to our well-being. *all children as they take their place in the fabric of the community*
- Creating and sustaining public [and private initiatives] that support family life are among our highest priorities. *Revised/COMPA*

54 • EDUCATION {In 2045} ^{a key element} education, in its broadest definition, stands as [the core] of our
55 commitment to each other. Life-long learning is the critical ingredient that enables the
56 residents of this region to adapt to new ideas, new technologies, and changing economic
57 conditions. Our commitment to education is a commitment to equipping all people ^{according to their individual needs and interests,} with
58 the means not only to survive, but to prosper.

59 • PARTICIPATION - [In 2045] all residents, old and young, rich and poor, men and
60 women, minority and majority, are [supported and encouraged to be] well-informed and
61 active participants in the civic life of their communities and the bi-state region. Ours is a
62 region that thrives on interaction and engagement of its people to achieve community
63 objectives.

64
65 OUR SOCIETY:

66 The ability to work together is the hallmark of great communities and flourishing societies.
67 Our vision statements for Our Society are:

68 • VITAL COMMUNITIES {In 2045} ^{economically vital,} Communities [throughout the bi-state region] are
69 socially healthy and responsive ^a to the needs of ^{the} [their] residents. [Government] initiatives and
70 services [have been developed to] empower individual communities to actively meet ^{their needs.} the
71 needs of their residents. The economic life of the community is inseparable from its social
72 and civic life.

73 • SAFETY - ^{We have achieved} [In 2045] personal safety within communities and throughout the region ^{It} is
74 [commonly expected as well as] a shared responsibility involving citizens and all ^{appropriated} government
75 agencies. [Our definition of] personal safety extends from the elimination of prejudice to the
76 physical protection of life and property from criminal harm [to hazard mitigation and
77 preparation for and response to natural disasters].

78 • ECONOMY - [In 2045] our ^{dynamic and} [bi-state regional] economy is diverse, with urban and rural
79 economies linked in a common frame. [Planning and governmental action have helped

80 create conditions that support the development of ^{supporting} family wage jobs in ^{accessible} centers throughout
81 the region.

COMPA - NO change from FUR

82 • CIVIC LIFE - [In 2045], citizens embrace responsibility for sustaining a rich, inclusive
83 civic life. Political leadership is valued and recognized for serving community life.

COMPA - NO change from FUR

84 • DIVERSITY - [In 2045], our communities are known for their openness and acceptance.
85 This region is distinguished by its ability to honor diversity in a manner that leads to civic
86 cohesion.

HISTORY

87 • [ROOTS] - [In 2045], our history serves us well, with the lessons of the past remembered
88 and incorporated in our strategies for the future. Knowledge of our cultural history helps
89 ground social and public policy in the natural heritage we depend on and value.

90 OUR PLACE:

91 We are committed to preserving the physical landscape of the region, acknowledging the
92 settlement patterns that have developed within it, and supporting the economy that
93 continues to evolve. We live in a varied and beautiful landscape. Our place sits at the
94 confluence of great rivers—the Columbia, Lewis, Sandy, and the Willamette and its
95 tributaries, which dominate the landscape. This is a region of water, volcanic buttes, and
96 forest-clad mountains and hills. Our vision statements for Our Place are:

97 • A LIFE IN NATURE - ^{Our} [In 2045], ^{this} region is [recognized as a unique ecosystem], known
98 for the intelligent integration of urban and rural development [which seeks to: ^{as evidenced by:}
99 - [improve] air and water quality, and [increase] biodiversity;
100 - [protect] views [of Mt. Hood, Mt. St. Helens, Mt. Rainier, Mt. Adams, Mt.
101 Jefferson, and other Cascade and coastal peaks; ^{unobstructed by air pollution}
102 - [provide] Greenspaces and parks [within walking distance of every household;
103 - [assure] a close and supportive relationship among ^{and between} natural resources, ^{environmental quality} landscape, the
104 [built environment], and the economy of the region; and

protected from degradation and decline

105 - restore ^d ecosystems, [complemented by planning and development initiatives that
106 preserve the fruits of those labors]

107 • RURAL LAND [In 2045] ^{communities} rural land shapes our sense of place by keeping our [cities]
108 separate from one another, [protecting natural resource lands and] supporting viable farm
109 and forest resource enterprises, ^{offering rural lifestyles} and keeping our citizens close to nature, farms, forests, and
110 other resource lands and activities.

111 • DOWNTOWNS [In 2045] ^{metropolitan} downtown Portland continues to serve an important
112 defining role for the entire region. [Historic urban centers such as Ridgefield, Camas,
113 Vancouver, Gresham, St. Helens, Beaverton, Hillsboro, Lake Oswego, Oregon City,
114 Molalla, Woodburn, and others throughout our bi-state region are an important part of
115 sub-regional identity.] In addition, investment, both public and private, is focused in our
historic and our new urban centers throughout the region. This
pattern of investment and renewal continues to be an important part of our strategy
for building and maintaining healthy communities.
116 • VARIETY IN OUR COMMUNITIES AND NEIGHBORHOODS [In 2045] ^{open to all which} Our
117 region is composed of numerous distinct communities. [Each community] provides a wide
118 variety of healthy, appealing, and affordable housing and neighborhood choices. ^{dynamic business environment which includes mixed*} [They are]
119 ^{communities are} physically compact and have distinct identities and boundaries. ^{truly} Public space exists in every
120 community, and serves as the stage for a rich and productive civic dialogue.

* use development and increases economic opportunity for our citizens.

121 • TRANSPORTATION [WALKING] [In 2045] ^{commute} Residents of this region can ^{multiple modes of transportation} shop, play, and socialize by walking
122 ^{public transit and automobiles} [or] biking within their neighborhoods. Walking, biking, or using transit are attractive
123 alternatives for a wide range of trips within neighborhoods, between important regional
124 centers, and outside of the urban area. This region is known for the utility of [its non-auto]
125 transportation alternatives.

126 • LINKAGES ^{People} [In 2045] goods, materials, and information move easily throughout the
127 [bi-state] region. ^{housing & shopping} Manufacturing, distribution, and office employment centers are linked to

128 the transportation and communication systems in a comprehensive and coordinated
129 manner.

130 • EQUITY - [In 2045,] the tradeoffs associated with growth and change have been fairly
131 distributed throughout the region. Our commitment to managing growth is matched by
132 encouraging a balance in community needs including affordable &
133 an equal commitment to social equity for the communities of today and tomorrow. The
134 true environmental and social cost of new growth has been paid by those, both new to the
135 region and already present, receiving the benefits of that new growth.]
& housing, living wage jobs, school funding and access to public services.

135 • GROWTH MANAGEMENT [In 2045, growth in the region has been managed. Our
136 objective has been and still is to live in great cities, not merely big ones. Our desire for
137 separate communities is reflected in the Future Vision Map which depicts settlement
138 patterns. Carrying capacity and sustainability concepts help measure and track progress
139 toward maintaining a desired quality of life but they can not be used to set population
140 limits. The Values and Vision Statements herein should be used to guide the establishment
141 of new communities.] Growth as occurred in a predicted manor without inhibiting our
quality of life. We live in great communities, not merely big ones.
Our successes in balancing our region's growth with its livability comes from a
commitment to ongoing reviews of our past achievements combined with appropriate
142 SUGGESTIONS: actions to maintain and enhance our quality of life.

143 Clearly, Metro has a critical role to play as planner, convener, monitor, and leader. *From org. FVR.*
144 However, as in the past, the success we achieve in the future will be a collaborative
145 accomplishment. We have an unparalleled opportunity to create an environment of
146 consensus and predictability in the region for what Metro's planning and policy making
147 ought to accomplish. The full report of the Future Vision Commission contains
148 suggestions for acting on each vision statement.

149 Perhaps the most critical implementing step is Metro's commitment to a continuing
150 dialogue with the citizens of our greater region to address 21st century problems and issues.
151 An annual review of the region will allow us to promote, lead, and engage citizens in an
152 ongoing discussion of our future. The relevant question is not "when" carrying capacity

153 will be exceeded, but "how" we will collectively restore, maintain, and enhance the
154 qualities of the region.

155 As a region, our aspiration is to match the spectacular nature of our landscape with an
156 equally spectacular and regular civic celebration of our sense of the region—truly our sense
157 of place. For it is only through the creation of a shared and far-reaching culture of this
158 place that our accomplishments will match our aspirations. Future Vision is a work in
159 progress – a challenge to future generations to think ahead and make decisions.

JOBS WITH JUSTICE

A Campaign For Workers' Rights



Metro Planning Department
Future Vision Commission
600 NE Grand
Portland, OR 97232

Please find comments and recommendations on the Future Vision Report. We generally support its objectives and directions on land use, community development, transportation, the environment. Like you we would prefer Portland replicate growth patterns of Toronto not Phoenix. And its larger vision, combining "a life in nature" with a rich participative diverse civic life, is the right ideal, especially in this era of techno-glorification.

But several sections - dealing with issues of the economy, employment, and education - require clarification and revision. The particular issues we seek to see addressed involve:

1. Polarization of income. Growing disparities of wealth and poverty are the fundamental economic issue of this generation. Family wage jobs in Oregon are declining, low wage jobs are greatly increasing, and wealth and income are flowing to the top. Planning must take account of this trend, note its many deleterious impacts, and make clear the plan's assumptions on future income patterns.
2. Public policy on education and participation. Future Vision's directions regarding "poverty" and "equity" need be strengthened.
3. Quantifiable indicators. The measures recommended could be enhanced adding readily available census and other data.

We recognize that planning for economic development is not central to your responsibilities. Still failure to accurately describe and come to grips with fundamental economic processes threatens achievement of Metro 2040 goals in several ways. Continuing polarization would negate any conceivable efforts towards housing affordability, neighborhood renewal or "main street" development in poor areas. And if Metro 2040 and its advocates fumble on issues of poverty and jobs, the opposition will reach out to workers and the poor, to build a "jobs coalition," a strategy like the "yellow ribbon" campaign among timber workers that has eroded support for forest protection.

The integrity and success of Metro 2040 depends on, among other issues, successfully engaging issues of income and poverty and reaching out to the majority, working people, their livelihoods and standard of living threatened in a polarizing economy. The Future Visions Report is a better document than its predecessors. The attached - Suggested Revisions to the Future Visions Report - seeks to build on and advance that effort.

Please note that these comments are based on a more detailed analysis: "Metro 2040 and the Portland Regional Economy - Failure to Consider Income Polarization Undermines the Planning Process." And this letter and recommendations are accompanied by appendices on income patterns in Oregon and education and the economy. We'd be happy to discuss these issues with you.

Yours truly,

Bill Resnick, Chair
Jobs with Justice, Committee for
Sustainable Economic Development

copies: Gervais, Houck,
Kafoury, Liberty, McCurdy

SUGGESTED REVISIONS TO THE FUTURE VISIONS REPORT -
SUBMITTED BY PORTLAND JOBS WITH JUSTICE

Key:

Text is in bold.

New recommended language is underlined.

Material to be omitted is crossed out through the middle.

1. Values:

We recommend the following changes in this paragraph on page 1:

We value economic development because of the opportunities it affords us all, but recognize that there can be true economic development only with unimpaired and sustainable natural ecosystems and suitable social mechanisms to ensure dignity and equity for all and compassion and adequate income for those in need.

Justification: Compassion will not feed the children. The U.S. Federal Reserve system manages the U.S. economy to maintain 6% unemployment by raising interest rates (seven times this past year) to slow the economy and keep unemployment at the "non-inflationary 6%. However hard people try, whatever education and training they acquire, 6% will remain unemployed, which translates to about 25% poverty. Some people will need financial assistance regardless of education, skills training, or other measures.

2. Vision Statements and Action Steps

The following would be added to the sections that include: The Region, Population Levels and Settlement Patterns, Carrying Capacity, New Communities, and Other Issues. It might follow Carrying Capacity and precede New Communities on page 3.

. Economic Resources. The gross economic resources and potentials of this region are fabulously abundant, considering growing productive potential, national and international, upon which the region draws. The challenge, here and globally, is to insure that resources are produced sustainably and distributed with sufficient equity to maintain general economic adequacy and social stability. This is not now the case. In Oregon as in the nation family wage jobs are declining while low wage work is fast expanding. For example in Oregon in the 1980s high wage jobs (above \$25,800) declined by 13,000, whereas low to moderate wage jobs (\$12,900 - \$25,800) increased by 214,000 and below poverty (less than \$12,900) increased by 101,000.

Continuation of this pattern threatens the livability of the area and undermines the goals of the Metro planning process. The

blight and crime associated with increasing impoverishment not only would render impossible neighborhood renewal in many areas but increase pressures on those with means to flee the city to homogeneous high security suburban enclaves. Housing affordability measures could not keep pace with rising numbers of poor families. And for Alberta or Cully to come to resemble the "main streets" of Hawthorne, Sellwood, and NW 23rd would require a very dramatic reversal of income trends. A healthy community and region can not be built on a base of gross income polarities and declining fortunes for the majority. This report is based on the conclusion that current patterns of polarization must be addressed with purposive public action.

Justification: The passage is self-explanatory. Additional data on the extent of income polarization are offered in Appendix 1.

3. Each Individual (I)

I-2. Education. The following changes seek to find the appropriate balance among the economic, the cultural/artistic, and the citizenship roles of education. In a final draft the education section might be pared down, emphasizing the citizenship, which is hardly represented in the current draft.

I-2 Education

In 2045, education, in its broadest definition, stands as the core of our commitment to each other. Life long learning is the critical ingredient that enables the residents of this region to meet the responsibilities of citizenship, to gain pleasure from a rich cultural/social life, and to adapt to new ideas, new technologies, and changing economic conditions. Our commitment to education is a commitment to equipping all people with the means to not only survive, but to prosper in this region, and participate.

To achieve this vision:

. Work with other government entities and with educational and cultural organizations to ensure that:

- * Parents are aware ...
- * Public library policies...
- * Children receive an education that prepares them for post secondary, life long learning, and intellectual creative challenges of democratic decision making.
- * our educational system includes both English literacy and foreign languages, an understanding of evolving information technology and the ability to engage national and international opportunities at home, in the community, and on the job, and background and practice in the tradeoffs involved in making public policy.

. Provide adequate public and private support for a variety of institutions of higher education to meet needs for life-long learning, including obtaining college degrees, improving job skills, understanding the political and cultural issues of our age, engaging in ~~the~~ citizenship dialogue and decision making, improving job skills and simply enjoying the excitement of learning.

. Create and enhance cooperative ventures linking public and private enterprises to ensure that:

- * Community arts...
- * Opportunities exist...
- * Higher education in the metropolitan area serves the people and communities of our nine-county region. Here, higher education is truly a reflection of the needs of our people, the role of the region in an international economy, the public issues we face, and the unique opportunities afforded by our natural environment and history.

We recognize that no amount of education and skill training can substitute for social and economic policies that maintain family wage incomes.

Justification: Education is central to a healthy society, preparing people for social, economic, and especially citizenship responsibilities. But the draft does not adequately describe and combine these goals. The changes recommended seek to balance these goals, putting additional stress on the social/cultural/civic. The final draft might deemphasize the economic and stress the citizenship/participatory. Here are some reasons:

Education and the Economy: While in an ultimate sense an educated population is necessary to a modern economy, education is at best a small part of the answer to growing economic disparities and the increase in poverty. Here are some of the considerations noted in the attached appendices:

- Incomes are falling at all working class skill levels, including college graduates, even as top 20% incomes rise. And there is an excess of skilled workers over skilled jobs, such that an increasing proportion of baccalaureates are now taking jobs that once went to high school graduates.
- In U.S. companies, even as skill levels rise, income levels are falling. This is not an inevitable result of international competition; these patterns are not occurring in Europe or Japan.
- Positing education as having powerful effect on mass poverty assumes a far faster expansion of high skill positions than any scholar projects. While some knowledge industry jobs are fast increasing as a percentage of current numbers, by as much as 30 to 100% per decade, these remain a relatively small number of jobs. According to the Bureau of Labor Statistics the nine fastest growing occupations (absolute numbers) between 1992 and 2005 will be retail sales clerks, registered nurses, cashiers, office clerks, truckdrivers, waiters and waitresses, nursing aides and orderlies and attendants, janitors and cleaners and

maids, and food preparation workers. No amount of education will change this picture.

Thus even in this "post-industrial," "computer," or "information" age, the great majority of American workers will be working traditional jobs. Civilization will reproduce itself on the backs of its janitors, drivers, clerks, and caretakers for the foreseeable future. Unless public economic management insures that typical families in humdrum jobs receive living wages, as is done in Europe and Japan, then the U.S. will descend to third world levels of income disparity, thus undermining chances for the achievement of the goals of Metro 2040.

Education and Citizenship: The central responsibility of our entire educational effort is to prepare people for responsible and thoughtful participation in civic life, which Future Vision identifies among its highest goals. The habits and tastes for participation and democratic participation develop and get reinforced in all life spheres family, workplace, school. The entire educational enterprise should be described as fundamental to creating and maintaining this kind of society. In particular education creates the common culture and plants the seeds for the life of the mind, for social interaction, for community discussion and engagement. A healthy city requires conducive land use and equitable wealth; it also emerges from public interest and cultural taste. The streets and public spaces that Future Vision rightly finds attractive can only multiply if a market exists for their cultural products, or in humanist terms, lots of people like cultural/social activities. Hawthorne and NW 23rd arise out of cultural and educational development.

I.3 Participation:

In 2045, all residents...are supported and encouraged to be well-informed and active participants...

To achieve this vision:

. Create means such that as part of daily activities and work typical citizens participate in the decision making processes that build knowledge and citizenship skills. These programs of "strong democracy" might include job shares and private/public job rotation so that people get experience in public issues.

Justification: Most people have little knowledge or understanding of growth issues. Building depth knowledge cannot occur solely through education and media. And typical civic involvement programs are shallow and poorly attended. We need recognize that people come to depth understandings when actively engaged in real questions in decisional processes with real consequences. We must speak for (and practice to the extent possible) the most far reaching programs of public participation.

4. Our Society (S)

S-2 Economy.

In 2045, our bi-state regional economy is diverse, with urban and rural economies linked in a common frame. Planning and governmental action have created conditions such that traditional low wage work becomes family waged and support the development of new family wage jobs are developed in accessible centers located throughout the state.

Justification: The more things change, the more they stay the same. However sophisticated and captivating our technology, most families in this society will continue to be supported by people doing traditional work, in jobs that once paid family wages but have recently declined (truck driver, manufacturing worker) and in jobs that have generally been low paid (waitress, clerk, janitor, child care worker). We will not achieve Metro 2040 goals unless the great majority of families can live in dignity.

5. Implementation

The following recommendations are made for pages 16 and 17.

Vision Index - The Metro Council could use the vision statements...

. Will the action or plan add to efforts to diversify our economy and encourage the creation of new enterprises and family wage jobs in existing work best able to further other regional objectives?

Annual State-of-the Region Review - Of critical importance...

S-2 Economy - Household income by quintiles; per capita income; change in poverty at various percentages of median income; polarization of income perhaps numbers below various percentages of median; perhaps measures of income growth and cost growth; percent of income spent on housing; business formation; business failures...

S-4 Civic Life - Number of active neighborhood associations, citizen planning organizations (CPO),, etc.; number and types of voluntary associations by community; numbers of people through job sharing, school partnerships, and other means who participate in the daily life of our public agencies involved in decisional processes.

Justification: These are more accurate and sensitive measures of the extent to which the region will meet its pressing problems of income polarization and citizenship decline.



TUALATIN VALLEY
ECONOMIC DEVELOPMENT CORPORATION

June 1, 1995

Metro Council
600 NW Grand Avenue
Portland, OR 97232

Via Facsimile

Metro Council:

On behalf of the TVEDC Board of Directors, I am writing to share with you our concerns about the Future Vision document.

The Future Vision statement should remain a general vision for the region and not a strategic plan.


The specific action elements, (Vision statement bullets) are not consistent with a vision statement. They should be moved to a strategic plan, such as the Regional Framework plan.

The implementation section of the document also goes beyond a vision statement and should be placed in a document like the Regional Framework plan.

The economic and transportation vision should be more pragmatic and realistic in order to meet the needs, and achieve the best results for the greatest number of citizens in the region.

We appreciate your consideration of our concerns.

Sincerely,



Jack Reardon
TVEDC Transportation Committee Chair

**METRO**

May 31, 1995

To: Councilor Susan McLain
From: Doug Butler *Doug Butler*
Subject: Questions Relating to Ordinance 95-602

During the Council meeting last Thursday night, the above referenced Ordinance was discussed during its "first reading". In the course of that discussion, you raised a question about the proposed deletion of the paragraph, 2.04.030(c), entitled "Documentation Required for Contract Files". As I understand the question, your desire is that we not remove any language regarding MBE/WBE/DBE information if it would have the effect of lessening our emphasis or requirements in this area.

It is our belief that the elimination of this language will have no impact on the MBE/WBE/DBE programs as the requirements for these programs are provided elsewhere in paragraphs 2.04.135 (MBE), 2.04.235 (WBE), and 2.04.335 (DBE) of the Metro Code. (A copy of these paragraphs is attached for your information.) The current language in the paragraph proposed for deletion, "DBE/WBE information", is both nonspecific and unusual in that the Code does not typically provide specific requirements for the contents of files.

As a final point, you should note that State Law establishes standards and requirements for the management and retention of all public records including contracts. The subject paragraph, therefore, adds nothing new or unique to requirements which have already been established elsewhere.

I hope this information will answer your questions and I am, of course, available if I can be of any further assistance.

2.04.135 Affirmative Action and Equal Opportunity Procedures

Metro shall use affirmative action techniques to facilitate MBE participation in contracting activities. These techniques include:

- (a) Making affirmative efforts to solicit proposals from MBEs.
- (b) Examining alternatives for arranging contracts by size and type of work so as to enhance the possibility of participation by MBEs.
- (c) Arranging solicitations, time for the presentation of bids, quantities specifications and delivery schedules so as to facilitate the participation of MBEs.
- (d) Referring MBEs in need of management assistance to established agencies that provide direct management assistance to such businesses.
- (e) Carrying out specific information and communications programs on contracting procedures and specific contracting opportunities in a timely manner, with such programs being bilingual, and in conformance with any requirements of the Americans with Disabilities Act, where appropriate.
- (f) Distribution of copies of the MBE Program to organizations and individuals concerned with MBE programs.
- (g) Periodic reviews with department directors to ensure that they are aware of the MBE Program goals and desired activities on their parts to facilitate the purposes of the MBE Program. Additionally, departmental efforts toward and success in meeting the purposes of the MBE Program shall be factors considered during annual performance evaluations of the department directors.
- (h) Monitoring and ensuring that MBE planning centers and likely MBE contractors are receiving requests for bids, proposals and quotes.
- (i) Distribution of lists to potential MBE contractors of the types of goods and services which Metro regularly purchases.
- (j) Advising potential MBE vendors that Metro does not certify MBEs, and directing them to the Executive Department.
- (k) Specifying purchases by generic title rather than specific brand name whenever feasible.

(l) Establishing an interdepartmental contract management committee which will meet regularly to monitor and discuss, among other issues, potential MBE participation in contracts. In an effort to become more knowledgeable regarding MBE resources, the committee shall also invite potential MBE contractors to attend selected meetings.

(m) Requiring that at least one MBE vendor or contractor be contacted for all contract awards which are not exempt from Metro's contract selection procedures and which are (1) for more than \$500 but not more than \$25,000 in the case of non-personal services contracts; and (2) for more than \$2,500 but not more than \$25,000 for personal services contracts. The liaison officer may waive this requirement if he/she determines that there are no MBEs on the certification list capable of providing the service or item. Any such waivers shall be in writing, and shall be kept in the appropriate files. For contracts over the dollar amounts indicated in this section, all MBEs known to Metro in the business of providing the service(s) or item(s) required shall be mailed bid or proposal information.

(n) Requiring that all prospective bidders attend scheduled prebid conferences on all construction contracts with an estimated value of over \$100,000.

(o) The Executive Officer or his/her designee, may establish and implement additional affirmative action techniques which are consistent with the MBE Program and designed to facilitate participation of MBEs in Metro contracting activities.

(Ordinance No. 83-165, Sec. 8; amended by Ordinance No. 84-181, Sec. 4; Ordinance No. 86-197, Sec. 1; all previous Ordinances repealed by Ordinance No. 87-216, Sec. 1; amended by Ordinance No. 87-231, Sec. 1; all previous Ordinances repealed by Ordinance No. 92-466A, Sec. 2; amended by Ordinance No. 94-554B, Sec. 1)

2.04.235 Affirmative Action and Equal Opportunity Procedures

Metro shall use affirmative action techniques to facilitate WBE participation in contracting activities. These techniques include:

- (a) Making affirmative efforts to solicit proposals from WBEs.
- (b) Examining alternatives for arranging contracts by size and type of work so as to enhance the possibility of participation by WBEs.
- (c) Arranging solicitations, time for the presentation of bids, quantities specifications, and delivery schedules so as to facilitate the participation of WBEs.
- (d) Referring WBEs in need of management assistance to established agencies that provide direct management assistance to such businesses.
- (e) Carrying out specific information and communications programs on contracting procedures and specific contracting opportunities in a timely manner, with such programs being bilingual, and in conformance with any requirements of the Americans with Disabilities Act, where appropriate.
- (f) Distribution of copies of the WBE Program to organizations and individuals concerned with WBE programs.
- (g) Periodic reviews with department directors to ensure that they are aware of the WBE Program goals and desired activities on their parts to facilitate the purposes of the WBE Program. Additionally, departmental efforts toward and success in meeting the purposes of the WBE Program shall be factors considered during annual performance evaluations of the department directors.
- (h) Monitoring and ensuring that WBE planning centers and likely WBE contractors are receiving requests for bids, proposals and quotes.
- (i) Distribution of lists to potential WBE contractors of the types of goods and services which Metro regularly purchases.
- (j) Advising potential WBE vendors that Metro does not certify WBEs, and directing them to the Executive Department.
- (k) Specifying purchases by generic title rather than specific brand name whenever feasible.

(l) Establishing an interdepartmental contract management committee which will meet regularly to monitor and discuss, among other issues, potential WBE participation in contracts. In an effort to become more knowledgeable regarding WBE resources, the committee shall also invite potential WBE contractors to attend selected meetings.

(m) Requiring that at least one (1) WBE vendor or contractor be contacted for all contract awards which are not exempt from Metro's contract selection procedures and which are 1) for more than \$500 but not more than \$25,000 in the case of non-personal services contracts; and 2) for more than \$2,500 but not more than \$25,000 for personal services contracts. The liaison officer may waive this requirement if he/she determines that there are no WBEs on the certification list capable of providing the service or item. Any such waivers shall be in writing, and shall be kept in the appropriate files. For contracts over the dollar amounts indicated in this section, all WBEs known to Metro in the business of providing the service or item(s) required shall be mailed bid or proposal information.

(n) Requiring that all prospective bidders attend scheduled prebid conferences on all construction contracts with an estimated value of over \$50,000.

(o) The Executive Officer or his/her designee, may establish and implement additional affirmative action techniques which are consistent with the WBE Program and designed to facilitate participation of WBEs in Metro contracting activities.

(Ordinance No. 92-466A, Sec. 2)

2.04.335 Affirmative Action and Equal Opportunity Procedures

Metro shall use affirmative action techniques to facilitate DBE and participation in contracting activities. These techniques include:

(a) Arranging solicitations, time for the presentation of bids, quantities specifications and delivery schedules so as to facilitate the participation of DBEs.

(b) Referring DBEs in need of management assistance to established agencies that provide direct management assistance to such businesses.

(c) Carrying out information and communications programs on contracting procedures and specific contracting opportunities in a timely manner, with such programs being bilingual where appropriate.

(d) Distribution of copies of the DBE Program to organizations and individuals concerned with DBE programs.

(e) Periodic reviews with department directors to insure that they are aware of the DBE Program goals and desired activities on their parts to facilitate reaching the goals. Additionally, departmental efforts toward and success in meeting DBE goals for department contracts shall be factors considered during annual performance evaluations of the department directors.

(f) Monitor and insure that disadvantaged planning centers and likely DBE contractors are receiving requests for bids, proposals and quotes.

(g) Study the feasibility of certain USDOT-assisted contracts and procurements being set aside for DBE participation.

(h) Distribution of lists to potential DBE contractors of the types of goods and services which Metro regularly purchases.

(i) Advising potential DBE vendors that Metro does not certify DBEs, and directing them to ODOT until December 31, 1987, and, thereafter, to the Executive Department.

(j) Specifying purchases by generic title rather than specific brand name whenever feasible.

(k) Establishing an interdepartmental contract management committee which will meet regularly to monitor and discuss, among other issues, potential DBE participation in contracts. In an effort to become more knowledgeable regarding DBE resources, the

committee shall also invite potential DBE contractors to attend selected meetings.

(l) Requiring that at least one (1) DBE vendor or contractor be contacted for all contract awards which are not exempt from Metro's contract selection procedures and which are 1) for more than \$500 but not more than \$15,001 in the case of non-personal services contracts; and 2) for more than \$2,500 but not more than \$10,001 for personal services contracts. The liaison officer may waive this requirement if he/she determines that there are no DBEs on the certification list capable of providing the service or item. For contracts over the dollar amounts indicated in this section, all known DBEs in the business of providing the service(s) or item(s) required shall be mailed bid or proposal information.

(m) The Executive Officer, or his/her designee, may establish and implement additional affirmative action techniques which are designed to facilitate participation of DBEs in Metro contracting activities.

(Ordinance No. 92-466A, Sec. 2)

PROPOSED AMENDMENT TO ORDINANCE NO. 95-602

REQUESTED BY COUNCILOR RUTH McFARLAND

On page 8 of the Ordinance, Section 2(a), amend Section 2.04.010 Definitions by adding a new definition:

"Council Presiding Officer" means the council presiding officer provided for in Section 16 of the 1992 Metro Charter. In carrying out the duties of the office of council presiding officer, as defined by the council, the presiding officer may directly execute contracts and contract amendments without the approval of the executive officer but otherwise subject to the requirements of this Code.

Re-letter all subsequent definitions on pages 7, 8, 9, and 10 of the Ordinance.

PROPOSED AMENDMENT TO ORDINANCE NO. 95-602

REQUESTED BY AUDITOR ALEXIS DOW

On page 7 of the Ordinance, Section 2(a), amend Section 2.04.010 Definitions by adding a new definition:

"Auditor" means the Metro auditor provided for in Section 18 of the 1992 Metro Charter. In carrying out the duties of the office of auditor the auditor may directly execute contracts and contract amendments without the approval of the executive officer but otherwise subject to the requirements of this Code.

Re-letter all subsequent definitions on pages 7, 8, 9, and 10 of the Ordinance.

AMENDMENT TO ORDINANCE NO. 95-602
PROPOSED BY COUNCILOR KVISTAD

On page 24 of the Ordinance, amend Section 3 of the Ordinance to read as follows:

Section 3. Metro Code Section 9.01.070 Emergency Succession is amended to read:

9.01.070 Emergency Succession: In the event of the death of the Executive Officer or the declaration of a vacancy in that office, the ~~Presiding Office of the Metro Council shall assume the duties of the Executive Officer until such time as the Council fills the vacancy pursuant to Section 9.01.060. Deputy Executive Officer shall immediately take the oath of office and become the Executive Officer until such time as the Council shall fill the vacancy by appointment or a successor shall be elected and qualified. If the Deputy Executive Officer shall not be qualified or if a vacancy exists in that position, then the Director of Finance and Information shall so serve while continuing to hold the position of Director of Finance and Information. If that position shall also be vacant or the person shall not qualify, then the Council shall in emergency session designate a qualified person to so serve.~~

Memorandum

Metro

DATE: May 31, 1995

TO: Susan McLain, Councilor

FROM: Dick Bolen, Data Resource Center Manager *pcb*

RE: RLIS Data Exchange with U. S. Census Bureau

This is to explain the data exchange agreement being negotiated with the Census Bureau. The exchange consists of:

- Metro's single-line digital street address map, covering Multnomah County, a \$5,000 product;
- in exchange for being selected as one of five U. S. cities for a pilot of the newly developed 'continuous census' process to replace the 10 year census cycle; Metro will receive in digital form a census product in 1997 for the county and its cities, five years ahead of the usual delivery schedule.

These negotiations are consistent with data exchange agreements Metro has made with local, state and federal agencies where digital data of equal or greater value has been obtained. Metro's unique legal ability to price its RLIS data is a particular advantage when negotiating data trades.

A recent example is the agreement we have with the Water Resource Division of the U.S. Geological Survey. They are studying the relationship between land use and ground water quality. In exchange for RLIS data, they are conducting a ground water quality study in Metro's jurisdiction worth many times the price of the data.

In conclusion, the contemplated exchange with the Census Bureau obtains a product for Metro, well exceeding the \$5,000 value of the RLIS data being offered. This data is the 'minimum set' needed by the Census Bureau and does not include the GIS *overlays* registered to this digital base map. It is the availability and quality of the RLIS data that is attracting universities, federal and state agencies to conduct such projects and studies in this region, ultimately beneficial to Metro and its citizens.

c: Mike Burton
Andy Cotugno

PROPOSED AMENDMENT

On page 38 delete the sentence that reads "An issue to be explored * * * tournament field" and insert instead:

"Phased implementation of this plan shall be done in such a manner so as to assure that a replacement ball field is available for use prior to removal of the existing field located north of the ponds, replacement costs will be part of plan implementation.

Furthermore, in relocating the northern field, every effort will be made to relocate it on property south of the ponds, proximate to the existing ball fields and in a manner that maintains the number of fields on the site at 5."

rpj
1233

**METRO**

DATE: May 25, 1995

TO: Metro Council
Metro Council Staff

FROM: Lindsey Ray, *LR* Council Assistant

RE: FINAL BUDGET COMMITTEE MINUTES

The final sets of minutes from the Budget Committee Work Sessions are attached for your review. These include minutes from the following meetings:

Tuesday, March 21
Tuesday, April 4
Thursday, April 6
Tuesday, April 18
Thursday, April 20

These minutes will be considered at the Regular Council Session on Thursday, June 1, 1995.

c:\lr\budmins

MINUTES OF THE METRO COUNCIL BUDGET COMMITTEE

Tuesday, March 21, 1995

Council Annex

Councilors Present: Patricia McCaig (Committee Chair), Ruth McFarland, Susan McLain, Rod Monroe, Don Morissette, Ed Washington

Councilors Absent: Jon Kvistad

Chair McCaig called the meeting to order at 12:30 PM.

1. COUNCIL DISCUSSION AND DECISIONS

1.1 Regional Parks and Greenspaces Department

Casey Short, Senior Council Analyst, reported on the proposed Regional Parks and Greenspaces budget and briefed the committee on questions he posed to the department regarding that budget. A copy of his memoranda dated March 15 and March 17 outlining the proposed budget, his questions regarding the budget, and the department's response to his questions is included as part of the meeting record.

Mr. Short reported that Councilors Washington and McCaig met with him and department staff, and decided to recommend no changes be made to the Regional Parks and Greenspaces budget.

Councilor Washington stated he is satisfied with the budget as proposed. He indicated there will be tremendous capital needs in the near future. A work group will be formed to address long term capital needs for the Regional Parks and Greenspaces department in the coming year.

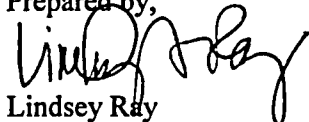
Chair McCaig requested Metro give supervision of the Tibbets Flower Account back to Multnomah County when it enters into its Phase II negotiations with Multnomah County.

Motion: Councilor Washington moved, seconded by Councilor McFarland to approve the proposed Regional Parks and Greenspaces Department budget; and to forward the approved budget to Council for adoption.

Vote: Councilors Monroe, McFarland, Morissette, Washington, McLain, and McCaig voted aye. Councilor Kvistad was absent. The vote was 6/0 and the motion passed unanimously.

There being no further business before the committee, Chair McCaig adjourned the committee at 1:05 PM.

Prepared by,



Lindsey Ray
Council Assistant

MINUTES OF THE METRO COUNCIL BUDGET COMMITTEE

Tuesday, April 4, 1995

Council Annex

Councilors Present: Patricia McCaig (Committee Chair), Ruth McFarland, Susan McLain, Rod Monroe, Don Morissette, Ed Washington

Councilors Absent: Jon Kvistad

Chair McCaig called the meeting to order at 12:31 PM.

1. COUNCIL DISCUSSION AND DECISIONS

1.1 Building Management Fund

John Houser, Senior Council Analyst, stated that following discussions with Councilors and staff, it was agreed to cut \$53,163 from the Building Management Fund. Robert Ricks, Senior Financial Planning Analyst, gave a report on the fund, and distributed a memorandum which provides responses to Mr. Houser's budgetary issues, and outlines the proposed cuts. A copy of this memorandum was distributed and is included as part of the meeting record. Doug Butler, Director of General Services, gave an overview of Metro's parking facilities.

Councilor Morissette asked building management to adjust automatic lighting in meeting rooms so they will remain on during meetings.

Motion: Councilor McFarland moved, seconded by Councilor Morissette to approve the recommended amendments to the Building Management Fund budget; and to forward the approved budget to Council for adoption.

Vote: Councilors Monroe, McFarland, Morissette, Washington, McLain, and McCaig voted aye. Councilor Kvistad was absent. The vote was 6/0 and the motion passed unanimously.

1.2 General Revenue Bond Fund

Motion: Councilor McFarland moved, seconded by Councilor Monroe to approve the General Revenue Bond Fund budget; and to forward the approved budget to Council for adoption.

Mr. Houser reported he had no recommended changes to the General Revenue Bond Fund. Councilor Monroe recommended that \$30,000 be placed back in the proposed budget in the General Revenue Bond Fund to be set aside as seed money for a potential grant to do a video

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retrofit in the Council chamber. Metro was denied its original request for the grant, however, the opportunity may arise to apply again in the future.

Motion to Amend Main Motion: Councilor Monroe moved, seconded by Councilor McFarland to add \$30,000 back into the General Revenue Bond Fund for seed money to obtain a grant to make improvements in the Council chamber.

Vote on Motion to Amend Main Motion: Councilors McFarland, Washington, McLain, Monroe, and McCaig voted aye. Councilor Morissette voted nay. Councilor Kvistad was absent. The vote was 5/1 and the motion passed.

Vote on Main Motion as Amended: Councilors Morissette, Washington, McLain, Monroe, McFarland, and McCaig voted aye. Councilor Kvistad was absent. The vote was 6/0 and the motion passed unanimously.

1.3 Risk Management Fund

Mr. Houser indicated he is not recommending any monetary changes to the fund. However, he asked staff to address two additional issues. In response to Mr. Houser's request, Jennifer Sims, Director of Finance Management Information, and Scott Moss, Risk Management Analyst, presented a report on the reduction in the reserve for worker's compensation claims and liability claims. In response to Mr. Housers second concern, Mr. Moss addressed the 0.5 reduction in FTE in the Risk Management Division. He pointed out this level of staffing is being tried on an experimental basis. If the level of claims begins to rise, the department will seek to restore staffing to the previous level.

Ms. Sims addressed a question previously posed by Councilor Morissette regarding Metro's excess liability marketing. Mr. Moss distributed tables which outline financial impact of purchasing excess liability insurance.

Motion: Councilor Washington moved, seconded by Councilor McFarland to approve the proposed Risk Management Fund budget; and to forward the approved budget to Council for adoption.

Vote: Councilors Washington, McLain, Monroe, McFarland, Morissette, and McCaig voted aye. Councilor Kvistad was absent. The vote was 6/0 and the motion passed unanimously.

1.4 Coliseum Operating Fund

Casey Short, Senior Council Analyst, reported that the Coliseum Operating Fund is now a Risk Management fund established to pay outstanding claims arising from Metro's previous operation

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of the Coliseum. Mr. Moss reported that the balance in the fund should be sufficient to address any claims that may arise.

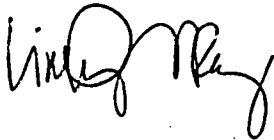
Motion: *Councilor Monroe moved, seconded by Councilor McFarland to approve the proposed Coliseum Operating Fund budget; and to forward the approved budget to Council for adoption.*

Vote: *Councilors McLain, Monroe, McFarland, Morissette, Washington, and McCaig voted aye. Councilor Kvistad was absent. The vote was 6/0 and the motion passed unanimously.*

Chair McCaig reported on the schedule and process for upcoming budget meetings.

There being no further business before the committee, Chair McCaig adjourned the meeting at 1:34 PM.

Prepared by,



Lindsey Ray
Council Assistant

MINUTES OF THE METRO COUNCIL BUDGET COMMITTEE

Thursday, April 6, 1995

Council Annex

Councilors Present: Patricia McCaig (Committee Chair), Jon Kvistad, Ruth McFarland, Susan McLain, Rod Monroe, Don Morissette, Ed Washington

Councilors Absent: none

Chair McCaig called the meeting to order at 12:31 PM.

1. CONSIDERATION OF METRO COUNCIL BUDGET COMMITTEE MINUTES

Did not occur.

2. COUNCIL DISCUSSION AND DECISIONS

2.1 Planning Department

Casey Short, Senior Council Analyst, gave a report on the Planning Department budget. He distributed copies of his memorandum dated April 5, which outlines his recommendations for the Planning budget. A copy of this memorandum is included as part of the meeting record. Also included as part of the meeting record is a copy of Planning Director Andy Cotugno's memorandum which provide answers to Mr. Short's Phase I budget questions.

Councilor Kvistad distributed copies of his memorandum to the Council and Executive Officer Mike Burton, dated March 10, which outlines his proposed Planning Department budget reductions. A copy of this memorandum is included as part of the meeting record.

Motion: *Councilor Kvistad moved, seconded by Councilor Morissette to approve his proposed Planning Department budget reductions; and forward the approved budget to Council for adoption.*

Motion to Amend Main Motion: *Councilor Kvistad moved, seconded by Councilor Morissette to amend his proposed Planning Department budget reductions by eliminating numbered items 1, 4, 7, and 8 from the section titled Growth Management of his proposed reductions.*

Vote on Motion to Amend Main Motion: *Councilors Kvistad, Monroe, McFarland, Morissette, Washington, and McLain voted aye. Councilor McCaig voted nay. The vote was 6/1 and the motion passed.*

Councilor Kvistad then addressed the committee regarding his proposed reductions.

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Vote on Main Motion as Amended: Councilor Kvistad voted aye. Councilors Monroe, McFarland, Morissette, Washington, McLain, and McCaig voted nay. The vote was 6/1 opposed and the motion failed.

Motion: Councilor Monroe moved, seconded by Councilor McFarland to approve the proposed Planning Department budget as outlined by Mr. Short; and to forward the approved budget to Council for adoption.

The committee discussed the Future Vision program. Mr. Short outlined his proposed change to the budget relating to Future Vision, which is outlined in his memorandum of April 5, and is included as part of the meeting record. He also distributed a memorandum dated April 5 to Councilors McLain and Washington, that outlined a proposed amendment to the Planning budget by moving funds for staff in the Future Vision program to the Regional Framework Plan. A copy of the memorandum is included as part of the meeting record.

Motion to Amend Main Motion (#1): Councilor McLain moved, seconded by Councilor Washington to amend the proposed Planning Department budget by reallocating remaining staff time from the Future Vision program to the Regional Framework Plan program, thereby reducing the Future Vision budget from \$54,000 to \$5,300, and transferring the funds to the Regional Framework Plan budget; and reducing the overall amount by \$25,000 in private funds.

Councilor McLain addressed her amendment.

Vote on Motion to Amend Main Motion (#1): Councilors McFarland, Morissette, Washington, McLain, Kvistad, Monroe, and McCaig voted aye. The vote was 7/0 in favor and the motion passed unanimously.

Motion to Amend Main Motion (#2): Councilor McLain moved, seconded by Councilor Washington to amend the proposed Planning Department by allocating a 0.3 FTE senior level planner to a housing program at a cost not to exceed \$23,700.

Councilor McLain, Mr. Cotugno, and John Fregonese, Growth Management Manager, addressed the amendment.

Vote on Motion to Amend Main Motion (#2): Councilors Morissette, Washington, McLain, Monroe, McFarland, and McCaig voted aye. Councilor Kvistad voted nay. The vote was 6/1 in favor and the motion passed.

The committee discussed transportation planning budget issues. Mr. Short outlined two budget changes which are included in his April 5 memorandum and are included as part of the meeting record.

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Motion to Amend Main Motion (#3): Councilor Kvistad moved, seconded by Councilor McFarland to amend the Planning Department budget by reducing Contingency by \$87,937 in order to acknowledge the reduction of that amount in anticipated grant funding.

Vote on Motion to Amend Main Motion (#3): Councilors Washington, McLain, Kvistad, Monroe, McFarland, Morissette, and McCaig voted aye. The vote was 7/0 in favor and the motion passed unanimously.

Mr. Cotugno addressed \$8.5 million in additional pass through funds for the South/North project.

Motion to Amend Main Motion (#4): Councilor Kvistad moved, seconded by Councilor Washington to amend the Planning Department budget by budgeting an additional \$8,521,000 in federal funds from the Federal Transit Administration for work on the South/North project.

Vote on Motion to Amend Main Motion (#4): Councilors McLain, Kvistad, Monroe, McFarland, Morissette, Washington, and McCaig voted aye. The vote was 7/0 in favor and the motion passed unanimously.

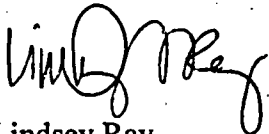
The committee then considered the planning budget in whole. Mr. Short pointed out that the technical amendments will be presented at a later date.

Vote on Main Motion as Amended: Councilors Monroe, McFarland, Morissette, Washington, McLain, and McCaig voted aye. Councilor Kvistad voted nay. The vote was 6/1 in favor and the motion passed.

The next meeting is scheduled for April 18, 1995 at 12:30 PM.

There being no further business before the committee, Chair McCaig adjourned the meeting at 1:13 PM.

Prepared by,



Lindsey Ray
Council Assistant

MINUTES OF THE METRO COUNCIL BUDGET COMMITTEE

Tuesday, April 18, 1995

Council Annex

Councilors Present: Patricia McCaig (Committee Chair), Jon Kvistad, Ruth McFarland, Susan McLain, Rod Monroe, Don Morissette, Ed Washington

Councilors Absent: none

Chair McCaig called the meeting to order at 12:35 PM.

1.1 SUPPORT SERVICE FUND

Executive Officer Burton gave a brief overview of the Support Service Fund.

Finance Department

Motion: Councilor McFarland moved, seconded by Councilor McLain to approve the proposed Finance Department budget; and to forward the approved budget to Council for adoption.

John Houser, Senior Council Analyst, reported he met with Jennifer Sims, Director of Finance Management Information, and developed budget recommendations for the Finance Department. Based on these discussions, Mr. Houser is recommending a reduction in the Accounting Division training line item, and a second reduction in the Accounting Division travel line item. He distributed a memorandum to Bob Ricks, Senior Financial Planning Analyst, dated April 17, which outline his recommendations. A copy of the memorandum is included as part of the meeting record.

Motion to Amend Main Motion: Councilor McFarland moved, seconded by Councilor Washington to amend the proposed Finance Department Budget as outlined by Mr. Houser.

Vote on Motion to Amend Main Motion: Councilors Monroe, McFarland, Morissette, Washington, McLain, and McCaig voted aye. Councilor Kvistad was absent. The vote was 6/0 in favor and the motion passed unanimously.

Vote on Main Motion as Amended: Councilors McFarland, Morissette, Washington, McLain, Monroe, and McCaig voted aye. Councilor Kvistad was absent. The vote was 6/0 in favor and the motion passed unanimously.

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General Services Department

Motion: Councilor McFarland moved, seconded by Councilor Washington to approve the proposed General Services Department budget; and to forward the approved budget to Council for adoption.

Doug Butler, Director of General Services, presented the General Services Department budget recommendations based on questions raised by Mr. Houser. As a result of discussions, the sum total of changes would result in a net reduction of \$4,323. Mr. Ricks distributed a copy of his memorandum to Mr. Houser, dated April 19 outlining those reductions.

Motion to Amend Main Motion: Councilor McFarland moved, seconded by Councilor McLain to approve the amendments to the proposed General Services Department budget as outlined by Mr. Ricks.

Vote on Motion to Amend Main Motion: Councilors McFarland, Morissette, Washington, McLain, Kvistad, Monroe, and McCaig voted aye. The vote was 7/0 and the motion passed unanimously.

Vote on Main Motion as Amended: Councilors Morissette, Washington, McLain, Kvistad, Monroe, McFarland, and McCaig voted aye. The vote was 7/0 and the motion passed unanimously.

Personnel Department and the Office of General Counsel

No changes were recommended to the proposed budgets of the Personnel Department or the Office of General Counsel.

Motion: Councilor McFarland moved, seconded by Councilor Washington to approve the proposed Personnel Department budget and the proposed Office of General Counsel budget; and to forward the approved budgets to the Council for adoption.

Vote: Councilors Washington, McLain, Kvistad, Monroe, McFarland, Morissette, and McCaig voted aye. The vote was 7/0 and the motion passed unanimously.

Office of Citizen Involvement

Executive Officer Burton gave a presentation regarding the Office of Citizen Involvement (MCCI). He withdrew his resolution to move the MCCI in his budget and recommended it remain in the Council Department instead. Based upon the Executive Officer's recommendation, Mr. Houser prepared a table entitled "MCCI Budget Options" showing various options for funding the department. A copy of this document is included as part of the meeting record.

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Motion: *Councilor Kvistad moved, seconded by Councilor McFarland to retain the MCCI budget in the Council Office budget, including the \$2,000 budgeted for the electronic bulletin board.*

Ric Buhler, Chair of MCCI, indicated he had no objection to the motion. The committee discussed the budget in greater detail.

Vote: *Councilors McLain, Kvistad, Monroe, McFarland, Morissette, Washington, and McCaig voted aye. The vote was 7/0 and the motion passed unanimously.*

Office of Public and Government Relations

Executive Officer Burton gave an overview and distributed a schematic of his proposal for the Office of Public and Government Relations. A copy of this schematic is included as part of the meeting record. Some councilors registered concern that the Office of Public and Government Relations reports to the Executive Officer only, and not to the Council. They noted the issue would be dealt with at a later date.

Motion: *Councilor Kvistad moved, seconded by Councilor McFarland to approve the budget of the Office of Public and Government Relations without the corresponding schematic, and less \$5,000 to reflect a transfer of funds to the Office of Citizen Involvement budget for the line item Ads and Legal Notices; and to forward the approved budget to Council for adoption.*

Motion to Amend Main Motion: *Councilor McLain moved, seconded by Councilor Kvistad to amend the proposed budget of the Office of Public and Government Relations by increasing it by \$7,500 to obtain cable television coverage, thereby increasing its cost allocation from the Support Services budget.*

Vote on Motion to Amend Main Motion: *Councilors Kvistad, Monroe, McFarland, Morissette, Washington, McLain, and McCaig voted aye. The vote was 7/0 in favor and the motion passed unanimously.*

Vote on Main Motion as Amended: *Councilors Monroe, McFarland, Morissette, Washington, McLain, Kvistad, and McCaig voted aye. The vote was 7/0 and the motion passed unanimously.*

Office of the Auditor

Discussion of the proposed budget of the Office of the Auditor was postponed until Thursday.

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1.2 GENERAL FUND

Special Appropriations

Ms. Sims reviewed the Special Appropriations Fund. Based on recent historical data, it was determined that the dollar amount proposed for the Election Expense line item will not be sufficient to meet the projected expenses for the May 1996 General Election.

Motion: Councilor McFarland moved, seconded by Councilor Washington to increase the line item for Election Expense from \$75,000 to \$125,000 in the Special Appropriations Fund.

Vote: Councilors McFarland, Morissette, Washington, McLain, Kvistad, Monroe, and McCaig voted aye. The vote was 7/0 and the motion passed unanimously.

Will Glasgow, Chair of the Metro Sports Authority, appeared to speak in support of funding the Metro Sports Authority. He asked that the \$25,000 budgeted to support the Metro Sports Authority not be removed. Executive Officer Burton spoke in favor of the expenditure.

Motion: Councilor McCaig moved, seconded by Councilor Monroe to remove \$25,000 from the General Fund budget which was slated to support the Metro Sports Authority.

Vote: Councilors Morissette, Kvistad, Monroe, McFarland, McCaig voted aye. Councilors Washington and McLain voted no. The vote was 5/2 in favor and the motion passed.

It was decided to discuss the reinstatement of \$2,500 for MERC's Sports Authority membership on Thursday in the Convention Center Operating Fund.

Executive Office & Council Office

Motion: Councilor Kvistad moved, seconded by Councilor Monroe to approve the Executive Office and Council Office budgets as amended by changes in the budgets of the Offices of Citizen Communication and Public and Government Relations; and to forward the budgets to Council for adoption.

Councilor McFarland asked for a division of the house.

Motion for Division of the House: Councilor McFarland moved, seconded by Councilor Morissette to separate the two budgets.

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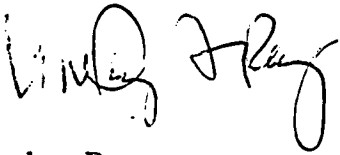
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Vote on Motion for Division of the House: Councilors Washington, McFarland, and McCaig voted aye. Councilors McLain, Kvistad, Monroe, and Morissette voted nay. The vote was 4/3 opposed and the motion failed.

Vote on Main Motion: Councilors McLain, Kvistad, Monroe, Morissette, and Washington voted aye. Councilors McFarland and McCaig voted nay. The vote was 5/2 in favor and the motion passed.

There being no further business before the committee, Chair McCaig adjourned the meeting at 2:21 PM.

Prepared by,

A handwritten signature in black ink, appearing to read "Lindsey Ray". The signature is fluid and cursive, with the first name "Lindsey" and the last name "Ray" clearly distinguishable.

Lindsey Ray
Council Assistant

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MINUTES OF THE METRO COUNCIL BUDGET COMMITTEE

Thursday, April 20, 1995

Council Annex

Councilors Present: Patricia McCaig (Committee Chair), Jon Kvistad, Ruth McFarland, Susan McLain, Rod Monroe, Don Morissette, Ed Washington

Councilors Absent: none

Chair McCaig called the meeting to order at 12:30 PM.

1 COUNCIL DISCUSSION AND DECISIONS

1.1 Technical Adjustments to the Fy 1995-96 Proposed Budget

Jennifer Sims, Director of Finance Management Information, briefly addressed the committee and described what constitutes a technical adjustment to the budget. According to Ms. Sims, once the proposed budget has been submitted, a technical adjustment is made in those instances when new and better information becomes available which allows for improved budget estimates. Categories for technical adjustments are: 1) improved revenue estimates, 2) knowledge of work that will not be completed in the current fiscal year and will require carry-over funds to pay for it, and 3) oversights or corrections to titles, line items, or other errors. A memorandum from Executive Officer Burton to Chair McCaig and Presiding Officer McFarland dated April 13, outlining technical adjustments to the FY 95-96 Proposed Budget was distributed and is included as part of the meeting record.

Casey Short, Senior Council Analyst, distributed a copy of his memorandum to the Metro Council, dated April 20, which outlined a proposed budget amendment that would increase the Convention Center Operating Fund by \$2,500 to fund Sports Authority memberships. A copy of this memorandum is included as part of the meeting record.

Motion: Councilor Morissette moved, seconded by Councilor McFarland to approve the technical adjustments to the FY 1995-96 Proposed Budget, including \$2,500 for Sports Authority memberships; and with the requirement that the \$320,000 in advertising revenues in the Spectator Facilities Fund not be spent before it is raised, excepting \$27,000 already awarded in a contract for management fees in the Miscellaneous Professional Services line item.

Vote: Councilors Monroe, McFarland, Morissette, Washington, McLain, and McCaig voted aye. Councilor Kvistad was absent. The vote was 6/0 and the motion passed unanimously.

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1.2 GENERAL FUND

GENERAL EXPENSES

Ms. Sims explained the General Expenses portion of the General Fund, including Interfund Transfers, Contingency and Unappropriated Balance.

Motion: Councilor McFarland moved, seconded by Councilor Monroe to approve the General Expenses portion of the General Fund.

Vote: Councilors McFarland, Morissette, Washington, McLain, Kvistad, Monroe, and McCaig voted aye. The vote was 7/0 and the motion passed unanimously.

1.3 SOLID WASTE HOUSEHOLD HAZARDOUS WASTE

John Houser, Senior Council Analyst, described a modification to the proposed Solid Waste Department budget which would reclassify individuals who are hired to work on a temporary basis at household hazardous waste collection events. Historically, the workers have been budgeted for under Materials and Services on a contractual basis. In order to obtain cost savings he recommended that they be hired as temporary employees of the agency.

Motion: Councilor Washington moved, seconded by Councilor McLain to change the Solid Waste budget to reflect a change from contracting for workers at household hazardous waste collection events to hiring temporary Metro employees.

Vote: Councilors Morissette, Washington, McLain, Kvistad, Monroe, McFarland, and McCaig voted aye. The vote was 7/0 and the motion passed unanimously.

1.4 SUPPORT SERVICE FUND

OFFICE OF THE AUDITOR

Alexis Dow, Metro Auditor, discussed her budget request. Copies of memoranda from Mr. Houser to Ms. Dow, Executive Officer Burton, and Presiding Officer McFarland, dated April 20; and from Ms. Dow to the Council and Mr. Houser, dated April 17 were distributed. They are included as part of the meeting record. It was pointed out that changes in Materials and Services and Capital Outlay which correspond to the reduction in FTE will need to be made. Also, estimates for the office remodel need to be submitted in time to be included in the budget.

Motion: Councilor Monroe moved, seconded by Councilor McFarland to approve Mr. Houser's recommended changes to the Office of the Auditor's budget; and to forward the budget to the Council for adoption.

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Chair McCaig opened a public hearing.

Frank Josselson appeared to speak before the committee regarding his work on the Charter and its effect upon the Office of the Auditor.

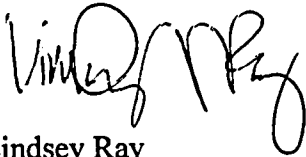
Chair McCaig closed the public hearing.

Vote: Councilors Washington, McLain, Kvistad, Monroe, McFarland, Morissette, and McCaig voted aye. The vote was 7/0 and the motion passed unanimously.

The committee addressed Election Expense for a road levy. Executive Officer Burton said it should be placed as a place holder in Contingency. This budget matter will be considered at the May 4 Council meeting.

There being no further business before the committee, the meeting was adjourned at 1:28 PM.

Prepared by,

A handwritten signature in black ink, appearing to read 'Lindsey Ray', is written over the printed name.

Lindsey Ray
Council Assistant