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**Appendix A: RTP Projects in Study Area
(Round 2, 4/16/99)**

RTP Project List - Round 2

April 6, 1999

New Unique ID	2040 Link	Jurisdiction	Project Name (Facility)	Project Location	Project Description	Round 2 Existing Resource Concept	Round 2 RTP Strategic System	Est. Project Cost in 1998 dollars ("M" indicates Metro estimate)	RTP Program Years
3006	Region	ODOT	US 26 Improvements	US 26 between Sylvan and Highway 217	Complete interchange improvements by adding third through-lane and collector distributor system from Camelot Court to Sylvan Road (Phase 2 and 3)	✓	✓	\$ 22,000,000	2000-05
3007	Region	ODOT	US 26 Improvements	EB from Highway 217 to Camelot Court	Widen EB US 26 to three lanes	✓	✓	\$ 9,000,000	2006-10
3008	Region	ODOT	US 26 Improvements	Highway 217 to Murray Boulevard	Widen US 26 to six lanes with ramp improvements	✓	✓	\$ 12,000,000	2006-10
3009	Region	ODOT	US 26 Improvements	Murray Boulevard to 185th Avenue	Widen US 26 to six lanes		✓	\$ 26,000,000	2011-20
3010	Region	MultiCo/WashCo	Cornelius Pass Road	US 26 to US 30	Improve to better accommodate freight movement			\$ 25,000,000	
3016	Region	Washington Co.	Washington County ATMS	Washington County	Acquire hardware for new traffic operations center		✓	\$ 400,000	2000-05
3019	Beaverton RC	Beaverton	Beaverton Connectivity Improvements I	(1) Henry Street: Millikan to Center, (2) Dawson/Westgate: Karl Braun to Hall, (3) Rose Biggs: Canyon to Westgate, (4) East Way: Millikan Carousal to 144th, (6) new conn.: Henry & 114, (7) new conn.: Hall and Cedar Hill (8) Griffith to 114th	Complete central Beaverton street connections	✓	✓	\$ 13,200,000	2000-05
3020	Beaverton RC	Beaverton	Beaverton Connectivity Improvements II	Griffith to 114th	Complete central Beaverton street connections	✓	✓	\$ 13,300,000	2006-10
3021	Beaverton RC	Washington Co.	Jenkins Road Improvement	Boulevard	Widen to three lanes		✓	\$ 3,100,000	2006-10
3022	Beaverton RC	Washington Co.	Jenkins Road Improvement	Murray Boulevard to 158th Avenue	Widen to five lanes		✓	\$ 1,870,000	2006-10
3023	Beaverton RC	WashCo/Beav/ODOT	Highway 217 Interchange Improvements	NB/SB at Walker Road, SB at TV Highway and NB/SB at BH Highway	Improve Highway 217 interchanges		✓	\$ 2,600,000	2000-05
3024	Beaverton RC	ODOT/WashCo	Cedar Hills Interchange Improvement	Cedar Hills and US 26 interchange	Improve interchange with EB ramp signals/ramp storage		✓	\$ 500,000	2006-10
3025	Beaverton RC	ODOT/WashCo	TV Highway Improvements	Cedar Hills Boulevard to 10th Avenue	Widen to seven lanes Cedar Hills to Murray; six lanes limited access from Murray to Brookwood and five lanes from Brookwood to 10th		✓	\$ 33,200,000	2011-20
3026	Beaverton RC	Beaverton	Millikan Extension	Hocken to Cedar Hills	Three lane extension to connect with Cedar Hills at Henry Street	✓	✓	\$ 4,300,000	2000-05
3027	Beaverton RC	Beaverton/WashCo	Davis Improvements	160th Avenue to 170th Avenue	Three lane improvement to add bike and pedestrian facilities	✓	✓	\$ 1,600,000	2000-05
3028	Beaverton RC	Beaverton	Hart Improvements	Murray to 165th	Three lane improvement to add bike and pedestrian and signal at 155th Avenue	✓	✓	\$ 7,100,000	2000-05
3029	Beaverton RC	Beaverton	Lombard Improvements	Broadway to Farmington	Three lane improvement to realign road with segment to the north with pedestrian facilities	✓	✓	\$ 1,600,000	2000-05
3030	Beaverton RC	Beaverton	Farmington Road Improvements	Hocken to Murray Boulevard	Widen to five lanes; improve intersection at Murray Boulevard		✓	\$ 7,686,000	2000-05
3031	Beaverton RC	Beaverton	Allen Boulevard Improvements	Highway 217 to Murray Boulevard	Widen to five lanes		✓	\$ 5,400,000	2011-20
3032	Beaverton RC	Beaverton	Cedar Hills Boulevard Improvements	Farmington Road to Walker Road	Widen to five lanes with sidewalks and bike lanes		✓	\$ 3,700,000	2006-10
3033	Beaverton RC	Beaverton	125th Avenue Extension	Brockman Street to Hall Boulevard	Two-lane extension with turn lanes L793 from Brockman Street to Hall Boulevard		✓	\$ 8,818,000	2000-05
3034	Beaverton RC	Beaverton	Hall Boulevard Extension	Cedar Hills Boulevard to Terman/Hocken	Widen to three lanes with bikeways and sidewalks		✓	\$ 1,500,000	2000-05
3035	Beaverton RC	Beaverton	Center Street Improvements	Hall Boulevard to 113th Avenue	Widen to five lanes			\$ 3,200,000	
3036	Beaverton RC	Beaverton	158th/Merlo Road Improvements	170th Avenue to Walker Road	Widen to five lanes with sidewalks and bike lanes		✓	\$ 4,000,000	2011-20
3037	Beaverton RC	Beaverton	Nimbus Road Extension	Hall Boulevard to Denney Road	Extend two-lane roadway			\$ 8,300,000	
3038	Beaverton RC	Beaverton	Center Street Improvements	Hall Boulevard to 113th Avenue	Widen to three lanes with bikeways and sidewalks		✓	\$ 3,200,000	2011-20
3039	Beaverton RC	Beaverton	Scholls Ferry Road Improvements	Highway 217 to 125th Avenue	Widen to seven lanes with access management		✓	\$ 15,760,000	
3041	Beaverton RC	Beaverton	Hall/Watson Improvements	Allen Boulevard to Cedar Hills Boulevard	Complete boulevard design improvements	✓	✓	\$ 445,000	2000-05
3042	Beaverton RC	ODOT/Beaverton/Tri-Met	TV Highway/Canyon Road Boulevard Improvements	Murray Boulevard to Highway 217	Improve sidewalks, lighting, crossings, bus shelters and benches		✓	\$ 8,000,000	2006-10
3045	Beaverton RC	Beaverton	Farmington Road Bikeway	Hocken to Highway 217	Retrofit to include bike lanes		✓	\$ 2,800,000	2006-10
3046	Beaverton RC	Beaverton	Hall Boulevard Bikeway	BH Highway to Cedar Hills Boulevard	Retrofit to include bike lanes	✓	✓	\$ 68,000	2000-05
3047	Beaverton RC	Beaverton	Watson Avenue Bikeway	BH Highway to Hall Boulevard	Retrofit to include bike lanes	✓	✓	\$ 59,000	2000-05

RTP Project List - Round 2
April 6, 1999

New Unique ID	2040 Link	Jurisdiction	Project Name (Facility)	Project Location	Project Description	Round 2 Existing Resource Concept	Round 2 RTP Strategic System	Est. Project Cost In 1998 dollars		RTP Program Years
								(\$ ***)	(**** Indicates Metro estimate)	
3049	Beaverton RC	Beaverton	Downtown Beaverton Pedestrian Improvements	Hocken Avenue/TV Highway/113th Avenue/110th Avenue/Cabot Street	Improve sidewalks, bike lanes, lighting, crossings, bus shelters and benches	✓	✓	\$ 1,120,000		2000-05
3050	Beaverton RC	Beaverton/WashCo/Tri-Met	Walker Road Pedestrian Improvements	Polsky/108th to Highway 217	Improve sidewalks, lighting, crossings, bus shelters and benches			\$ 100,000		
3051	Beaverton RC	WashCo/Beaverton/Tri-Met	Hall Boulevard/Watson Pedestrian-to-Transit Improvements	Cedar Hills Boulevard to Tigard TC	Improve sidewalks, lighting, crossings, bus shelters and benches		✓	\$ 1,600,000		2006-10
3052	Beaverton RC	Beaverton	110th Avenue Pedestrian Improvements	B-H Highway to Canyon Road	Fill in missing sidewalks	✓	✓	\$ 30,000		2000-05
3053	Beaverton RC	Beaverton	117th Avenue Pedestrian Improvements	light rail transit to Center Street	Improve sidewalks, lighting, crossings	✓	✓	\$ 30,000		2000-05
3054	Beaverton RC	Washington Co.	Murray Boulevard Bike/Pedestrian Improvements	Scholls Ferry Road to TV Highway	Safety islands and pedestrian crossing improvements at intersections, fill in bicycle network gaps		✓	\$ 500,000		2011-20
3055	Beaverton RC	ODOT/Beaverton	Beaverton-Hilldale Highway Pedestrian and Bicycle Improvements	65th Avenue to Highway 217	Improve sidewalks, lighting, crossings, bus shelters and benches; stripe bike lanes		✓	\$ 10,500,000		2011-20
3056	Beaverton RC	ODOT	Canyon Road/TV Highway Bike and Pedestrian Improvements	SW 91st Avenue to Highway 217	Bike lanes, sidewalks and pedestrian crossings	✓	✓	\$ 1,465,000		2011-20
3057	Beaverton RC	Beaverton	Denney Road Bike/Pedestrian Improvements	Nimbus Avenue to Scholls Ferry Road	Improve sidewalks, crossings and fill in bicycle network gaps			\$ 210,000		
3060	Beaverton RC	ODOT/WashCo	TV Highway Access Management	117th Avenue to Hillsboro	Access management		✓	\$ 15,000,000		2006-10
3061	Beaverton RC	ODOT/WashCo	TV Highway System Management	TV Highway from Highway 217 to 209th Avenue to Highway 217	Interconnect signals on TV Highway from 209th Avenue to Highway 217	✓	✓	\$ 1,500,000		2006-10
3062	Beaverton RC	ODOT/WashCo	TV Highway System Management	Beaverton to Hillsboro	Interconnect signals to tie into Washington County signal system	✓	✓	\$ 1,000,000		2000-05
3063	Beaverton RC	Washington Co.	Murray Boulevard Improvements	TV Highway to Allen Boulevard	Signal coordination	✓	✓	\$ 50,000		2000-05
3066	Beaverton Corrido	Washington Co.	Springville Road Improvements	Kaiser to 185th Avenue	Widen to include bike lanes			\$ 750,000		
3067	Beaverton Corrido	Washington Co.	185th Avenue Improvements	Rock Creek Boulevard to Springville	Widen to five lanes with bike lanes and sidewalks		✓	\$ 5,000,000		2006-10
3068	Beaverton Corrido	Washington Co.	Garden Home/92nd Avenue Improvements	Allen Boulevard to Oleson Road	Widen to three lanes with bikeways and sidewalks			\$ 4,500,000		
3071	Region	Beaverton/WashCo/THPRD	Fanno Creek Greenway Multi-Use Path	Allen Boulevard to Denney Road east of Highway 217 and from Highway 217 to Allen Boulevard near Scholls Ferry Road	Completes Fanno Creek Greenway multi-use path		✓	\$ 1,500,000		2000-05
3073	Beaverton Corrido	Washington Co.	Barnes Road Bikeway	Burnside to Leahy Road	Retrofit to include bike lanes			\$ 500,000		
3074	Beaverton Corrido	Beaverton	Hall Boulevard Bikeway	12th Street to south of Allen Boulevard	Retrofit to include bike lanes; intersection turn lanes at Allen Boulevard		✓	\$ 1,438,000		2000-05
3075	Beaverton Corrido	Beaverton	Cedar Hills Boulevard Pedestrian Improvements	Butner Road to Walker Road	Improve sidewalks, lighting, crossings, bus shelters and benches			\$ 177,000		
3076	Beaverton Corrido	Beaverton	Allen Boulevard Improvements	Highway 217 to Western Avenue	Widen to five lanes with bike lanes and sidewalks		✓	\$ 1,000,000		2011-20
3077	Beaverton Corrido	Beaverton	Western Avenue Pedestrian Improvements	5th Street to 800 feet south of 5th Street	Improve sidewalks, lighting, crossings, bus shelters and benches			\$ 48,000		
3078	Beaverton Corrido	ODOT	Canyon Road Bicycle and Pedestrian Improvements	US 26 to 110th Avenue	Retrofit to include bike lanes/sidewalks			\$ 13,500,000		
3079	Beaverton Corrido	Beaverton	Allen Boulevard Bike/Ped Projects	Western Avenue to Scholls Ferry Road	Retrofit to include bike lanes and fill in missing sidewalks			\$ 253,000		
3082	Beaverton IA	Beaverton	Western Avenue Bike Lanes	B-H Highway to Allen Boulevard	Retrofit to include bike lanes			\$ 294,000		
3101	Hillsboro RC	Hillsboro	Jackson Road Improvements	Evergreen Road to Grant Street	Widen to three lanes with sidewalks and bike lanes			\$ 3,500,000		
3102	Hillsboro RC	Washington Co.	Baseline Road Improvements	Lisa to 231st Avenue	Widen to three lanes with bike lanes and sidewalks	✓	✓	\$ 20,000,000		2000-05
3103	Hillsboro RC	Washington Co.	Baseline Road Improvements	Lisa to Brookwood Road	Widen to five lanes with bike lanes and sidewalks			\$ 6,000,000		
3104	Hillsboro RC	Hillsboro	NW Alciek Drive Extension	NW Amberwood Drive to Cornelius Pass Road	New three-lane facility with sidewalks and bike lanes		✓	\$ 2,000,000		2000-05
3105	Hillsboro RC	Hillsboro	E/W Collector	185th Avenue to 231st Avenue	New 3-lane facility		✓	\$ 4,600,000		2000-05

RTP Proj List - Round 2

April 6, 1999

New Unique ID	2040 Link	Jurisdiction	Project Name (Facility)	Project Location	Project Description	Round 2 Existing Resource Concept	Round 2 RTP Strategic System	Est. Project Cost In 1998 dollars ("****" indicates Metro estimate)	RTP Program Years
3106	Hillsboro RC	Washington Co.	229th/231st/234th Connector	Borwick Road to Baseline and Century High School to Borwick Road; Baseline to LRT	New 3-lane facility and bridge; widen 231st Avenue to three lanes	✓	✓	\$ 23,200,000	2000-05
3108	Hillsboro RC	Washington Co.	Baseline Road Improvements	Lisa to 201st Avenue	Widen to 3 lanes with bike lanes and sidewalks		✓	\$ 7,500,000	2000-05
3109	Hillsboro RC	ODOT/WashCo/Hillsboro	Hillsboro to US 26 Improvements	Shute Road/Cornell Corridor	Improve primary access route from regional center to US 26			n/a	
3110	Hillsboro RC	ODOT/WashCo	Jackson Road Improvements	Jackson Road at US 26	Improve Jackson School Road intersection with channelization	✓	✓	\$ 500,000	2000-05
3111	Hillsboro RC	Washington Co.	First Avenue Improvements	Grant Street to Glencoe High School	Improve sidewalks and pedestrian crossings and make transit improvements	✓	✓	\$ 700,000	2000-05
3112	Hillsboro RC	ODOT	First Avenue Improvements	Oak Street to Baseline Street	Rechannelize NB and SB to provide protected left turn lanes and signal phasing at 1st/Oak and 1st/Baseline	✓	✓	\$ 165,000	2006-10
3113	Hillsboro RC	Hillsboro	10th Avenue Improvements	Main Street to Baseline Road	Add right turn lane	✓	✓	\$ 1,500,000	2000-05
3114	Hillsboro RC	Hillsboro	NE 28th Avenue Improvements	Grant Street to East Main Street	Widen to three lanes with sidewalks, bike lanes, street lighting and landscaping		✓	\$ 2,500,000	2000-05
3115	Hillsboro RC	Hillsboro	10th Avenue Improvements	Washington Street to Main Street	Widen to provide third NB through lane	✓	✓	\$ 575,000	2006-10
3116	Hillsboro RC	Hillsboro	10th Avenue Improvements	Walnut Street to Baseline Street	Construct one additional NB turn lane and rechannelize WB Baseline Street approach to 10th Avenue	✓	✓	\$ 1,530,000	2006-10
3119	Hillsboro RC	ODOT	TV Highway Improvements - Hillsboro	Shute Park to Baseline/Oak Street to Tenth	Complete boulevard design improvements	✓	✓	\$ 2,000,000	2000-05
3120	Hillsboro RC	ODOT/Wash. Co.	TV Highway Pedestrian Improvements	10th to Cornelius Pass Road	Improve sidewalks, lighting, crossings, bus shelters and benches			\$ 8,300,000	
3121	Hillsboro RC	ODOT	TV Highway Refinement Planning	SE Minter Bridge Road to Cedar Hills Boulevard	Refinement planning to identify phased strategy to implement a limited access facility in this corridor		✓	n/a	2000-05
3122	Hillsboro RC	Hillsboro/WashCo.	St. Mary's Urban Reserves Future Street Plan	St. Mary's urban reserve areas	Complete future street plan		✓	n/a	2000-05
3123	Hillsboro RC	Tri-Met/Hillsboro	Hillsboro Regional Center TMA Startup			✓	✓	see Tri-Met total	2000-05
3124	Hillsboro RC	ODOT	TV Highway System Management	209th Avenue to 10th Avenue	Interconnect signals	✓	✓	\$ 1,500,000	2000-05
3127	Hillsboro Corrido	ODOT/Hillsboro/WashCo	Hillsboro RC Pedestrian Improvements	18th, 21st, Oak, Maple and Walnut streets	Improve sidewalks, lighting, crossings, bus shelters and benches	✓	✓	\$ 1,500,000	2000-05
3128	Hillsboro RC	Washington Co.	Cornell Road Improvements	Arrington Road to Main Street	Widen to five lanes	✓	✓	\$ 6,000,000	2006-10
3129	Sunset IA	ODOT	Glencoe Interchange Improvements	Glencoe Road and US 26	Improve interchange to facilitate traffic flows on and off of US 26			\$ 12,000,000	
3130	Sunset IA	WashCo/Hillsboro	Evergreen Road Improvements	Glencoe Road to 25th Avenue	Widen to three lanes to include bikeways and sidewalks	✓	✓	\$ 12,800,000	2000-05
3131	Sunset IA	WashCo/Hillsboro	Evergreen Road Improvements	15th Avenue to 253rd Avenue	Widen to five lanes to include bikeways and sidewalks		✓	\$ 5,300,000	2006-10
3132	Sunset IA	Washington Co.	Cornelius Pass Road Improvements	US 26 to West Union Road	Widen to five lanes, including sidewalks and bike lanes		✓	\$ 3,500,000	2000-05
3133	Sunset IA	Washington Co./ODOT	Cornelius Pass Road Interchange Improvement	US 26/Cornelius Pass Road	Construct full diamond interchange and southbound auxiliary lane to facilitate traffic flows on and off US 26		✓	\$ 5,000,000	2000-05
3134	Sunset IA	Washington Co.	Cornelius Pass Road Improvements	TV Highway to Baseline Road	Widen to five lanes including sidewalks, bike lanes and signals at Johnson and Francis	✓	✓	\$ 9,000,000	2000-05
3135	Sunset IA	Washington Co.	Cornelius Pass Road Improvements	Baseline Road to Aloclek Drive	Widen to five lanes including sidewalks and bike lanes		✓	\$ 15,000,000	2000-05
3136	Sunset IA	Washington Co.	Brookwood Avenue Improvements	Baseline Road to Airport Road	Widen to 3 lanes from Baseline to Cornell Road and to 5 lanes from Cornell Road to Airport Road	✓	✓	\$ 10,900,000	2000-05
3137	Sunset IA	Washington Co.	Brookwood Avenue Improvements	TV Highway to Baseline Road	Widen to three lanes including sidewalks and bike lanes		✓	\$ 7,500,000	2000-05

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RTP Project List - Round 2
April 6, 1999

New Unique ID	2040 Link	Jurisdiction	Project Name (Facility)	Project Location	Project Description	Round 2 Existing Resource Concept	Round 2 RTP Strategic System	Est. Project Cost in 1998 dollars (**** Indicates Metro estimate)	RTP Program Years
3138	Sunset IA	Washington Co.	Murray LRT Overcrossing and Pedestrian Improvements	Jenkins Road to Millikan Way	Expand LRT bridge from 2 to 4 lanes and improve sidewalks, lighting crossings, bus shelters, benches and landscaped buffers on bridge approach		✓	\$ 6,700,000	2000-05
3139	Sunset IA	Hillsboro	US 26 Overcrossing - Sunset IA	NW Bennett Avenue to NW Wagon Way	Construct two-lane new overcrossing with sidewalks and bike lanes to better connect areas north and south of US 26		✓	\$ 4,500,000	2011-20
3140	Sunset IA	Hillsboro	229th Avenue Extension	NW Wagon Way to West Union Road	New three-lane facility with sidewalks and bike lanes		✓	\$ 2,300,000	2006-10
3141	Sunset IA	Washington Co.	170th/173rd Improvements	Baseline to Walker	Improve to 3 lanes	✓	✓	\$ 6,800,000	2006-10
3142	Sunset IA	Washington Co.	Johnson Street Extension	170th Avenue to 209th Avenue	Three lane extension (two lanes west bound and one lane eastbound with turn lanes), including bike lanes and sidewalks		✓	\$ 1,000,000	2000-05
3143	Sunset IA	Washington Co.	Walker Road Improvements	Cedar Hills to 158th Avenue	Widen to five lanes including sidewalks and bike lanes		✓	\$ 20,000,000	2006-10
3144	Sunset IA	Washington Co.	Walker Road Improvements	158th Avenue to Amberglen Parkway	Widen to five lanes including sidewalks and bike lanes		✓	\$ 10,000,000	2006-10
3145	Sunset IA	Washington Co.	Walker Road Improvements	Highway 217 to Cedar Hills Boulevard	Widen to five lanes including sidewalks and bike lanes			\$ 26,500,000	
3146	Sunset IA	WashCo/Hillsboro	Cornelius Pass Intersection Improvements	Intersection at Quatama	Improve Quatama/Cornelius Pass Road intersection			\$ 500,000	
3147	Sunset IA	Hillsboro	25th Avenue Improvements	Cornell Road to Evergreen	Widen to include bike lanes		✓	\$ 2,000,000	2006-10
3150	Sunset IA	Washington Co.	Cornell Road System Management	185th Avenue to 25th/Baseline	Implement signal timing at Tannasbourne/185th to 25th /Baseline		✓	\$ 300,000	2000-05
3151	Sunset IA	Tri-Met	US 26 Corridor TDM Program		n/a			\$ 1,300,000	
3207	Tanasbourne TC	Washington Co.	185th Avenue Improvements	Improve 185th Avenue and Cornell Road with "boulevard" design treatment, including improved sidewalks and bus stops, curb extensions, street trees, lighting, etc., within the town center.	Complete boulevard design improvements			\$ 4,000,000	
3208	Tanasbourne TC	Washington Co.	Tanasbourne TC Pedestrian Improvements	Cornell, Evergreen Pkwy and intersecting streets	Improve sidewalks, lighting, crossings, bus shelters and benches		✓	\$ 200,000	2011-20
3209	Tanasbourne TC	Washington Co.	Springville Road Pedestrian Improvements	Kaiser to 185th	Improve sidewalks, lighting, crossings, bus shelters and benches			\$ 500,000	
3210	Tanasbourne TC	Washington Co.	185th Avenue Pedestrian Improvements	Westview HS to West Union Road	Improve sidewalks, lighting, crossings, bus shelters and benches		✓	\$ 45,000	2011-20
3213	Farmington TC	Washington Co.	Farmington Road Improvements	Murray Boulevard to 172nd Avenue	Widen to five lanes with bikeways and sidewalks		✓	\$ 15,200,000	2000-05
3214	Farmington TC	Washington Co.	Farmington Road Improvements	172nd Avenue to 185th Avenue	Widen to five lanes; complete boulevard design improvements		✓	\$ 10,000,000	2011-20
3215	Farmington TC	Washington Co.	Kinnaman Road Improvements	Farmington to 209th Avenue	Widen to two lanes WB, 1 lane EB, turn lane and bikeways and sidewalks		✓	\$ 5,200,000	2011-20
3216	Farmington TC	Washington Co.	185th Avenue Improvements	TV Highway to Bany Road	Widen to three lanes		✓	\$ 8,000,000	2006-10
3217	Farmington TC	Washington Co.	Farmington Road Improvements	185th Avenue to 209th Avenue	Widen to three lanes		✓	\$ 5,000,000	2006-10
3218	Farmington TC	Washington Co.	Cornelius Pass Road Extension	South of TV Highway to 209th Avenue	Construct new three-lane facility		✓	\$ 14,000,000	2011-20
3219	Farmington TC	Washington Co.	Farmington Road Improvements	Kinnamon to 185th Avenue	Widen to five lanes with sidewalks and bikeways			\$ 8,000,000	
3220	Farmington TC	WashCo/ODOT	Farmington TC Pedestrian Improvements	Farmington Road, Kinnaman, 170th and intersecting streets	Improve sidewalks, lighting, crossings, bus shelters and benches		✓	\$ 1,000,000	2011-20
3221	Farmington TC	Washington Co.	Kinnaman Road Pedestrian Improvements	Farmington to 198th	Improve sidewalks, lighting, crossings, bus shelters and benches			\$ 200,000	
3222	Farmington TC	Washington Co.	185th Avenue Bike and Pedestrian Improvements	Kinnaman to Blanton	Add bike lanes and sidewalks one-side only		✓	\$ 2,000,000	2000-05

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Appendix B: Relevant Correspondence

M E M O R A N D U M

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



METRO

RECEIVED

APR 0 1999

PLANNING DIVISION
Land Use & Transportation

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

* * * * *

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

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

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

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

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



Oregon

John A. Kitzhaber, M.D., Governor

Department of Transportation

Region 1
123 NW Flanders
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FAX (503) 731-8259

December 3, 1998

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

FILE CODE: PLA

Re: Hillsboro/Farmington Urban Growth Boundary Amendment.

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

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

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

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

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



Leo Huff
Planning Manager

Appendix C: Trip Generation Calculations

Table B1: ITE Trip Generation Summary for Concept Plan Area

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

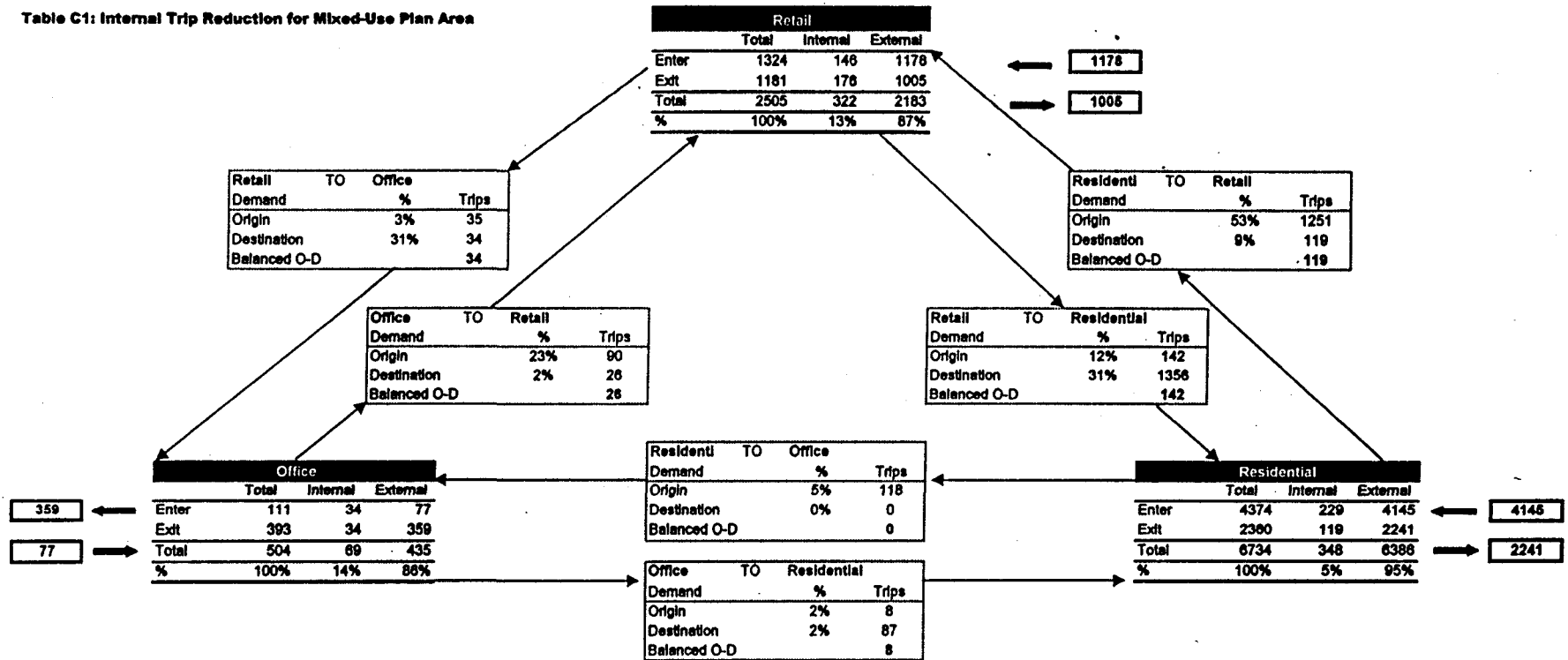
Notes:

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

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

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

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



Net External and Internal Trips for Multi-Use Development

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

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

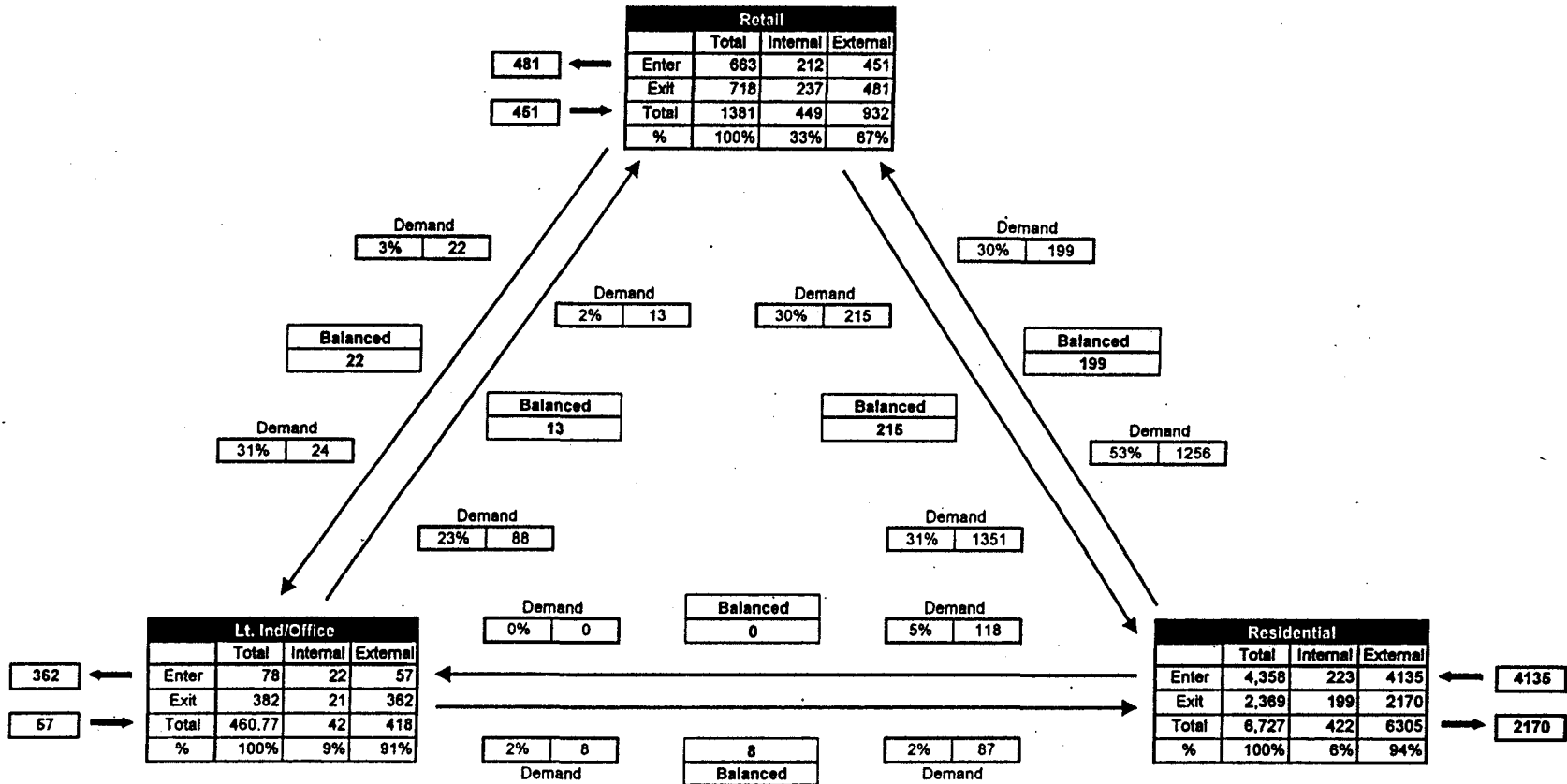
Table B2: ITE Trip Generation Calculation

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

- (1) Site peak hour factored by 50% to represent street peak hour
- (2) Applied ITE regression equations
- (3) Based on ITE data and local survey data for elderly housing. ITE data sample size very limited.
- (4) Internal trip reduction based on calculation in Table C. PM peak hour school trips assumed to be similar to overall uses.

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

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



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

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

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

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

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

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

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

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

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

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

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

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

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

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

Appendix E: Technical Comparison

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

Table E-1: Technical Assumptions

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

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

Table E-2: Technical Findings

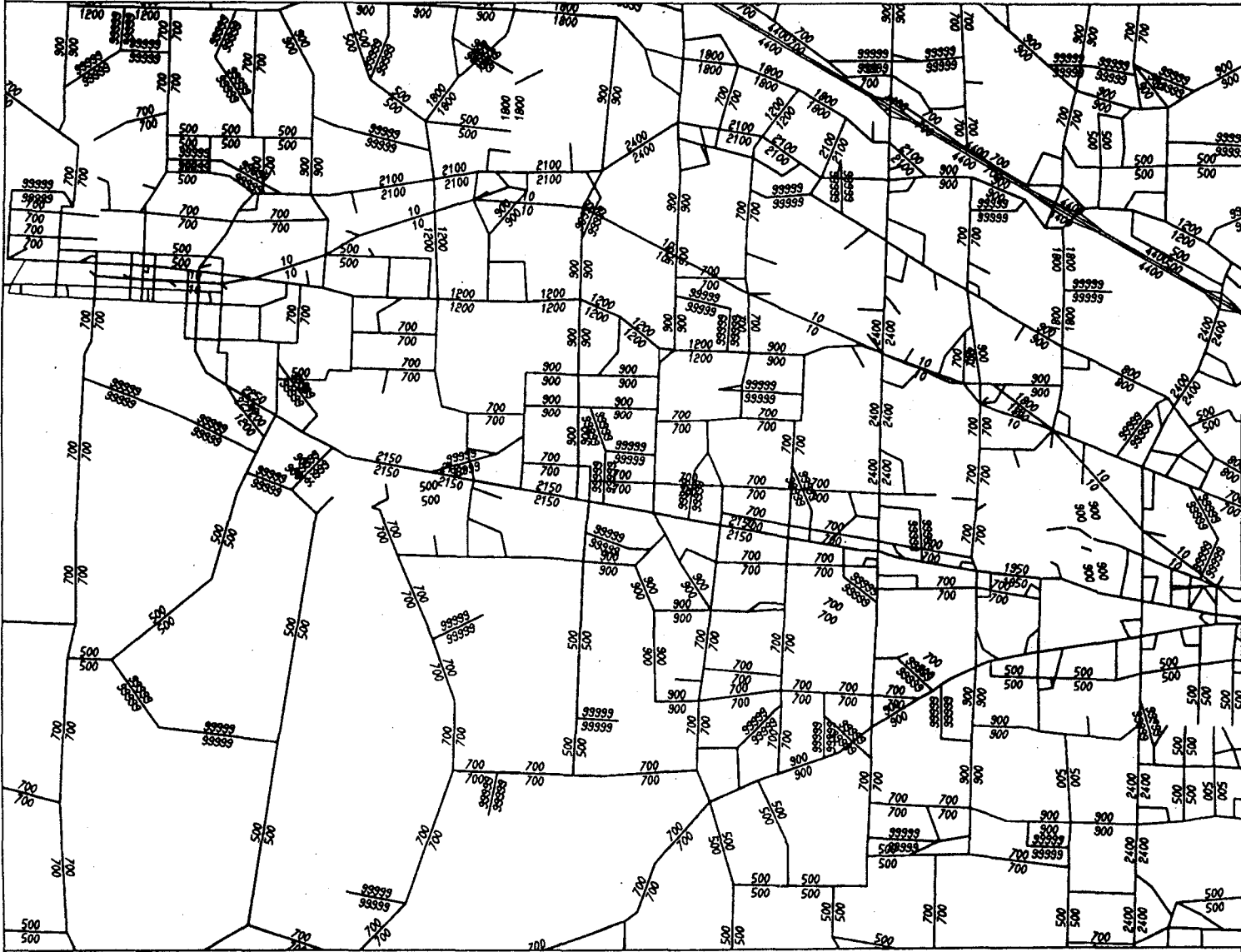
<i>Description</i>	<i>DKS Associates SHUR Review</i>	<i>City of Hillsboro SHUR Plan</i>
<i>Total Off-Site Vehicle Trips</i>	7,510 (1-hour) 15,243 (2-hours)	6,085 (1-hour) n/a (2-hours)
<i>Site Trip Distribution</i>		
North	38%	50%
South	6%	2%
East	38%	28%
West	18%	20%
<i>Peak One-Hour Site Traffic Added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

DKS ASSOCIATES

BASE NETWORK

USER DEFINED LINK DATA 3

emme/2



LINKS:
mod=c
COL-IND: UL2

VDF

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

XXXXX=CAPACITY (VPH)

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1441.2/131.927

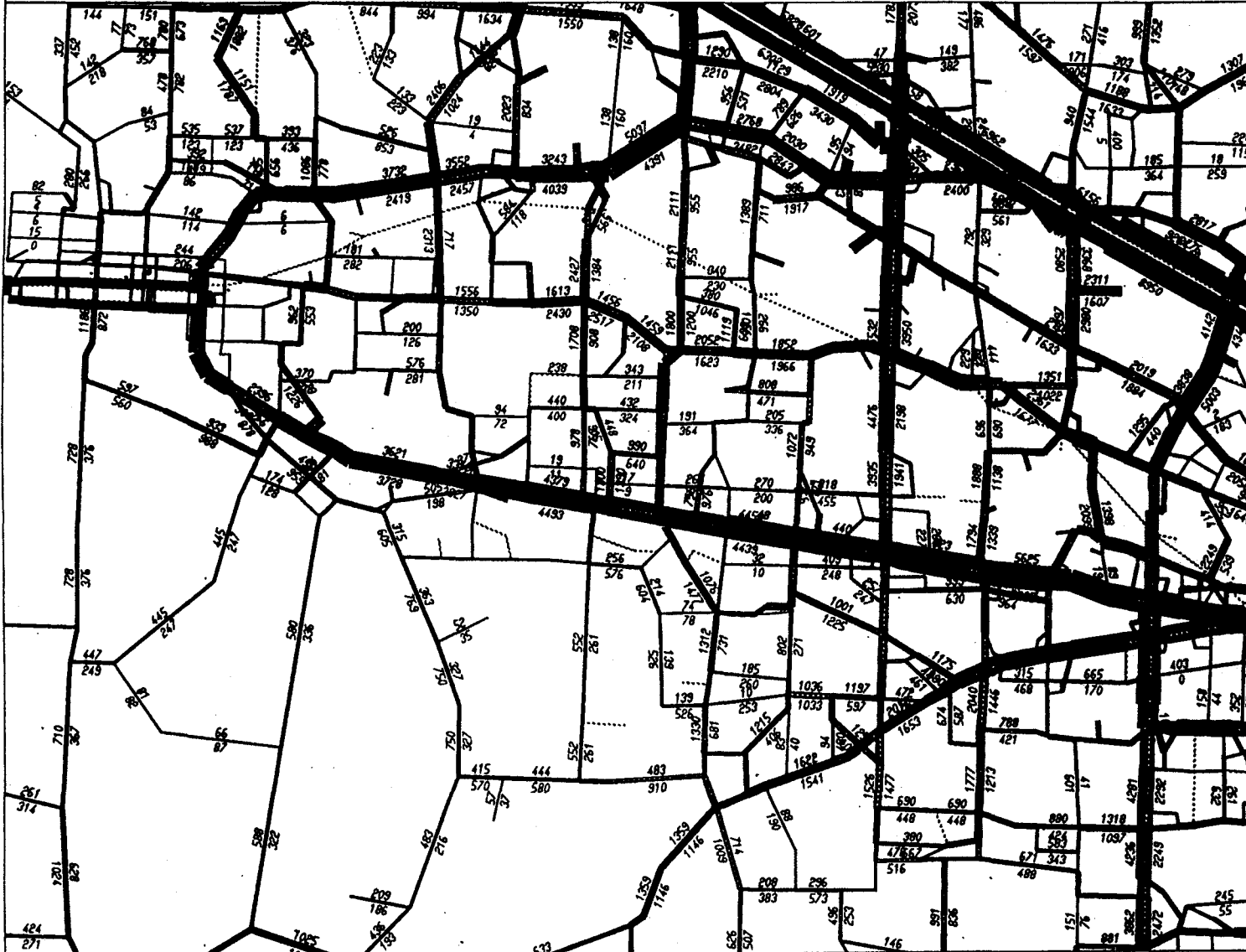
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DKS2000...j*

DKS ASSOCIATES

AUTO VOLUMES

emme/2

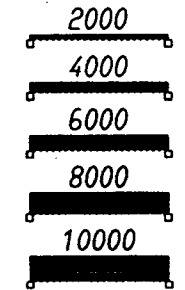


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VOLUME/CAPACITY
RATIO

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

SCALE: 650



WINDOW:
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1441.2/131.927

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SCENARIO 21000: 2020 Exist Res 2 hour (No Project)

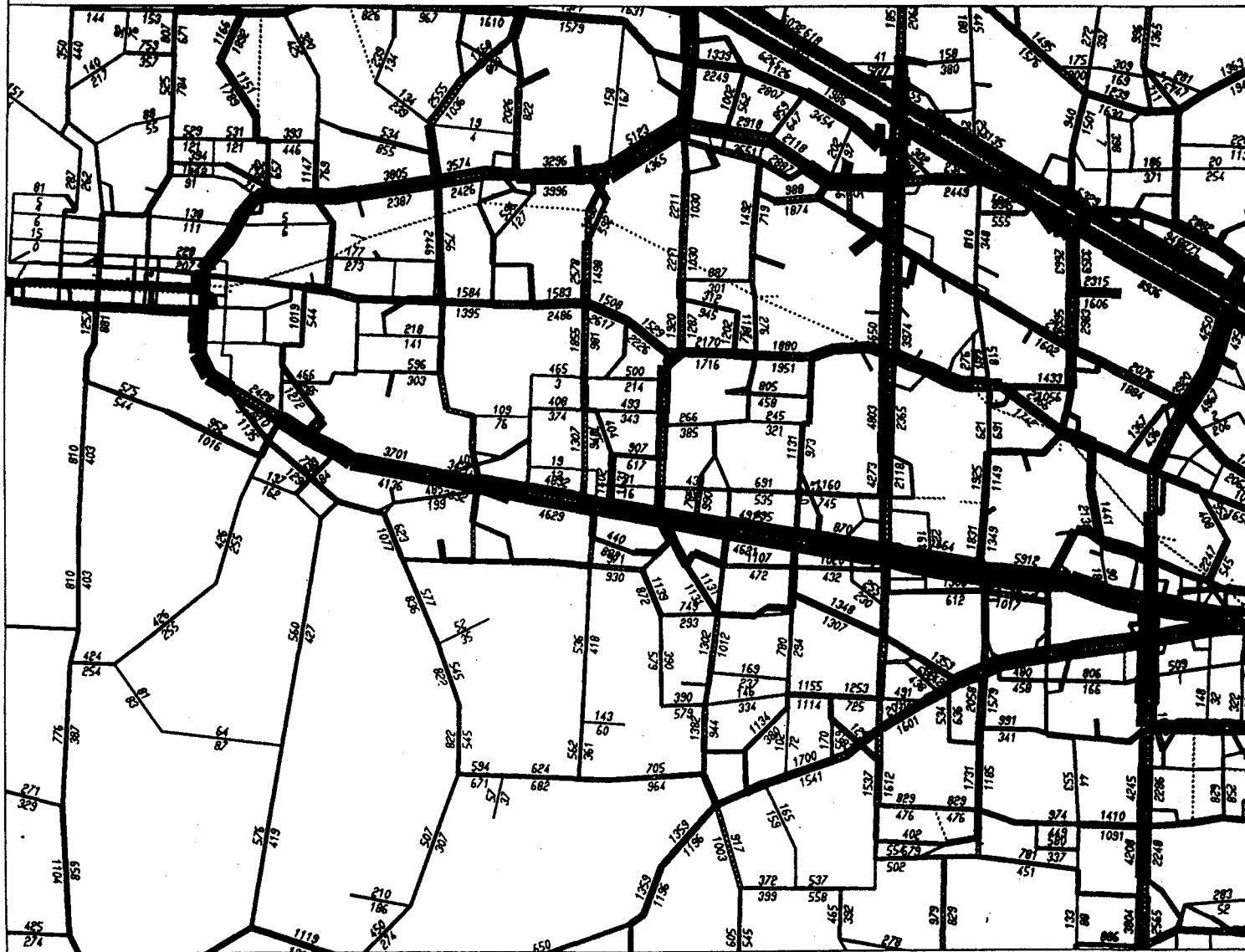
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147

DKS ASSOCIATES

AUTO VOLUMES

emme/2

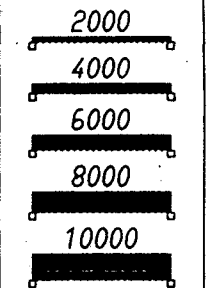


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VOLUME/CAPACITY
RATIO

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

SCALE: 650



WINDOW:
1431.9/124.948
1441.2/131.927

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SCENARIO 20000: 2020 Exist Res 2 hour

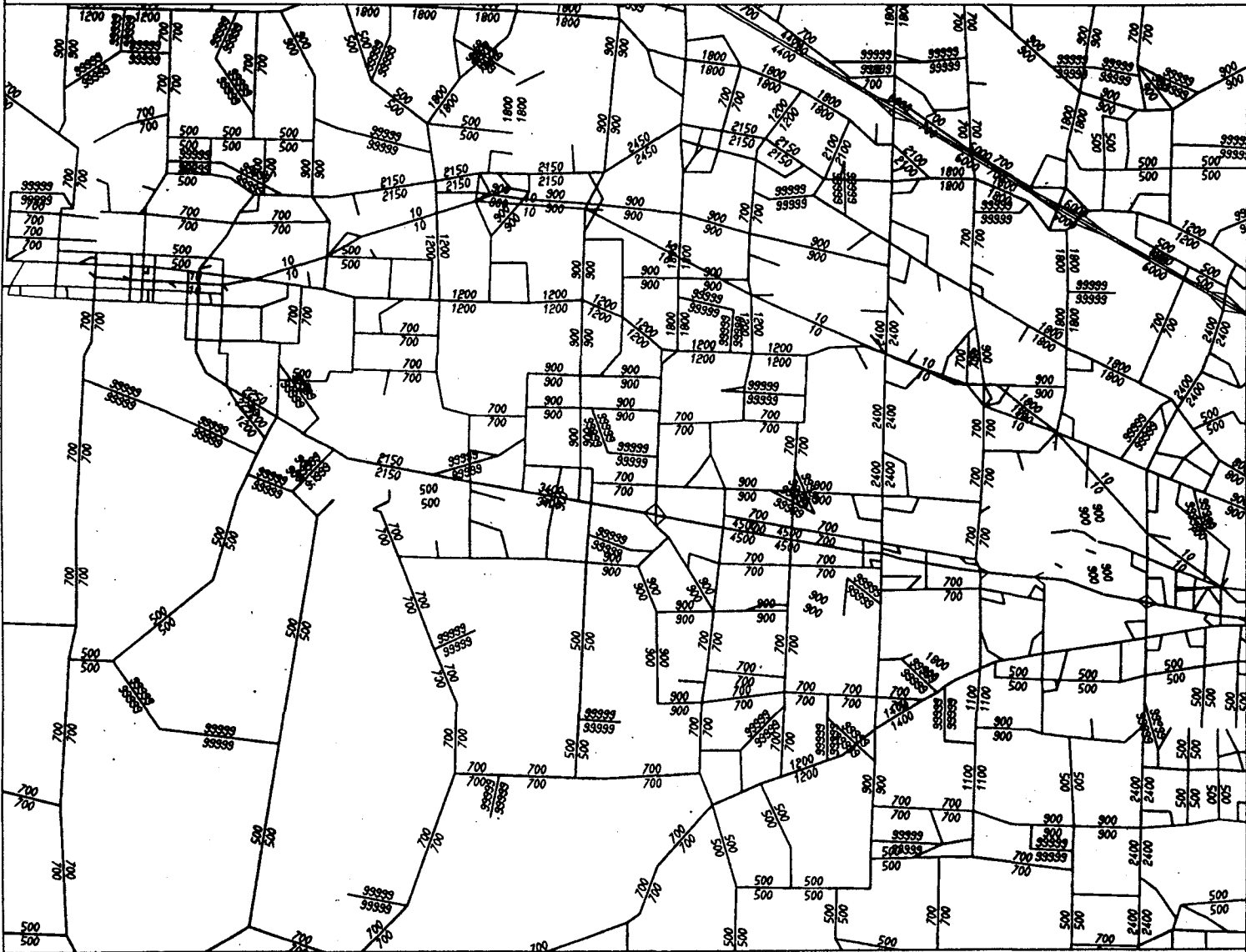
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148

DKS ASSOCIATES

BASE NETWORK
USER DEFINED LINK DATA 3

emme/2



LINKS:
mod=c
COL-IND: UL2

VDF

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

XXXXX=CAPACITY (VPH)

WINDOW:
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1441.2/131.927

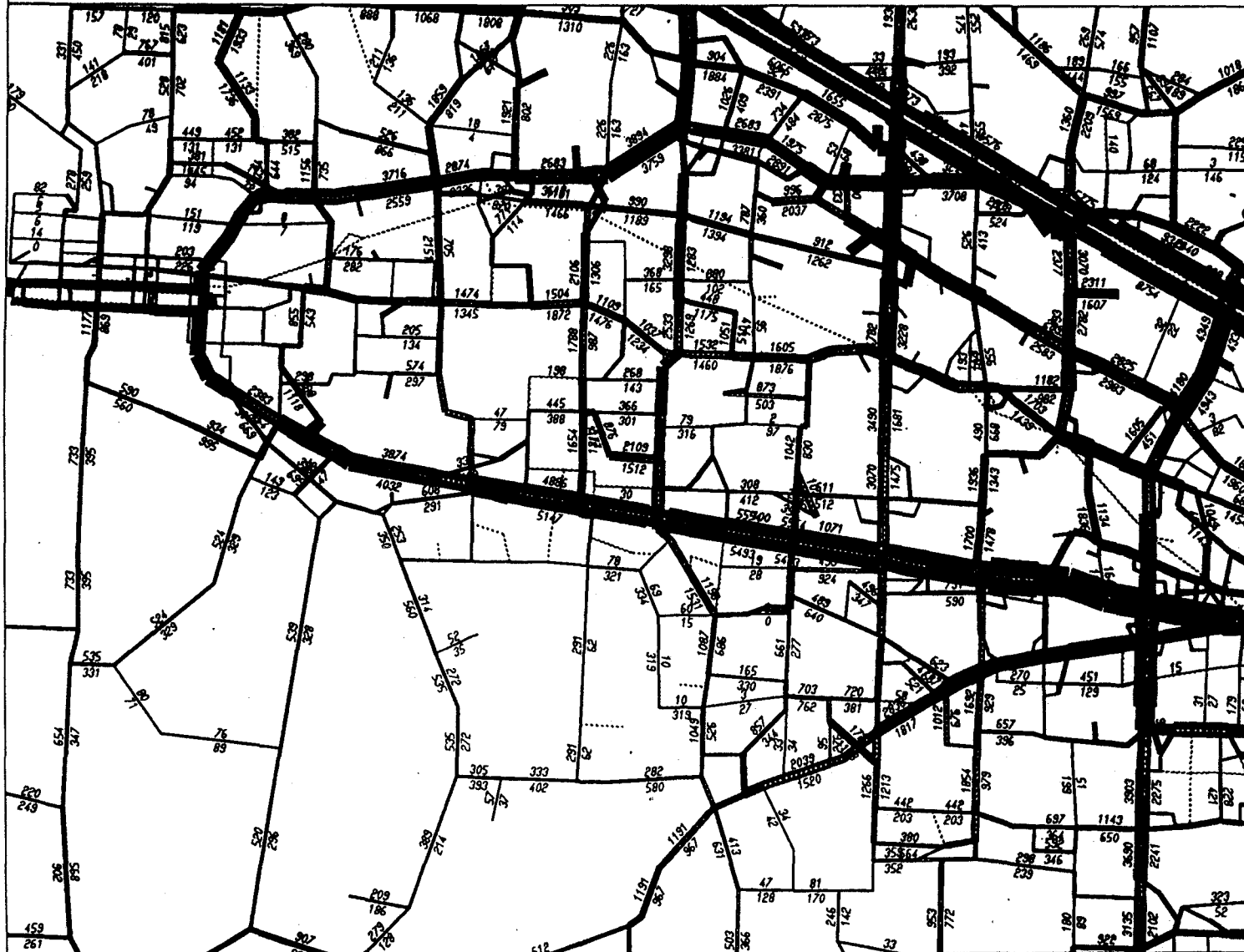
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DKS ASSOCIATES





AUTO VOLUMES

emme/2




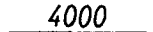
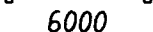


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RATIO

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-  0.9-1.0
-  > 1.0

XXX=VOLUME (VPH)

SCALE: 650

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-  4000
-  6000
-  8000
-  10000

WINDOW:
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1441.2/131.927

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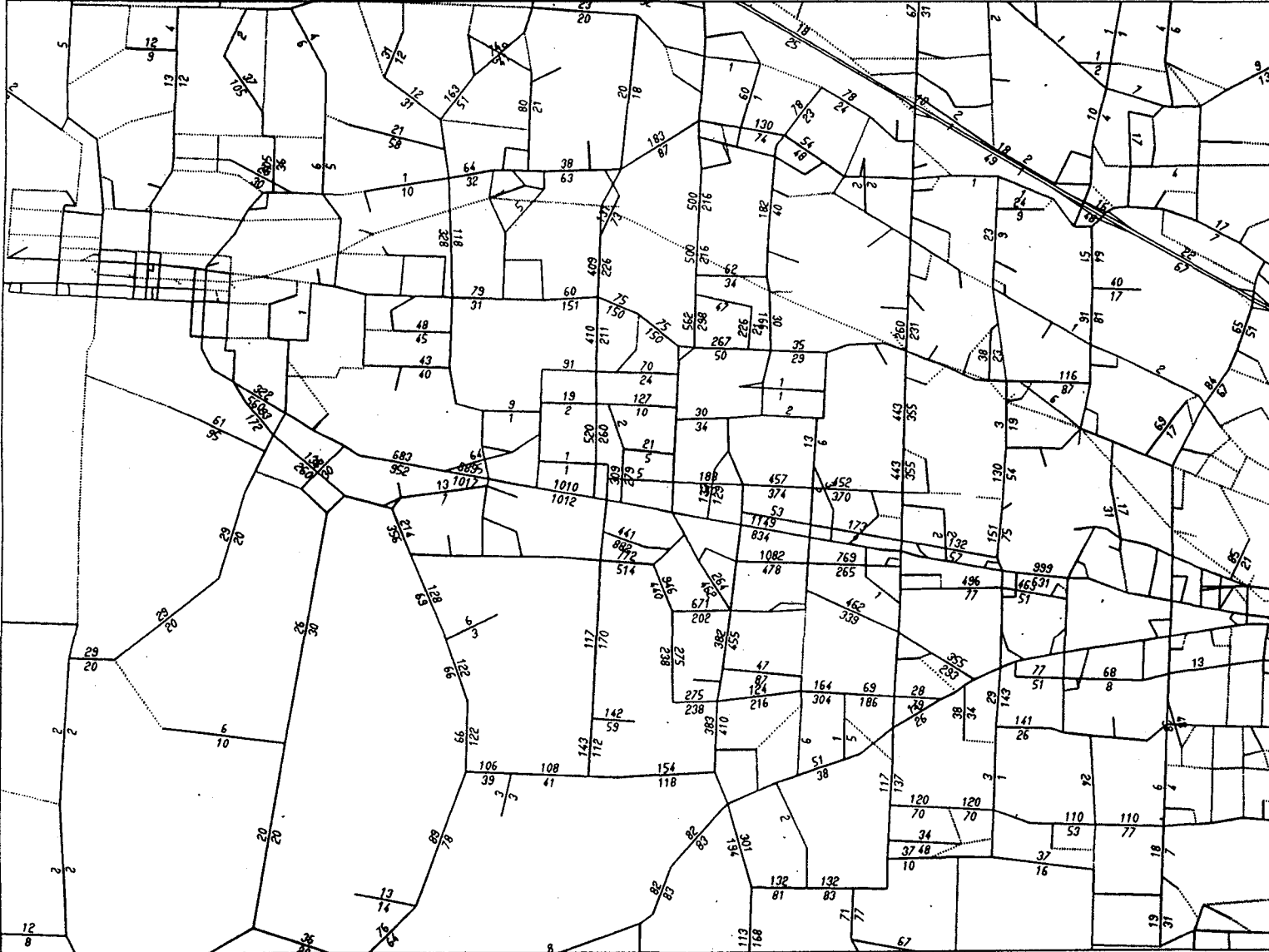
DKS ASSOCIATES

BASE NETWORK

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emme/2

LINKS:
mod=c



WINDOW:
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1441.2/131.927

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151

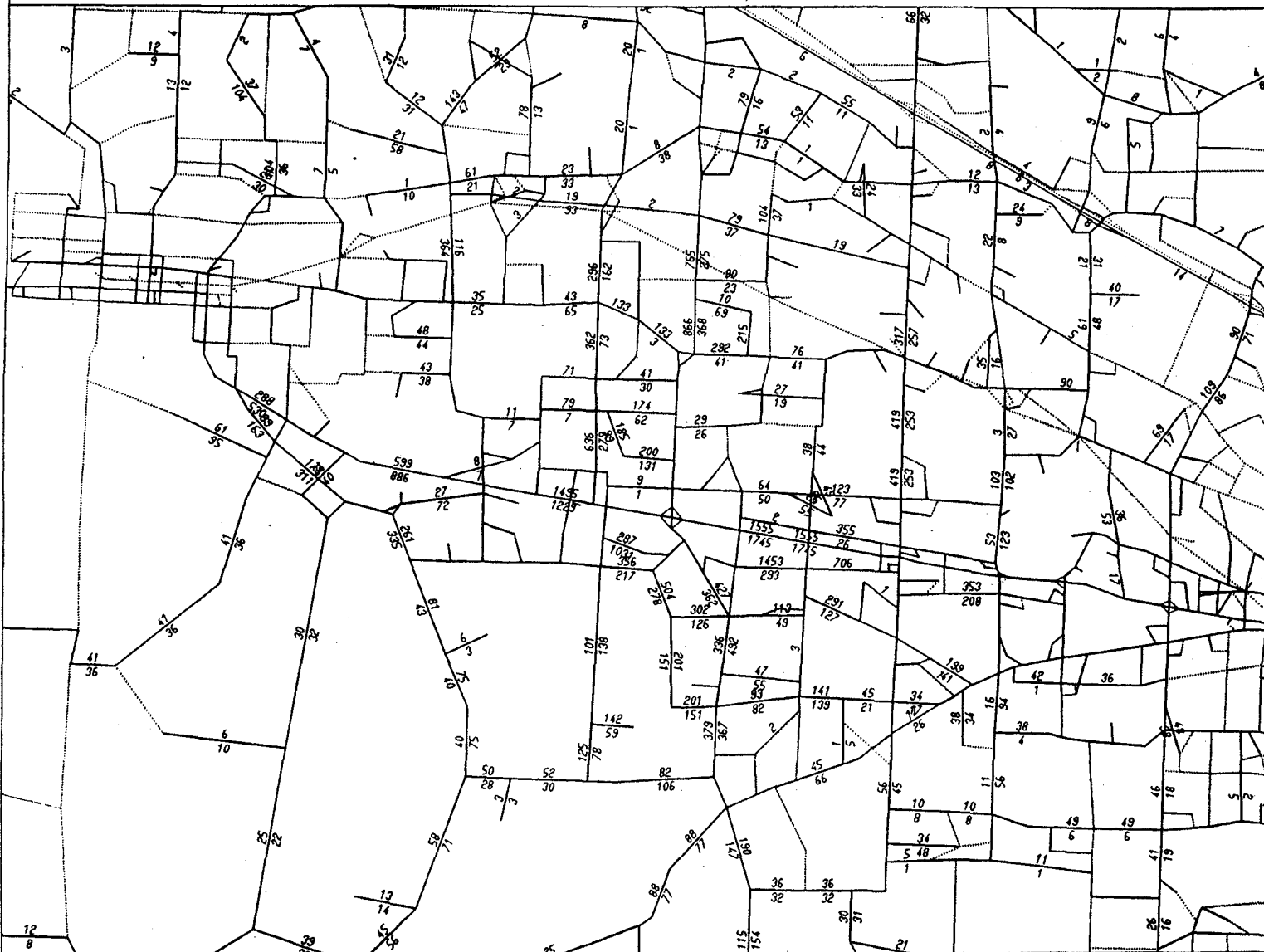
DKS ASSOCIATES

BASE NETWORK

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emme/2

LINKS:
mod=c



WINDOW:
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1441.2/131.927

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SCENARIO 11000: 2020 South Hillsboro Base
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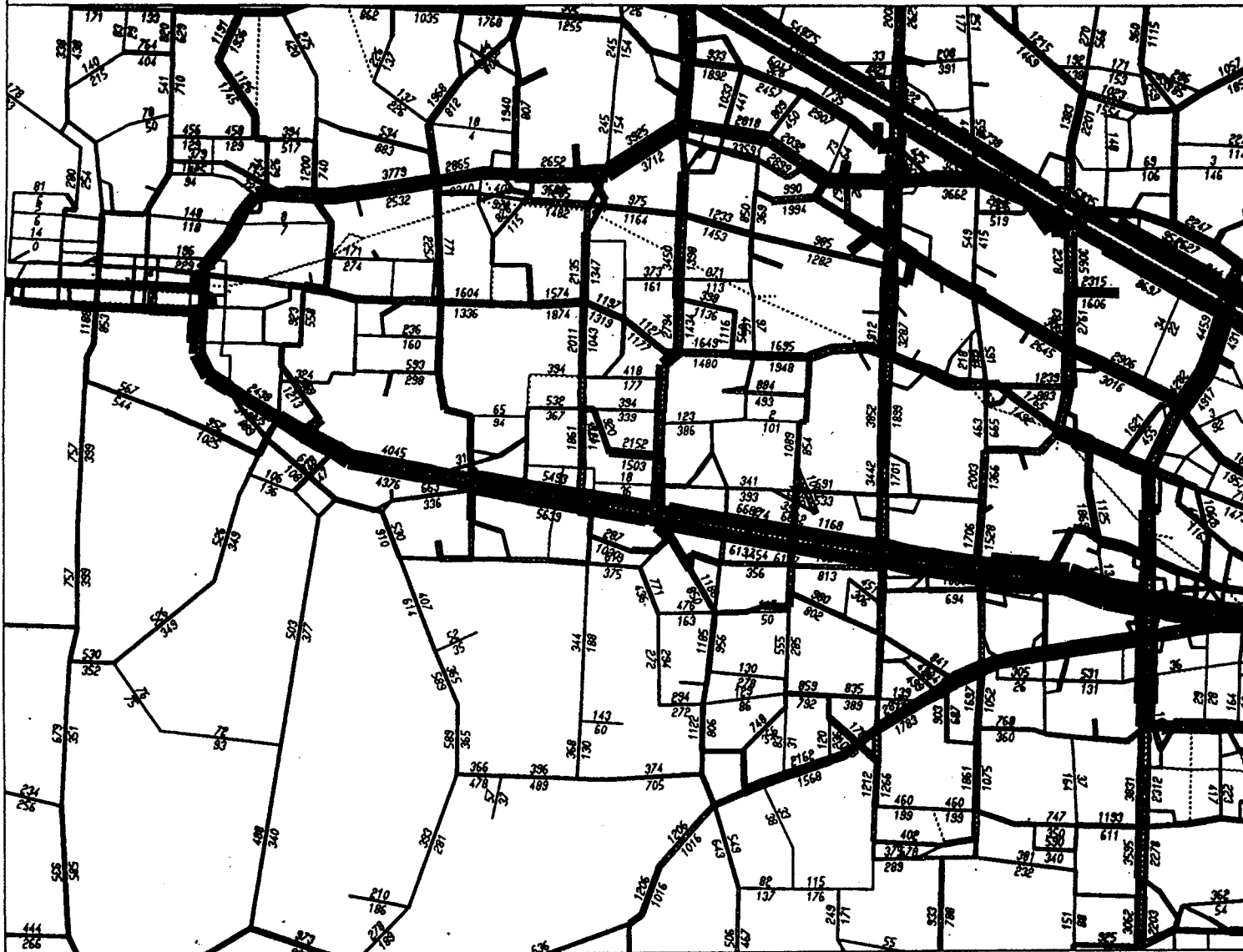
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152

DKS ASSOCIATES





AUTO VOLUMES

emme/2



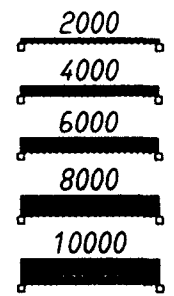
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VOLUME/CAPACITY
RATIO

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-  0.8-0.9
-  0.9-1.0
-  > 1.0

XXX=VOLUME(VPH)

SCALE: 650



WINDOW:
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1441.2/131.927

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

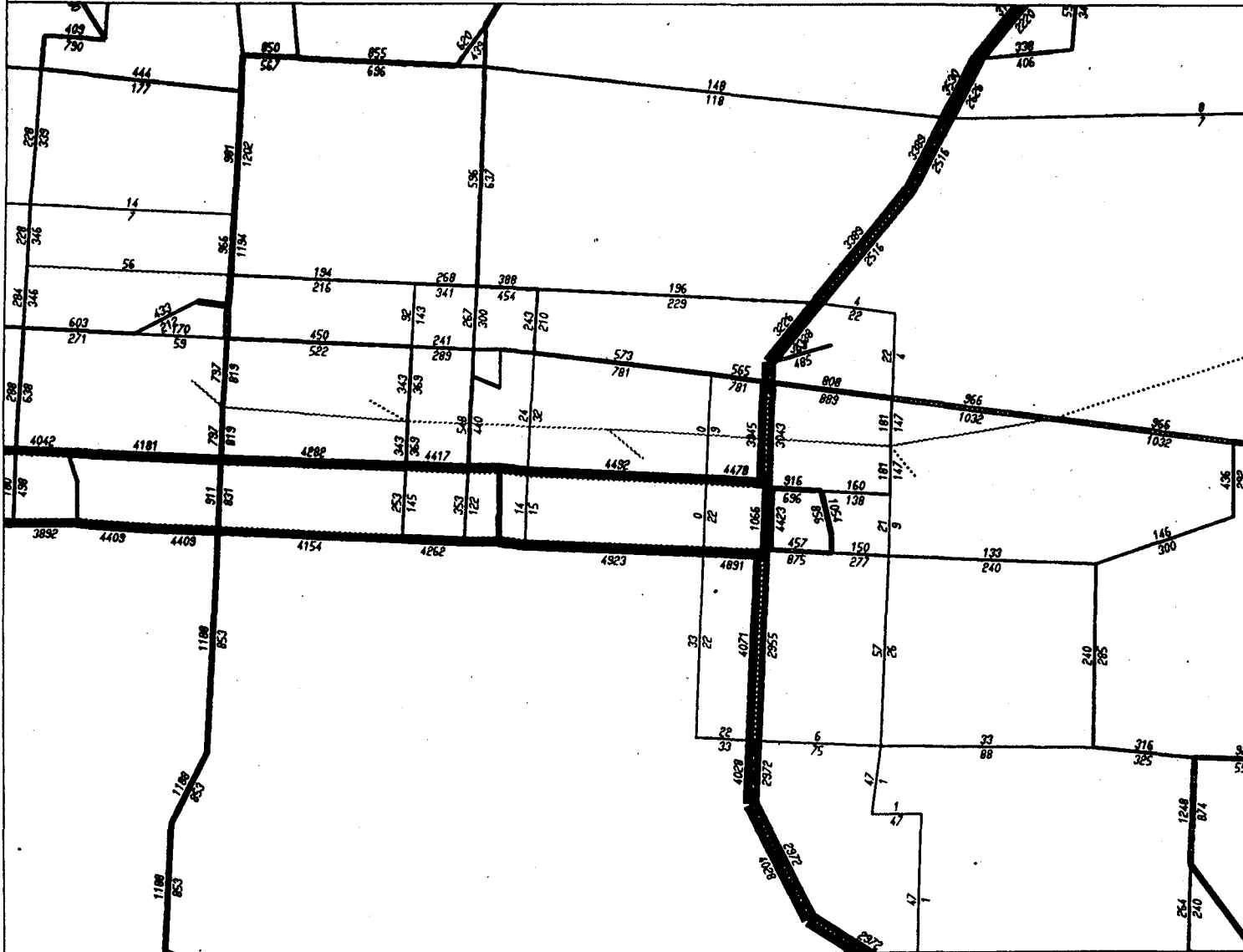
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153

DKS ASSOCIATES

AUTO VOLUMES

emme/2

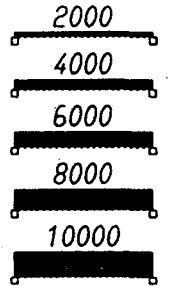


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VOLUME/CAPACITY
RATIO

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

SCALE: 650



WINDOW:
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1434/ 130.48

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

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MODULE: 6.12
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III. Metro Council Transportation Planning Committee Meeting

**MINUTES OF THE METRO COUNCIL
TRANSPORTATION PLANNING COMMITTEE MEETING**

Tuesday, December 7, 1999
Council Chamber

Members Present: Jon Kvistad (Chair), Bill Atherton

Members Absent: David Bragdon (Vice Chair) excused absence

CALL TO ORDER AND ROLL CALL

Chair Kvistad called the meeting to order at 3:45 PM.

**1. CONSIDERATION OF THE MINUTES OF THE NOVEMBER 16, 1999,
TRANSPORTATION PLANNING COMMITTEE MEETING**

Councilor Atherton asked to defer approval of the minutes to a future meeting when Councilor Bragdon was present. Chair Kvistad agreed.

**1. RESOLUTION NO. 99-2878, FOR THE PURPOSE OF APPROVING THE 1999
UPDATE TO THE REGIONAL TRANSPORTATION PLAN AND REFINEMENT PROCESS**

Andy Cotugno, Transportation Director, noted the November 5th draft document had been circulating through the public comment period. Hundreds of comments had been received and were included in the public comment book he distributed to the committee. He also distributed a supplemental comment packet, which included comments received since Thursday. He said staff had compiled those comments into a comment response recommendation document which included recommendations for comments through Thursday. Additional comments would be received through December 16 when the public comment period closed. He said another packet of comments and recommendations on additional comments would be ready for next Thursday's Transportation Committee meeting.

He explained the resolution was structured into 4 parts. Part 1 adopted the November 5 draft, Part 2 adopted recommendations in this packet for changes to the November 5th draft. Part 3 represented comments received that would not have JPACT recommendations yet because of timing of the comment period. He added that they anticipated having JPACT recommendations on these after their next meeting on Thursday. He explained that Part 3 was proposed because JPACT had a bylaw that anything recommended by JPACT had to be approved by them. He said rather than scheduling another JPACT meeting between this Thursday and council action, the council would adopt the additional comments and refer them back to JPACT for confirmation.

He said the fourth part of the resolution acknowledged that they were not done with the matter as this was a resolution to adopt the RTP, not an ordinance. The resolution directed staff to develop findings to support an ordinance, and those findings would involve findings for the state transportation planning rule. He said that entailed developing a fiscally constrained component of the RTP and would ensure that air quality conformity was met for that fiscally constrained scenario and develop a better financing direction for the RTP. Finally it would include federal findings to support an ordinance. He felt that the same approach on the 2040 growth concept proved to be useful and allowed a period for people to understand and comment. The ordinance was expected to come back to council by May or June next year. They anticipated that after the

Council adopted the resolution with all the appropriate amendments, they would incorporate the changes into this document and print a final document that included all the comments. He recommended that the comments be adopted by consent unless the committee felt any one of them should be pulled off of the consent list for individual attention.

Chair Kvistad asked if JPACT members and their staff had copies of this so everyone would be ready Thursday morning. He asked if they knew they could flag items out for discussion.

Mr. Cotugno said the information had been included in the agenda. He said they had also used that approach with TPAC last Friday. He recommended that if the committee wanted to discuss some of the significant comments from the comment period, the relevant section to focus on would be the first six pages of the discussion items.

Chair Kvistad asked Mr. Cotugno to review what the RTP was, how much was at stake, and the timeline because that would frame the issue and could be helpful to Councilor Bragdon upon his return, in case he wanted to review this discussion before Thursday.

Mr. Cotugno explained that there were RTP requirements under Metro's charter as well as federal and state requirements. Those requirements were similar but not the same. The federal requirements were for a long-range transportation plan as the basis for defining the needs of the region. Any federal money allocated had to be consistent with that RTP and Metro would only get money for projects in the RTP. The feds required the RTP to be based on a fiscally realistic level of resources. He said Metro's plan defined how much money they expected to have throughout the region given existing revenue sources, what they would do with it and how well it would work. Metro's strategic RTP defined what they wanted to do that would require new resources in order to be achieved. Metro had to identify a fiscally defensible level of resources to justify to the federal government. The fiscally constrained scenario was required for federal purposes principally for air quality reasons. Metro would have to demonstrate that the fiscally constrained scenario met air quality standards before it could be adopted. He believed the plan represented a good policy discussion of where Metro would like to go. The next discussion to have would be how far Metro thought it could get toward that goal.

He explained the state's transportation planning rule required adequate transportation services to serve the lane uses Metro adopted in their comprehensive and 2040 Growth Concept plans. The strategic RTP was what Metro proposed to support the 2040 Growth Concept and local comprehensive plans. The difference here was that the state requirements were more aspirational and not as fiscally constrained as the federal requirements. He said Metro would have one plan to meet the federal requirements and a second plan, at a higher level, designed to meet state requirements.

Metro's own charter requirements, he said, expected the transportation system to move people toward the 2040 Growth Concept. He said there was a strong thrust in the strategic RTP toward projects to help shape the region toward the 2040 Growth Concept. He said his department believed the RTP accomplished the 2040 requirements but did not meet the fiscally constrained federal requirements. The implication of this for the future was that in order for a project to be federally funded it would have to be in the RTP and in order to create a zoning amendment to increase densities, the local government would have to demonstrate there was an adequate transportation system. He said the RTP provided a basis for determining if there was an adequate transportation system. Future lane use and funding actions taken by both Metro and local governments would be affected by the RTP.

He said the issue that had dominated TPAC's focus was the size of the funding gap, now at four times the level of resources. He said there was a sense that Metro couldn't be accurate about what they wanted if the figures were so far from what the agency would be capable of funding. He said in Metro's judgement, there were two ways to look at it. One was to determine if the expenditure was right relative to the size of the Portland region or were they trying to build a system too big for the region. To that end, he said Metro looked at the expenditures for the plan relative to historic levels of transportation, and the impact on income levels and the percentage needed toward building the transportation system. He said they also compared that cost to other utilities and felt relative to those, i.e. cable television or water, the level of expenditures for transportation was very low. He said the Department felt it was a prudent level of investment.

The second way would be to measure the political effort necessary to raise the funds. He said Metro's track record over the past eight years had not been good for raising the necessary money to get to where the agency wanted to be. He noted Metro had another ballot measure in May and given the actions of voters and the legislature on gas tax measures, it was easy to be pessimistic as the funding measures had been repeatedly turned down. He said TPAC felt Metro had a politically difficult task with a financially prudent level of investment and had asked for the Metro Council and JPACT to determine how Metro could bridge the funding gaps.

Chair Kvistad asked the total amount of RTP dollars needed.

Mr. Cotugno responded that the strategic system total was \$7 billion over the next 20 years. He said it was divided roughly 50/50 between transit and other projects, like bicycle, pedestrian, highway, street, boulevard and road right-of-way projects.

Councilor Atherton said he had prepared a suggested response on how to attack the funding gap and asked Mr. Cotugno if TPAC or the MPAC Funding Committee had responded to his strategy.

Mr. Cotugno noted for the committee that Councilor Atherton's strategy was to dedicate traditional funding sources like gas taxes and vehicle registration fees to maintenance and have growth and tolls pay for expansion.

Councilor Atherton said the fourth part of his strategy was to use the money for what it was collected from, i.e. broad-based sources would go for broad-based needs. He felt the biggest broad-based need was maintenance of the existing infrastructure. He said his strategy would let growth pay its own way. He felt it was a logical funding scenario.

Mr. Cotugno said TPAC had not commented specifically on whether this was the right scenario. They had, in principle, simply acknowledged that the choice on how to fill the gap represented a trade off between the types of choices. They were not prepared to say it was the right choice but agreed those were the kinds of choices that needed to be made. He thought the reason for reservation on their part was based on past analyses related to those two things. For example, ODOT had done an assessment of the toll potential of a Tualatin Expressway and a Sunrise Corridor. Both studies concluded they would only partially pay for themselves out of toll revenue. If your proposal was to build those only if they got funded with toll revenues, their response would be that it wouldn't generate enough money to pay for itself in toll revenues.

Councilor Atherton said his response would be then that it would not get built.

Chair Kvistad asked about inequities in the existing system where certain communities had decades of infrastructure that others did not have. He wondered if they would be told they were out of luck if they didn't already have adequate infrastructure.

Councilor Atherton said that was a growth question.

Chair Kvistad responded that it was an "existing" question now, but from this point forward it would be a growth question.

Councilor Atherton said a way to address the problem might be to break it down into existing versus growth areas and have a different funding strategy for the growth areas as opposed to the existing areas.

Chair Kvistad said nobody had expected the last 20-30 years growth that happened in his district that left them without transportation because the funding was not available, and other communities, such as Portland, had extensive infrastructure. He said while Portland's issue may be maintenance, his community's issue was equity. To say everything new went into Councilor Atherton's scenario would cause friction in suburban communities who wanted better transportation. He said Metro couldn't meet 2040 goals with existing infrastructure and they couldn't fund the new scenario because it would affect the communities that would have to accommodate the growth and redevelopment in 2040. He noted there were two regional centers in his district connected by an under-built road with north/south connectors that did not function, and only 4 east-west connecting roads. He said he didn't mind looking at a new scenario as long as they went to other communities to achieve parity among all the communities.

Councilor Atherton said he could prepare a reasonable response to that, breaking the strategy into existing land-use commitments. He said Metro could meet the regional commitments already agreed to, then as they moved to growth areas, there could be a whole other dynamic in place. He suggested balancing the needs and wants and who paid for it. He felt that part had been missing in the land-use – transportation connection.

Chair Kvistad said it was a debate worth having because they were heading into a different kind of growth strategy based on changes made by local communities and Metro. He said the problem was under-funded existing infrastructure. He felt the outlying communities were due for help with their infrastructures in order to have just basic, functional core transportation. He added that in addition, Metro required density, which was different from growth areas where an urban growth boundary would expand or a town center would be built. He said there needed to be a balance there as well. He noted that Metro was approximately \$4 billion - \$4.2 billion behind in funding at this time to complete already existing projects or bring them up to standard.

Mr. Cotugno said, in response to a question from Councilor Atherton, that the \$7 billion included both catching up and dealing with growth.

Councilor Atherton commented that even resources for maintenance were not available.

Mr. Cotugno said that was correct. He added that TPAC's reaction to growth related issues reflected policy discussions from their own jurisdictions. He said consistently, when they did an SDC type of exercise to figure needs for existing problems versus growth, they chose funding about 25% of the growth need based on impacts to affordable housing and other issues.

He reiterated that Councilor Atherton's scenario relied on growth paying all growth costs and tolls paying all transportation costs. He said TPACs reaction to that would that they couldn't get

to either based on what tolls generated and how much they decided locally that growth should pay for growth related components. For that reason he suggested those were the right tradeoffs, but it was a policy debate, not a technical one.

Councilor Atherton said it was not reasonable to spend all the available resources on planning a street of dreams when you knew you could only afford a trailer house.

Mr. Cotugno said that was his reason for saying there were really two aspects to the size of this gap, 1) was it a gold plated system and 2) what would be the political effort necessary to adopt fees and taxes to get there. He said it was not a trailer park or a street of dreams, it was an average median single family house and it still took a heroic effort given the track record of no votes throughout the Metro region and the legislature. It is a political imbalance to fund an affordable house.

Councilor Atherton said that was why he was putting so much effort into this because they would never be able to sell this level of investment to people unless there was a clear picture of what they were working for.

Chair Kvistad said big issue was what did that mean. For example, he said Washington County needed some new infrastructure to make what they had workable, as well as some upgrades. If Metro said backfill and pay for that before starting into a new taxing system, that might work, but if Metro said everything would go to system maintenance and anything new would have to come from the new pot of money, they would say it was all going to Portland. He said the unmet current need was \$4 billion and that was a lot of money to get to parity. He agreed that once you got to "x" level, it would be valuable to look at a different way of doing business. He did not know where the money would come from.

Councilor Atherton said that was one of the key things he had in mind when he prepared his suggested strategy.

Chair Kvistad said Washington County was in desperate need of another north/south connector. It was taken off the list. That took away Washington County's ability not only to grow, but to exist in current form. He said there was no way to get by on current infrastructure for the next 20 years. In response to the loss of that project, which some thought was critical, they got "nothing".

Councilor Atherton said one of the key problems of regionalism was the tyranny of the majority.

Chair Kvistad said this was before the committee this day to have the opportunity for dialog and observations before recommending it to council.

Chair Kvistad opened a public hearing on Resolution No. 99-2878.

Larry Derr, 53 SW Yamhill St Portland, appreciated the committee's conversation as the kind of conversation he and others had been waiting for quite some time. He hoped the entire council could engage in such a conversation before taking action on this RTP. He agreed that the general public would never go for it unless they could see what they would get for their money and were convinced it would happen. His problem with the RTP was that the 3rd category, fiscally constrained, when linked with state land use planning, development consistent with that planning would be allowed to go forward based on the strategic resource level of improvements.

That said to him that growth would be allowed based on a system that said they knew they could not provide the infrastructure. He said that made no sense.

Steve Larrance, 20660 SW Kenneman Rd., Aloha, spoke on behalf of Citizens Against Irresponsible Growth (CAIG). He said they were not against growth if there was a strategy in place to pay for it. He noted that he was on the Board of Commissioners in Washington County about 15 years ago when they instituted traffic impact fees on growth. He said it was a lot of work for about 50% of the cost. He noted Mr. Cotugno's comment that today people were willing to politically support about 25% of the cost of growth. He felt it begged for credibility of decisions as well as wisely making the decisions.

He gave the TV Highway, which he asked to have taken out of the RTP, as an example. He said it was not time for that decision yet. By changing the designation, the Hillsboro, Beaverton and Washington County planning departments would have to take people's accesses away immediately when they applied for a building permit. He felt it was a drastic strategy they were putting in gear and unless they also chose the drastic growth measure of adopting the South Hillsboro Urban Reserve (SHUR), they did not need to reach quite that deep. The other part of the TV Highway example was downgrading the function of TV highway to Beaverton and Hillsboro. He said overlaying the 2040 need to not have through highways would take away the ability to use the TV highway to access 217. He said 217 access had been the only reason the bypass project was laid to rest. He said it would be a cheap thing to do now, not downgrading the TV Highway. All they would have to do would be change the orientation of 2040 buildings to not face the TV Highway. He said connectivity meant a lot more to people moving through the area than hooking up town centers. It also meant moving through towncenters. He felt it would be best to take care of it now because it would be a lot harder to re-implement that through carrying capacity through Beaverton. He said the expressway part did not need to be looked at now because it might not be needed at all. He noted that this would show the public the council was making wise decisions for future spending. He urged the committee to consider that adopting things without funding did not create credibility with the public.

Chair Kvistad closed the public hearing and asked Mr. Cotugno to review the comments.

Mr. Cotugno referred to the discussion draft (see *Exhibit "B" to Resolution No. 99-2878 1999 Regional Transportation Plan, Part 1 JPACT Discussion Items* attached to the permanent record of this meeting.) He explained the TPAC and JPACT recommendations for each of the comments.

In response to a question from Councilor Atherton, Mr. Cotugno said this RTP considered the UGB and UR amendment decisions made by the Council as a given and attempted to design the transportation system to serve that.

Chair Kvistad thanked Mr. Cotugno for his review. He said the other jurisdictions would have reviewed the consent items from Part 2 of the JPACT recommendations by the next JPACT meeting, and if there were items they wanted removed for discussion, they would be added to the end of the discussion item list for the agenda.

Mr. Cotugno asked Chair Kvistad if he wanted to take action on the resolution with any amendments to be pursued next Tuesday or this meeting.

Chair Kvistad said next Tuesday would be final committee action based on discussion at JPACT Thursday. He said it would go to JPACT with or without the committee formally moving it but it would require a formal vote of the committee before going to Council.

Councilor Atherton asked Mr. Cotugno if he had any comment about today's testimony from Mr. Derr and Mr. Larrance.

Mr. Cotugno responded that the functional classification system in this draft document had several aspects to it, one of which was the motor vehicle function of a particular street. He said they had recommended that Murray Boulevard in Beaverton to 209th in Hillsboro retain the principal arterial designation and the balance of Murray be downgraded to major arterial status because the intent of a principal arterial was a higher order "through-traffic" oriented facility. He said the principal arterial designation was a higher speed function and a major arterial was more a local access function.

Chair Kvistad's assumption was that there was a process for upgrading something once it had been downgraded. He asked for clarification.

Mr. Cotugno said the policy declaration had to match the physical project.

Chair Kvistad clarified that if the RTP were to be changed at a later date, it would only require a formal vote of the Council and JPACT because it would not change the dynamics of what was before them now. He asked if it would be a separate stand alone issue at that point.

Mr. Cotugno said yes.

Chair Kvistad reiterated that if they did this, an upgrade would require public hearings and regional and/or local process, Council didn't just vote on the upgrade

Mr. Cotugno said the upgrade would need to be supported with findings and everything.

Chair Kvistad said downgrading existing infrastructure in Washington County was an issue for him. He said he would speak with Mayors Drake and Faber and other Washington County folks over the next few days about this particular project.

Mr. Cotugno said his point was that ODOT was completing construction on a TV Highway/Canyon Road project through downtown Beaverton right now. He said Beaverton had gone through a difficult design process 2 years ago to balance the interests of through traffic, which ODOT was representing, with the business needs that Beaverton's business district was representing, to arrive at the design for that project.

Chair Kvistad said they were able to do that within the constraint of its current existing designation.

Mr. Cotugno's assertion was that the design they were now completing construction on was reflective of a major arterial, not a principal arterial designation.

Chair Kvistad said it was a fair interpretation and made sense. He said he wanted to do some checking to see where the county people weighed in on that.

Mr. Cotugno noted that in the consent agenda, comment 88 recommended adoption of the major arterial downgrade. He said they would need to pull it off the consent agenda if they wanted to change it.

Chair Kvistad said as Chair of JPACT, he was technically preliminary doing that, but wanted to talk to Mayor Drake and the others to be sure of their views.

Motion:

Councilor Atherton moved to take Resolution No. 99-2878 to JPACT for discussion.
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Vote:

Chair Kvistad and Councilor Atherton voted aye. The vote was 2/0/0 in favor and the motion passed. Councilor Bragdon was absent.
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ADJOURN

There being no further business before the committee, Chair Kvistad adjourned the meeting at 5:15 P.M.

Respectfully submitted,

Cheryl Grant
Council Assistant

**Attachments to the Record
Metro Transportation Committee meeting of December 7, 1999**

Doc. No.	Document Title	TO/FROM
120799TP-01	Exhibit "B" to Resolution No. 99-2878 1999 RTP, Part 1 JPACT Discussion Items, Part 2 JPACT Consent Items	Council/Transportation Staff
120799TP-02	Exhibit "C", Additional Comments Received on the 1999 RTP Draft	Council/Transportation Staff
120799TP-03	December 2 Public Hearing Summary of Comments Received	Council/Transportation Staff
120799TP-04	1999 Regional Transportation Plan Public Comment Report, December 2, 1999	Council/Transportation Staff
120799TP-05	1999 Regional Transportation Plan Public Comment Report, November 19, 1999	Council/Transportation Staff

RTP Public Comment Report

IV. Metro Council Meeting

Minutes of the Metro Council Meeting

December 16, 1999

8.2 **Resolution No. 99-2878B, For the Purpose of Approving 1999 Update to the Regional Transportation Plan.**

Motion: **Councilor Kvistad** moved to adopt Resolution No. 99-2878B.

Seconded: **Councilor Washington** seconded the motion.

Councilor Kvistad reviewed Resolution No. 99-2878B. He first reviewed the history of the Regional Transportation Plan (RTP) and noted that it was the culmination of four years of work by Metro staff, and the 24 cities and 3 counties in the region. It was an ongoing document in the way that it looked at the region, and by Metro's own direction, had been changed to meet Metro's 2040 guidelines many times. The RTP in its current form was about 1½ inches thick, and a very detailed, comprehensive overview of exactly the kinds of programs for 20 years that the region was working on and moving forward to do. He noted that there was another 1½ inch document that contained a partial list of the public testimony. There was a third document with the remaining public testimony. He noted that the RTP came before the Transportation Planning Committee many times, and also was reviewed by the Joint Policy Advisory Committee on Transportation (JPACT) and the Transportation Planning Advisory Committee (TPAC). It was in front of the Council in resolution form, not ordinance form, so that there would be a document in place from which the Council could work. Many times, when working on long-term documents, a document needs to be in place that lists the items necessary or desired for the long-term growth and stability of the community.

Councilor Kvistad said in 1996, the first stage involved the Council adoption of a general RTP policy. They had been updated to support and conform to the RTP as well as to the 2040 Guidelines, the Regional Framework Plan, and Functional Plan elements. The second stage was the Functional Plan element, the Title 6 elements of the urban growth master plan and functional plan. The final stage would not occur until the ordinance portion of the RTP was prepared, probably in May, June, or July of 2000. The resolution was the result of four years of intensive staff work and cooperation with every jurisdiction. The principle elements dealt with 700 potential projects over the period of the next 20 years. There were a huge number of projects, and not every one would have funding. But the fact was, they needed to be listed in the documents so that they were there for this council and future councils at Metro and future councils in other jurisdictions, to address. Each of the projects was designed to address future growth in the region and implement 2040. All of the projects had been through the 2040 filter.

All elements of transportation were incorporated in the RTP. The completion of the entire of the entire list of projects, if they were to be built, would cost between \$7-9 billion. Everyone knew that the region did not have \$7-9 billion, it had a fraction of that amount. But the projects needed to be on board. Some people would make the argument that they needed to get the money first and then make decisions about transportation funding. He said the Metro Council ran into some problems recently using that scenario. The Council could not tell the public, give us the money and then we will determine what we want it for. Instead, it needed to present the package of programs and projects. From this package of programs and projects, decisions would be made by the region as a whole with input from the state and federal governments.

Councilor Kvistad said the next step was to complete the additional work needed for the ordinance, such as developing a financially constrained network, and air quality conformity. The Council needed to get the resolution form of the RTP in place to accomplish the remaining work. Someone raised the question of outcomes, and what was credible and fair. He asked if Metro was credible if, every time it reached a decision point on a product, it continued to delay because more information would be available in two months, six months, or a year. The answer was no. The Council had to make some deadlines so that it could move forward. The RTP was changeable. The ordinance phase would allow the Council the time and the direction to look at amendments. In addition, there would be an election in May; the Council could not wait until that election or until the 24 cities and 3 counties agreed on a transportation funding package, because that had not been possible in 20 years. He thought a delay of a few months would be imprudent. There was a unanimous vote from JPACT to move the RTP forward, with the understanding that there were placeholders on issues that people wanted to address later. The Council needed to ask the following questions. Did the RTP coordinate with 2040? Yes. Did it look at long-term transportation needs? Absolutely, and they would start that in a separate forum, yet related, after the first of the year. The process they went through was healthy and supported by the region, and there was a lot more to be done. He said that if the Council asked for a delay because it wanted more information or wanted to deal with the projects more, it should remember that the RTP was the result of four years of work, and it was time to make the decision. The Council could have more information later, but it was not relevant to get the information before approving the resolution. The Council would know more about the money issues later, but they were not relevant to the current decision. The public had been involved in years of public debate and testimony to get the region to a unanimous JPACT vote to pass the current RTP by resolution. He said he understood that some of the Councilors had concerns about money or projects. He asked them to rethink those concerns at this time on this particular resolution before the Council. Those concerns were relevant, but this was not the time, nor the resolution, to delay in order to have those debates. The debate would come before the Council adopted the ordinance form of the RTP. He asked the Council not to move to delay or table the resolution because a lot was at stake, including Metro's credibility. He asked for the Council's aye vote. He gave his word that, depending on the Council reorganization, if he were still chair of the Transportation Planning Committee, the committee would have the debate on the funding and prioritization issues.

Andy Cotugno, Transportation Planning Director, gave a short presentation on the RTP. A staff report to the resolution includes information presented by Mr. Cotugno and is included in the meeting record.

Tom Kloster, Transportation Planner, and Mr. Cotugno gave a presentation on the RTP. (See the copy of the presentation materials included in the meeting record. Included is information presented by Mr. Kloster and Mr. Cotugno.)

Mr. Cotugno explained that the package under consideration in the document included all of the amendments that had come through JPACT and MPAC.

Presiding Officer Monroe opened a public hearing on Resolution No. 99-2878B.

Walt Hellman, Meadows Home Owners Assn. and Citizens Against Irresponsible Growth (CAIG), 2451 SW Clover Ct., Hillsboro, OR, commented on Metro's plan to convert TV Highway into a limited-access expressway as a supposed means of accommodating growth caused by bringing the South Hillsboro urban reserve inside the Urban Growth Boundary (Item 3121 North Washington County plan). He said people objected to traffic and looked to move away because of it. He said the people moved there for the quality of life felt betrayed. He felt discussion on Area 65 missed that point. He said it didn't matter if a proposal had beautiful parks, schools, and streamside protection if you got stressed out by debilitating traffic. The best hope was to have a credible regional transportation plan. He said people were disappointed because they saw a document that allowed development because transportation plans were in place. But, he said, the plans were not realizable. He said development occurred because the plans were in place. The worst example of this lack of credibility was the proposed TV Highway Expressway—a keystone of the Sherwood Development. There was not chance the expressway could be realized in the foreseeable future because the logistics were impossible and the highway was not expandable. He said it had no priority for expansion whatsoever at the state level. He brought up the funding issue as well. He recalled that the heavy hitters working on behalf of the West Side Light Rail had been unable to get an overpass over 185th for the light rail and no one was hitting to get the overpass and cloverleaf a few blocks south. He said when the public saw the expressway plan as the official planning document for the area, it would promote public cynicism about the entire planning process and allow anti-government demagogues to make a laughing stock of the planning process. He said the result in either case would be to destroy the only process that offered hope. He felt the answer was to use realistic capacity projections only—not paper solutions that would never happen. He commented that to give this document credibility, item 3121 should be removed.

James Peterson, Multnomah Neighborhood Association, 2502 SW Multnomah, Portland, OR 97219, said he had submitted a letter to Council Bragdon requesting 30 copies of this document for the 16 neighborhood associations. He noted a copy of a letter from Mr. Cotugno denying that request. He requested that the neighborhoods get at least one copy each when the next draft of this document was available. He said that was consistent with the Metro Charter, with Title 8, and with Goal 1. He realized that when this coalition reviewed the Southwest plan, they redefined the way the bureau of planning at the city of Portland worked. He said the system was good with community involvement, which showed the weaknesses and strengths of the Bureau of Planning. He also called attention to an information request he had submitted to Deborah Stein at the Bureau of Planning, with a copy of some minutes with Kathleen Larson, declaring that the TAZ numbers used in the RTP were off by 1000 units. He said the response to that letter was not really a response, rather it was a list of TAZ allocations at 2015, which show they were off by 1000 units or more. He said that would cause air quality standard problems. He felt

Metro needed to take another look to make sure the transportation dollars were spent where they were needed so we didn't end up with a big parking lot.

Steve Larrance, CAIG, 20660 SW Kinnaman Rd., Aloha, OR 97007, said Oregon's land-use planning was founded on the principle that growth must follow planned and funded transportation improvements, as it followed all urban services. Substantially lowering the level of service standards to support the 2040 plan as the RTP process proposed was not responsible regional planning. He said institutionalized congestion was a dangerous public investment policy that could severely undermine Metro's plans to gain support for funding. He said CAIG appreciated the opportunity to respond to the RTP issues regarding the TV Highway. He commented that the DKS study distributed to the Council was done for the Washington County Board of Commissioners and had information bearing on the creation of this limited-access expressway for TV Highway. He said CAIG supported an independent study of the TV Highway corridor and felt it needed to be done by an independent consultant and not by Metro staff who seemed to have already reached its conclusion before the study. He noted that the public comment part of the RTP had a request to delete any classification changes to TV Highway until the study was complete, and to delete any references to possible study outcomes. He said the RTP draft contained specific comments as bullet items which predetermined the outcome, one of which was the expressway. The city of Hillsboro had requested other refinements of those items to further predetermine the outcome of the study. He said CAIG also questioned Metro's statements in the RTP that the changes to the RTP were not related to the South Hillsboro UGB proposal. A presentation by a member of the Transportation staff to the Hillsboro planning commission last spring and a memo to Washington county, also last spring, both indicated a different relationship between the radical expressway proposal and the 20,000-person expansion. CAIG had worked hard to obtain an index for each Councilor of the DKS report. It was a valid comparison to the Hillsboro City Developer report. He hoped council would read it and note the much larger traffic impacts described and factually supported by DKS. He said CAIG looked forward to further discussions on this as the RTP adoption process moved forward.

Martie Sucec, Chair Multnomah Neighborhood Association, 7005 SW 34th Ave., Portland, OR 97219, said she wanted to address a serious issue that was causing erosion of support for Metro and had caused problems with the southwest plan and with planning in Portland in general. She noted page 332 of the RTP, Barbur Boulevard improvements, and page 338, West Portland Town Center improvements, which was about \$20 million in good improvements. She said the problem was the West Portland Town Center designation made in 1944 by three people wanting to improve the triad at Barbur, Capitol Highway, and Taylor's Ferry. They had asked for a designation of a town center, a new 2040 design concept not fully fleshed out or defined, because they thought it would be a traffic remedy. Since then, the City of Portland had defined it in such a way as to promote massive and intense density at a critical junction. That junction included Woods Park, which was a watershed serving hundreds of acres in that basin, and Tryon and Falling Creek headwaters. She said those environmentally sensitive areas were already threatened by development. The Southwest Community Plan task force had been working with a coalition of 16 neighborhoods to develop a designation that would provide a plan for the whole Barbur corridor. She said this was not the first time the neighborhood associations had asked Metro to remove the designation. One neighborhood, West Portland Park, wanted the designation but there were 20 pages with 20 signatures per page opposing the designation. She commented that a recent letter from Mayor Katz indicated perhaps the designation was made too hastily and that no decisions in the southwest would be based on it. She promised to constitute a

plan for the whole of Barbur to promote the density and development needed without compromising critical areas and neighborhoods. She said this designation had eroded support for Metro and she requested the Council to integrate the West Portland Town Center with the Barbur corridor plan.

Councilor Atherton said the staff had made a presentation about how the RTP focused on accommodating growth and how most of the money was going for that. He asked Ms. Sucec how she would feel about an opportunity to vote on who would pay the costs of growth.

Ms. Sucec said she would welcome it. She believed lots of other people would welcome it also.

Mr. Peterson agreed. He thought people wanted growth to pay for itself.

Mr. Larrance said they had examples of that in the region. The traffic impact fee implemented in Washington County about 16 years ago was an example of people's belief that growth should pay at least a portion of its own expenses. But it's always easier to get people to say that someone else should pay. The other side of the coin was that a year after that, the MSTIP process began in Washington County, whereby people agreed that we all own part of the problem and agreed to pay for part of that. He said it had been an ongoing process and that was where the problem with credibility came in, allowing growth based upon planning and not on funded projects. He said Metro needed to create growth where services could be provided.

Larry Derr, CAIG, 53 SW Yamhill, Portland, OR 97204, read his memo, which had been faxed to the council that morning into the record. His testimony affirmed the importance of the RTP as a tool to guide planning, but said it needed to put forth a realistic plan that was fiscally responsible. He said the RTP performed a variety of functions, but the most important hadn't been addressed, which was how it worked with growth management decisions and local UGB amendments. He said that function could not be left implied, it needed to be made explicit.

Recorder's Note: Gary Katsion, Kittleson & Associates, 610 SW Alder St., Suite 700, Portland, OR 97205 and Mark Whitlow, Retail Task Force, 1211 SW 5th Avenue, Suite 1500, Portland, OR 97204, submitted testimony cards in support of referring the RTP back to JPACT but could not stay to testify. Don Baack, 6495 SW Burlingame Pl., Portland, OR also submitted a testimony card but was not present when he was called.

Deputy Presiding Officer McLain closed the public hearing.

Councilor Atherton asked Mr. Cotugno about Mr. Derr's comments on developing a strategy to deal with existing communities separate from that addressing growth. He asked what it would cost to take care of the people who were here right now.

Mr. Cotugno said he did not have that number. The number available was one that addressed all the needs in the region.

Councilor Atherton asked how long it would take to break that segment out.

Mr. Cotugno said it would be possible to do that but he could not provide a time estimate. He said that would be an essential part of the work during the next six months as the finance plan was developed.

Councilor Atherton asked if that kind of strategy had been considered before.

Mr. Cotugno said it had always been considered an essential part of the follow-up. He said an MPAC subcommittee had already developed a list of about 25 different funding sources and a methodology for evaluating those sources.

Councilor Atherton addressed Mr. Derr's criticism about transportation/land-use planning. He asked if the RTP addressed that issue adequately.

Mr. Cotugno said no, it lacked a finance plan to reach the strategic plan. He thought the suggestion was that if land uses were allowed, and a certain set of projects would be needed to serve those uses, then the finance plan was needed to implement those projects. He said that was the finance plan that needed to be done and it was not in the plan right now. He said what was in the plan was a description of the transportation plan that would be needed to serve a particular land use plan.

Councilor Bragdon said they were trying something difficult that had not been done anywhere else in the country. He compared it to trying to turn an ocean liner around that had been headed in one direction since the late 1940s. For the first time, policy was trying to make transportation be the servant of land use instead of its master. The document was a good start toward that but the money aspect fell short. He said because of that, he would not be supporting the resolution. He believed having a document to share with the public was good but to base it on four times the foreseeable revenue was too much of a stretch. He said if the zoo were to come before the council with a great plan, it would be asked about its revenue projections. If the projections were based on four times the foreseeable revenues, the council would be skeptical. He was concerned about reaching the realistic strategy. He was also disturbed by the letters received from the Department of Environmental Quality (DEQ) with implications for the federal conformity process saying you can't have too large of a stretch. In addition to the large gap, he was concerned about the role of the Council in the event that the plan was approved but the money never materialized. He said aside from the introduction the plan did not read like a truly regional plan, rather it read like a collection of local wish lists. He understood this reflected the current process. He said a case had been made at JPACT about unanimity. He said that indicated a problem to him. He said a series of unanimous decisions in a democracy suggests a problem of a small group promoting large plans that could not be paid for. He said he would like to see the RTP break out of that pattern and said he would suggest making a strategic system that approximated the existing resources rather than exceeding it by 400%. He said he would like to see the maintenance of existing assets addressed. He would like to see the money tied to the expressed visions of communities themselves in terms of how neighborhoods worked.

He said big projects were not always the answer, sometimes it was a lot of little solutions. He said more streets and a better grid, not bigger roads, were needed. He said he was irritated by the Bicycle Transportation Alliance's list of projects as this was not about lists of projects. He said he would like to make transportation the servant of land use and how communities wanted to function, not the reverse.

Councilor McLain said she was voting on a resolution, not an ordinance. The resolution was one that would bring everyone to the table. She said the process began with the 2040 growth concept and the staff had been directed to provide a transportation plan to enable that kind of growth. They had spent two or three years talking with local jurisdictions about regional and local connections that would be needed to build the 2040 concept. She said local jurisdictions knew they had \$7-9 billion worth of projects and the strategic funding was not there to build it. The purpose of the resolution was to set up the conversation to create the constrained list and the constrained funding part. She commented that if this resolution was not passed, the conversation comes to an end as people whose projects were dropped off the list opted out of the conversation. She was concerned about some of the projects on the list, the TV expressway among them, however, she would not vote no on the resolution just to have that conversation. She said there were rural roads that had urban use. She did not believe the RTP furthered the solution for that. She also did not like a couple of the projects Washington County was promoting, and she did not think the County was helping Metro understand how to deal with the inherent conflicts between rural and urban uses of rural roads. She said a no vote would not help that situation and it would not help people focus their discussions on the fiscal constraints.

Councilor Washington was sympathetic to Councilor Bragdon's concerns and thought the ocean liner metaphor was a good one as the whole issue had outgrown potential resources. However, he said he would be supporting the resolution to enable the conversation to take place about how to deal with the situation. He knew it would not be easy. He said growth and transportation were inseparable as they took place because of each other and were inextricably bound.

Councilor Atherton said if he could understand how approval of this resolution would make things better, he would support it. But he couldn't. He said he had written an alternative method of addressing the issue but it hadn't yet been taken seriously. He thought the financing issue should be at the beginning of the process, not the end. He recommended tabling this issue until Mr. Cotugno could provide a vision of the "constrained" list and how much it would cost. He felt if those numbers were available, people in the community would not be confused. He said he would be bringing a proposal to the Council on how to put it to a vote. He said until the question of whether growth should pay its own way was answered, the little issues would keep coming up. He said he would move to table this item.

Motion: Councilor Atherton moved to table Resolution No. 99-2878B

Second: Councilor Bragdon seconded the motion.

Vote: The vote was 3 aye/4 nay/ 0 abstain. Councilors Atherton, Park, and Bragdon voted aye. Presiding Officer Monroe and Councilors Washington, McLain, and Kvistad voted no. The vote was 3 aye/4 nay/0 abstain and the motion to table failed.

Councilor Kvistad said the RTP represented four years of work. He noted that four of the current Councilors had been through the land use and transportation "wars." He said the road projects might be finished as far as the projects themselves, but the overall system would never be finished in a dynamic, growing, urban environment. He said the area had grown faster than anyone had expected, leaving many communities behind in the rush for money. He said the 24

cities and 3 counties that fell within Metro's jurisdiction had come to the table to support a new way of doing transportation business and to support the 2040 plan. He said this RTP was not complete; it was only a proposal of which to build toward the 2040 concept. Everything in the plan had gone through the 2040 filter and would move Metro closer toward that goal. He said money was always a question and no one knew that there would be a ballot measure this May. He said the people needed to put pressure on the legislature.

Councilor Kvistad thanked the transportation staff, the members of JPACT, and all the partners who had contributed to the plan. He urged an aye vote.

Vote: Presiding Officer Monroe and Councilors Park, McLain, Washington, and Kvistad voted aye. Councilors Bragdon and Atherton voted no. The vote was 5 aye/ 2 nay/ 0 abstain, and the motion passed.

Councilor Kvistad addressed the presence of the cameras in the chamber. He said people from around the region consistently said they did not have enough information about what Metro does. He noted that the Tualatin Valley cable was in the chamber, but no one from *The Oregonian* was present. He said it was unacceptable for decisions of this magnitude to be left uncovered by the newspaper. He thought it reflected poorly on the newspaper and on the reporter assigned to cover Metro affairs.

V. Regional Transportation Plan Public Surveys

Regional Transportation Plan Public Survey

Oct. 1999

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

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

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

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

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

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

yes no

If yes, which funding sources should be tried?

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

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

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

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Oct. 1999

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- e. Needs more or less maintenance, safety and street repair (circle one)
- f. Other: NEEDS FULL DISCLOSURE OF PAST TRACK RECORD IN FORECASTING TRANSIT RIDERSHIP & COSTS

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

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- g. Other: DEVELOP LOWER COST TRANSIT SYSTEMS

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

yes no

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- d. Place special fees on studded tires, ~~bicycles~~, etc.
- e. Other:

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- f. Cut plan back by ___% to reduce need for new revenue. I understand that this will result in more traffic congestion and less transit service.
- g. Other: *REINTRODUCE WEIGHT MILE TAX FOR TRUCKS*

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

yes no

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- g. Other:

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

yes no

If yes, which funding sources should be tried?

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- e. Other:

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OVER

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

JOHN BURGER

Regional Transportation Plan Public Survey

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- e. Other: *congestion pricing + focus on HOV lanes*

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

See back

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

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

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

Dave Gil

Regional Transportation Plan Public Survey

Oct. 1999

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- g. Other:

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yes no

If yes, which funding sources should be tried?

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- e. Other:

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

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

RECEIVED
NOV 02 1999

BY:.....

Regional Transportation Plan Public Survey Oct. 1999

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- d. Raise current bus and MAX fares to pay for more transit service
- e. Raise current payroll taxes on transit to pay for more transit service
- f. Cut plan back by ___% to reduce need for new revenue. I understand that this will result in more traffic congestion and less transit service.

g. Other: *Improve our roads. We have now to use HOV lanes, on both 205 & 84N freeways*

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

- yes no
- If yes, which funding sources should be tried?
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- e. Other:

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10/31/99

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

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

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

188

Phone # 658-5492

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- c. Needs ~~more~~ or less public transportation (circle "more" or "less")
- d. Needs more or ~~fewer~~ sidewalks, bike lanes and bus stops (circle one) → ~~more~~
- e. Needs more or less maintenance, safety and street repair (circle one) = SAME.
- f. Other.

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- e. Raise current payroll taxes on transit to pay for more transit service
- f. Cut plan back by 30% to reduce need for new revenue. I understand that this will result in more traffic congestion and less transit service.
- g. Other.

THIS WOULD BE COST
OF LIGHT RAIL TO
CLATSOP COUNTY

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

yes no

If yes, which funding sources should be tried?

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

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