3-13-2003

Meeting Notes 2003-03-13 [Part D]

Joint Policy Advisory Committee on Transportation

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Investing in the 2040 Growth Concept

Transportation Priorities 2004-07

Project Summary

A summary of projects submitted for consideration of regional flexible funds for the years 2006 and 2007

March 11, 2003
Metro
People places • open spaces

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

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

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

Metro’s web site: www.metro-region.org
Transportation Priorities 2004-07
Project Summary

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Introduction

A summary of the projects submitted on behalf of eligible sponsors for allocation of regional flexible funds for the years 2006 and 2007 is included in this packet. The summary includes a brief description of each project and a map of the general location of the project. Projects are summarized alphabetically within the following groupings: regional projects, City of Portland projects, Multnomah County projects (outside the City of Portland), Washington County projects and Clackamas County projects. Appendix A includes a project list summary by mode. Additional information about the Transportation Priorities 2004-07 program is also available on Metro's web site at www.metro-region.org/

The Transportation Priorities 2004-07 program is the regional process to identify which transportation projects and programs will receive these funds. Metro anticipates allocating approximately $52 million of Surface Transportation Program (STP) and Congestion/Air Quality (CMAQ) grant funds. An outreach process preceded this allocation process to determine a policy objective for the allocation of regional flexible funding and to learn how the allocation process could be improved. The process led to the adoption of Metro Resolution 02-3206, which includes policy direction for the allocation of regional flexible funds and instructions for the Transportation Priorities 2004-07 process.

Summary of transportation spending

Approximately $635 million is spent on transportation in the metro region each year. This includes spending on maintenance and operation of the existing road and transit system, construction of new facilities to meet growing demand for additional capacity and programs to manage or reduce demand for new facilities. Figure 1 shows how funds are spent in this region.

![Figure 1. Transportation Spending in the Portland Metropolitan Region](image)

Regional flexible funds represent $26 million of this annual spending, or approximately 4 percent of the total amount of money spent on transportation in this region. These funds receive a relatively high degree of attention and scrutiny because, unlike most sources of transportation revenue, regional flexible funds may be spent on a wide variety of transportation projects or programs.
Policy guidance

In July 2002, the Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Council adopted new policy direction for the allocation of regional flexible funds and instructions for the Transportation Priorities 2004-07 process. In determining the new program policy, JPACT and the Metro Council reviewed the percentage of total regional spending these funds represent, the wide range of transportation projects eligible to use the funds and 2040 policies to link transportation investments to land-use and economic goals.

The primary policy objective for the program is to leverage economic development in priority 2040 land-use areas through investments that support:

- centers
- industrial areas
- urban growth boundary expansion areas with completed concept plans.

Other policy objectives identified by JPACT and the Metro Council include:

- emphasize modes that do not have other sources of revenue
- complete gaps in modal systems
- develop a multi-modal transportation system.

The Transportation Priorities 2004-07 program will address this policy guidance in two ways. First, the program provides a financial incentive to nominate projects that leverage economic development in priority 2040 land-use areas. Projects that meet this threshold will be eligible for up to a full regional match of 89.73 percent. Other transportation projects that may have systemic transportation merit but do not meet the priority 2040 land-use threshold will be eligible only for up to 70 percent regional match (see page 8 for further explanation of regional match eligibility).

The second means by which the program will address the policy guidance is through the technical evaluation and ranking criteria. Forty out of a possible 100 points in the technical evaluation score are dedicated to evaluation of the land uses served by the candidate transportation project or program.

New in this year's allocation program is a qualitative assessment of the land uses served. This will provide a broader assessment and understanding of the ability of the transportation project to leverage other community investments, including job retention and creation.
The amount of regional flexible funds available to be allocated is determined through the Congressional authorization and appropriation process. Funds are estimated to be available based on an authorization bill, currently named the Transportation Efficiency Act for the 21st Century (or TEA-21), which grants spending authority for a six-year period. A new authorization bill is expected in 2003.

Regional flexible funds are derived from two components of federal transportation authorization and appropriations process: the Surface Transportation Program (STP) and the Congestion Management/Air Quality (CMAQ) program. Approximately $53 million is expected to be available to the Portland metropolitan region from these two grant programs during the years 2006 and 2007. Of this amount, $12 million previously has been committed to development of light rail in the Interstate Avenue and South Corridors. The Transportation Priorities program is the regional process to identify which transportation projects and programs will receive the remaining $41 million available.

Adjustments to the previous allocation of these funds for the years 2004 and 2005 also will be made as necessitated by delays in project readiness or special appropriations effecting those years.

Regional flexible funds come from two sources: Surface Transportation Program (STP) and Congestion Mitigation/Air Quality (CMAQ) funding programs. Each program's funding comes with unique restrictions:

- **Surface Transportation Program funds** may be used for virtually any transportation project or program except for construction of local streets. STP grant funds represent approximately $32 million of the approximately $53 million expected to be available.

- **Congestion Mitigation/Air Quality program funds** cannot be used for construction of new lanes for automobile travel. Additionally, projects that use these funds must demonstrate that some improvement of air quality will result from building or operating the project or program. CMAQ grant funds represent approximately $21 million of the approximately $53 million expected to be available.

As in previous allocations, it is expected that a variety of projects will be selected so that funding conditions can be met by assigning projects to appropriate funding sources after the selection of candidate projects.
Eligible applicants and project cost limits

Project applications were submitted by eligible sponsors, which includes Metro, TriMet, SMART, Oregon Department of Environmental Quality (DEQ), Oregon Department of Transportation (ODOT), Washington County and its cities, Clackamas County and its cities, Multnomah County and its eastern county cities, City of Portland, Port of Portland, and parks and recreation districts. The deadline for applications was Dec. 20, 2002.

Local agencies were assigned the following targets for the maximum amount of project costs that could be submitted for funding consideration:

Table 1. Local agency funding targets

<table>
<thead>
<tr>
<th>Jurisdiction</th>
<th>Percent of metro population (year 2000)</th>
<th>Target</th>
</tr>
</thead>
<tbody>
<tr>
<td>Washington County and its cities</td>
<td>31.8 percent</td>
<td>$26.5 million</td>
</tr>
<tr>
<td>Clackamas County and its cities</td>
<td>18.1 percent</td>
<td>$15.1 million</td>
</tr>
<tr>
<td>Multnomah County and its cities</td>
<td>9.4 percent</td>
<td>$7.8 million</td>
</tr>
<tr>
<td>City of Portland</td>
<td>40.6 percent</td>
<td>$33.9 million</td>
</tr>
</tbody>
</table>

*Calculated using the following formula (percent of metro population * $41.75 m * 2)

Washington County and its cities, Clackamas County and its cities, Multnomah County and its eastern cities and the City of Portland will be assigned a target for the maximum amount of project costs that can be submitted for funding consideration. These jurisdictions and the parks and recreation and port districts within their jurisdictional boundaries worked through their transportation coordinating committees to determine which projects would be submitted based on the target amount. Transit service providers were expected to inform the transportation coordinating committees of projects or programs within a committee’s respective boundary.
Eligible projects

To be eligible for regional flexible funds, projects must be a part of the 2000 Regional Transportation Plan's financially constrained system. To make a project eligible for allocation of regional funds during this process, JPACT and the Metro Council need to approve a proposed amendment to the financially constrained project list. If a project is proposed to be amended to the financially constrained system that is not considered "exempt" for air quality analysis purposes, an air quality analysis would need to be completed and approved before the project(s) could be amended into the financially constrained system.

To be eligible for consideration for regional flexible funding in this allocation process, JPACT and the Metro Council may consider awarding funding to a project and amending the financially constrained system under the following general conditions:

- A jurisdiction can petition JPACT and the Metro Council to exchange a project that is currently in a publicly adopted plan for a project(s) currently in the financially constrained network of similar cost (+ or − 10 percent).

- Alternatively, a jurisdiction can petition JPACT and the Metro Council to propose amending a project that is currently in a publicly adopted plan to the financially constrained list based on the unanticipated modernization revenues the region received with the Oregon Transportation Investment Act. Agreement must be reached through the local transportation coordinating committees that such projects fit within the target cost amounts for the Transportation Priorities 2004-07 program and that the cost of such projects will be accounted for within the sub-regional target allocations of the next RTP update.

- The projects should be expected to result in a neutral or improved impact on air quality. The publicly adopted plan must meet Metro's public involvement requirements.

Application for freeway interchange projects and preliminary engineering of projects for addition of new freeway lanes are eligible. Projects to acquire right of way or to construct new freeway capacity are not eligible. These projects will be evaluated in the road capacity category.

Application for funding of regional transportation-related programs are eligible.
Preliminary screening criteria

1. Project design must be consistent with regional street design guidelines for its designated design classification. Facility design classifications are in Chapter 1 of the Regional Transportation Plan (RTP). Regional street design guidelines are found in Metro's Creating Livable Streets handbook. Green street design alternatives consistent with the design guidelines of the Creating Livable Streets handbook are found in Metro's Green Streets: Innovative Solutions for Stormwater and Stream Crossings handbook. If you have any questions regarding classification of a candidate facility, call Tom Kloster at (503) 797-1832.

2. Project design must be consistent with regional functional classification system described in the 2000 RTP. Chapter 1 of the RTP contains maps designating the motor vehicle, transit, freight, pedestrian and bike systems. Projects that are proposed on facilities identified on these system maps must be consistent with the associated system functions.

3. Candidate projects must be included in the financially constrained system of the 2000 RTP or otherwise eligible for consideration to amendment of the financially constrained system, consistent with the process described in the "Eligible projects" section on page 4.

4. The total cost of submitted projects must be consistent with targets adopted by JPACT and Metro Council for the jurisdictions eligible to apply for funding.

5. Projects of any amount, up to jurisdictional cost targets, may be submitted. Projects costing less than $200,000 are not encouraged because administrative costs of bringing a project to bid would be relatively high. Refinement of project definition or scope may be encouraged during the preliminary stage for small projects.

Regional match eligibility summary

Projects will be determined to be eligible for different levels of regional match depending on whether they directly and significantly benefit a 2040 primary or secondary land use (central city, regional or town center, main street, station community or industrial area/inter-modal facility).

Projects that are determined to have a direct and significant benefit to these areas will be eligible for up to 89.73 percent regional match on the project. Other projects will be eligible for up to a 70 percent regional match. This determination will be based on the guidelines outlined for each project category. Metro staff will make a preliminary determination on match level based on an early summary of the project that addresses these project definitions. Final determination of match level eligibility will be made by JPACT and the Metro Council.
Road capacity, road reconstruction, transit and bicycle projects

The following projects will be eligible for up to an 89.73 percent regional match:
• projects located in a 2040 primary or secondary land-use area
• projects fully within one mile of a 2040 primary land-use area or town center if the facility directly serves that land-use area.

All other projects will be eligible for up to a 70 percent regional match.

Freight projects

The following projects will be eligible for up to an 89.73 percent regional match:
• projects located in an industrial area,
• projects fully within one mile of an industrial area or inter-modal facility\(^1\) if the project facility directly serves the industrial area or inter-modal facility.

All other projects will be eligible for up to a 70 percent regional match.

Bridge, pedestrian, transit-oriented development (TOD) and green street demonstration projects

The following projects will be eligible for up to an 89.73 percent regional match:
• projects located in a 2040 primary or secondary land-use area.

All other projects will be eligible for up to a 70 percent regional match.

Transportation demand management (TDM)

See TDM technical evaluation sheet in Appendix A.

Planning

All planning projects will be eligible for up to an 89.73 percent regional match.

\(^1\) An inter-modal facility is a facility, terminal or railyard as defined in the 2000 Regional Transportation Plan Figure 1.17.
Public involvement

Projects must meet Metro's requirements for public involvement. Projects must be identified in a plan that meets the standards identified in the Metro Local Public Involvement Checklist (Appendix C). Projects included in the 2000 Regional Transportation Plan meet these standards.

Furthermore, any public agency nominating a project must have its governing body identify that project(s) as its priority for application of regional flexible funds per item 10 on Appendix C. The governing body shall identify these priority projects in a meeting open to the public prior to the release of a technical evaluation of the project(s). Adopting a resolution stating the intentions of the governing body with regard to project priority for regional flexible funds is an example of a process that would satisfy this requirement.

Technical ranking methodology

Metro staff will calculate a draft technical score for each project based on the information provided in the application and performance of the project relative to the technical criteria and the other candidate projects within the same mode category.

Project selection process

The draft technical score and other qualitative considerations will be summarized within each modal category and presented to TPAC for review. Metro staff and the Transportation Policy Advisory Committee (TPAC) then will make a recommendation to narrow the projects for further consideration to JPACT and the Metro Council. Metro staff and TPAC cannot recommend further consideration of a project within a particular mode category that has a technical score of 10 or more fewer points than another project not recommended for further consideration.

JPACT and the Metro Council will select projects for further consideration, narrowing the candidate projects to approximately 150 percent of available funding. Further environmental information of remaining candidate projects may be required at that time. A final recommendation and selection of projects within available funding revenues then will be made.
Regional Projects

Frequent Bus Corridors

Project: rtr2
Grant request: $6,373,670
Match amount: $726,330
Total project cost: $7,100,000
Project sponsor: TriMet

This project would construct improvements along frequent and rapid bus corridors identified in the RTP and "Frequent Bus Corridors" identified in TriMet's five-year capital and service plan, the Transit Investment Plan. Many of the targeted improvements are on high-volume, high-speed facilities that act as a barrier to transit use. Other barriers to transit use can be how easy or difficult it can be to locate information on bus schedules and next bus arrival information as well as keeping warm and dry at the bus stop.

The purpose of these projects is to increase safe access to transit service, decrease transit vehicle delay in congested areas and improve customer amenities at targeted bus stops. Project elements at the bus stops include Transit Tracker (real-time next bus arrival information), safer street crossings, bus shelters, transit-signal priority and major stops development identified in the Regional Transportation Plan (e.g., higher capacity bus stops with larger shelters and additional rider information and amenities).

Hybrid Bus Expansion

Project: rtr4
Grant request: $2,244,250
Match amount: $255,750
Total project cost: $2,500,000
Project sponsor: TriMet

This request is for the increment in cost between a standard low-floor bus and a hybrid bus for 12 expansion vehicles already in TriMet's future plans, plus one additional vehicle for which TriMet will identify future operating funding. Funding from regional flexible funds will allow TriMet to accelerate the introduction of the hybrid bus into the fleet, improving both regional and local air quality and enhancing the image and future ridership of the lines. These hybrid buses would serve a limited number of streets – those currently served by routes with frequent service or proposed to have frequent service (15-minute headways or less, seven days a week) by the time the vehicles are purchased. This focuses the investment on the routes that are the highest ridership, highest frequency and often most impacted by other emissions.
I-5 Corridor TDM Plan

This project is to analyze a range of transportation demand management (TDM) strategies and develop a specific plan for the I-5 (and I-205) corridors to address the goal of reducing single-occupancy vehicle commuting between housing and employment sites in Clark County, Wash., and Portland metro regions. The plan is an essential component of the I-5 Strategic Plan to develop trip-reduction strategies and targets, programs, and funding. It will identify current and future actions. The I-5 Strategic Plan includes interim targets for trip reduction and calls for future adoption of final TDM/TSM targets for the I-5 Corridor and region that are acceptable, attainable and measurable that will be developed through a TDM Corridor Plan.

I-5/99W Connector Corridor Study

The I-5/99W connector corridor extends approximately 3.5 miles from I-5, south of the Tualatin town center, to 99W either north or south of Sherwood. This project request is for funding to complete planning work for a new, proposed new four-lane, grade-separated, limited-access highway in this corridor. The new facility is assumed to have two travel lanes in each direction with access limited to the termini and, if justified, one or two midpoint interchanges. This project would be coordinated with concept planning work for the area south of Sherwood that was brought into the urban growth boundary in December 2002.
Jantzen Beach Access

Project: str1

Grant request: $448,850
Match amount: $51,150
Total project cost: $500,000

Project sponsor: TriMet

This project will construct treatments to improve bus access between I-5 and the Jantzen Beach/Hayden Island area. Improvements would be expected to include potential bus-only (or bus and HOV) lanes at entrance and or exit ramps, as well as potential transit signal priority for access to the freeway in each direction. Specific design and engineering would be developed in partnership with ODOT. The completion of Interstate MAX in 2004 will greatly enhance transit access to north and northeast Portland. However, the link to Hayden Island and the Vancouver Central City will still rely on fixed-route bus service between an Interstate MAX station and Vancouver. Serving this connection quickly and efficiently becomes even more critical as passengers seek to transfer between MAX and bus to make this trip. Providing bus priority treatments at this interchange will allow high-transit mobility between Portland, Hayden Island, and Vancouver on the only all-day, every-day transit link between the two central cities of the region.

Local Focus Areas
Interstate (north/northeast Portland) corridor, Tigard commuter rail stations, North Macadam planning area, Lake Oswego south shore station planning area, Rockwood Urban Renewal Area in Gresham, with particular interest on the 181st and 188th station areas and then a north/south planning corridor, still to be identified in detail in Hillsboro.

Project: rtr3

Grant request: $1,005,424
Match amount: $114,576
Total project cost: $1,120,000

Project sponsor: TriMet

This project will implement improvements that promote transit visibility, access and use in defined “Local Focus Areas” identified in TriMet’s five-year Transit Investment Plan. The improvements are conceptual and will be finalized with the jurisdictions through the Local Focus Area planning effort as part of the Transit Investment Plan. Each Local Focus Area will have different opportunities. The range of tools used to implement improvements will include:

- sidewalks, curb cuts, benches, lighting, garbage cans or other area functional and aesthetic improvements that would enhance comfort and visibility of service and improve pedestrian experience
- Transit Tracker at key stops in area
- area specific maps/brochures for transit use within the community
- wayfinding signs from major transit routes to major attractors/destinations within the community or to provide connections to other transportation modes
- bicycle racks and signage for bicycle routes.
Metro Metropolitan Planning Organization (MPO) Required Planning Program

Project: rpln1

No map

Grant request: $1,709,000
Match amount: $196,000
Total project cost: $1,905,000

Project sponsor: Metro

This project funds several Metro planning activities, many of which are required of MPOs by federal and state regulations. These includes updates and refinements of the Regional Transportation Plan (RTP), performance measures for implementing the RTP, performing the Metropolitan Transportation Improvement Program, efforts to develop funding for the RTP projects and programs, the Livable Streets program, development of the regional travel forecasting model, monitoring of the transportation system and provision of technical assistance to local jurisdictions.

Metro Transit-Oriented Development (TOD) Program

Project: rtodi

No map

Grant request: $4,500,000
Match amount: $517,000
Private source(s): $125,425,000
Total project cost: $130,442,000

Project sponsor: Metro

This project is to continue the Transit-Oriented Development (TOD) Implementation Program, which helps stimulate the construction of "transit villages" and other joint development projects through public/private partnerships at light-rail, commuter rail and streetcar stations throughout the Portland metropolitan region. These compact, relatively dense, mixed-use, mixed-income developments concentrate retail, housing and jobs in pedestrian-scaled urban environments and increase non-auto trips (transit, bicycle, walking) while decreasing regional congestion and air pollution. TODs increase transit ridership 10 times compared to typical suburban development, but are more expensive and more risky for the private sector. Therefore, public/private partnerships are necessary.

To date, the program has concentrated on built examples of higher density and mixed-use projects to be able to demonstrate developer interest, lender participation and market acceptance, and to determine cost penalties compared to public benefit gained. For the past 18 months, the program has also been working to address the issue Randy Gragg (The Oregonian’s architecture critic) has observed that "despite all the talk about transit villages, not one fully operating village yet exists at a transit station," in which a resident can buy a loaf of bread, walk to lunch and complete a range of activities without requiring an auto. The program acquired 13 acres surrounding the future MAX station in Gresham and is currently developing the first project with a five-story building with housing over ground-floor retail.

A grocery store is already in place and the TOD Program will continue this project while striving to implement, with Priorities 2004 funding, at least one full transit village on the Westside, with a full range of businesses and services. Specific project locations for the program include Gateway, Lloyd District, Hollywood, Peterkort, Beaverton, Orenco, Quatama, Beaverton Creek, Hillsboro Central, Kenton and others, providing they meet program eligibility requirements.
Metro Urban Centers Implementation Program

Project: rtod2
Grant request: $1,000,000
Match amount: $114,500
Private Source(s): $27,000,000
Total project cost: $28,114,500

Project sponsor: Metro

This project would leverage the construction of significant infill and redevelopment and other joint development projects through public-private partnerships in Metro’s 2040 mixed-use areas served by high frequency bus routes. This new development will be compact, relatively dense, mixed-use and mixed-income. It will concentrate retail, housing and jobs in pedestrian-scaled urban environments, and increase non-auto trips (transit, bicycle, walking) while decreasing regional congestion and air pollution. The Centers Implementation Program would operate through cooperative agreements with local, regional and state jurisdictions, would use development agreements with private developers, and would be governed by the existing TOD Program Steering Committee comprised of representatives from the Governor’s Office (chair), the Department of Environmental Quality, the Department of Land Conservation and Development, the Oregon Housing & Community Services Department, TriMet, the Metro Council, the Oregon Department of Transportation, the Oregon Economic Development Department and the Portland Development Commission.

Powell-Foster Corridor Plan (Phase II)

Project: rpln3

Grant request: $200,000
Match amount: $400,000
Total project cost: $900,000

Project sponsor: Metro

This application is to complete Phase II of the corridor planning work for Powell/Foster corridor. Phase I is under way and will be completed in June 2003. This application will complete the planning process. The outcome will be a set of feasible alternatives for the corridor with an implementation, phasing and funding strategies.
Regional Freight Data Collection

Project: rpln6
Grant request: $500,000
Match amount: $250,000
Total project cost: $750,000
Project sponsors: Port of Portland and Metro

This project will collect extensive freight mobility data to augment Metro's truck model and to answer key questions posed by jurisdictions and businesses associations within the region. The data collection effort could include:

- origin and destination of shipments
- freight routing on roads
- truck load factors (how full are trucks based on the commodities they carry)
- empty loads
- other factors to be determined.

Ultimately, the project will help the region make more targeted, strategic freight investment decisions, increasing the benefit for each dollar spent.

Regional Rail

Interstate Avenue Corridor and South Corridor

Project: rtr1
Grant request: $12,000,000
Match amount: $12,000,000
Project sponsor: TriMet

This project is a 5.8-mile northward extension of the existing 33-mile long east-west MAX light rail line and implement recommendations from the South Corridor Study. In FY06 $4 million of TriMet General Funds will be available to Interstate MAX project and $2 million for high capacity transit capital needs in the South Corridor project. In FY07 $6 million of TriMet General Funds will be available for South Corridor high capacity transit capital needs.

The new light rail line will extend from a junction with the east/west line at the Rose Quarter Transit Center (TC) to a terminus station at the Expo Center. The track proceeds through the Upper Interstate Area to the Columbia Slough and Portland International Raceway area and concludes at the Expo Center. The project line includes ten light rail stations. The new stations typically consist of platforms of concrete and pavers, shelters, ticket vending machines, telephones, lighting, benches, trash receptacles, information pylons and...
signage, landscaping, cabinets for electrical and communications equipment and bicycle lockers. A third track and bay for connecting buses will be provided at Expo Station. In addition, the existing Ruby Junction operations facility will be modified and expanded to store, maintain and dispatch the new light rail vehicles. Included in the expansion are new or extended storage tracks, electrical facilities for the yard and expanded employee parking. The central control facility at Ruby Junction is being expanded and will have the capability to remotely monitor and control Interstate MAX.

As of December 11, 2002, the South Corridor Supplemental Draft Environmental Impact Statement (SDEIS) had been signed by the Federal Transit Administration and the Federal Highway Administration, and distribution had begun. The Locally Preferred Alternative is expected in March, 2003, with additional EIS work and Preliminary Engineering expected in 2003. Final design and construction would occur between 2003 and 2008. The goal would be to begin service by September 2008.

**Regional TDM Program**

Project: rtdm1

No map

Grant request: $3,987,000  
Match amount: $409,465  
Total project cost: $4,396,465

Project sponsor: Metro

Transportation demand management is a set of strategies that encourages the use of alternative modes to driving alone in order to maximize infrastructure investments, create public/private partnerships for trip reduction and provide cost-efficient alternatives to building new transportation facilities. The Regional TDM program and projects, unlike motor vehicle and transit programs and projects, do not have major sources of revenue outside the MTIP flexible funding. The Regional TDM program leverages and complements other transportation investments being made through the Transportation Priorities 2004-2007 process. All elements of the TDM program (DEQ ECO clearinghouse, OOE telework, SMART/Wilsonville, TriMet “core” TDM program, TMA program and Region 2040 Initiatives program) are being combined into the Regional TDM program for the current funding request. The core TDM program includes program management, outreach and marketing, TDM program evaluation and regional rideshare. This program will guide future funding allocation decisions and contracts and will include the following:

- Support targeted TDM programs in key corridors identified in the Regional Transportation Plan and in TriMet’s Transportation Investment Plan.
- Support community or neighborhood based TDM programs in central city, regional centers, town center, station communities, industrial areas or main streets.
- Increase awareness and performance of the regional rideshare program, including support for the carpoolmatchNW.org program.
- Continue to coordinate TMA program administration and policy development.
- Evaluate options of transitioning TMA Administration from TriMet to Metro or to other appropriate agencies.
- Support TMAs employer outreach and program development in Region 2040 centers, including industrial areas.
- Consider expanding funding levels for Region 2040 Initiatives Grant Program to target TDM programs in key 2040 centers and industrial areas, and to leverage other transportation investments being made throughout the region.
- Continue to support the TDM program at South Metro Area Regional Transit.
- Develop a strategy for promoting the Business Energy Tax Credit program throughout the region.
- Develop a strategy for promoting telework throughout the region.
- Consider a “regional travel options” Clearinghouse (similar to Metro’s recycling program) that may include a staffed regional TDM hotline, web-based information such as downloadable educational materials and links to regional partners.
RTP Corridor Project

No map

Project: rpln4

Grant request: $500,000
Match amount: $600,000
Total project cost: $1,100,000

Project sponsor: Metro

Chapter 6 of the 2000 RTP identifies a number of major regional transportation corridors with significant needs but that require further planning and engineering before a specific project can be developed and implemented. The state Transportation Planning rule requires prompt completion of these multi-modal corridor plans. In FY 2001, Metro led the Corridor Initiatives Process, which established a strategy for completion and prioritization of the corridors. The RTP Corridor Project will undertake a refinement plan for the next priority corridor. The list of potential corridors for planning includes I-5, I-205, Barbur Boulevard, Tualatin Valley Highway and several other regional highway corridors. The project will complete systems level planning work and will identify a set of improvement alternatives that can be taken into project development. The outcome of the corridor planning process will be a set of feasible capital improvements for the corridor with an implementation, phasing and funding strategy.

Rx for Big Streets

No map

Project: rpln2

Grant request: $276,000
Match amount: $67,000
Total project cost: $343,000

Project sponsor: Metro

This project is an effort to conduct joint land-use and transportation planning for "big streets" in the metro region. "Big Streets" are largely four-lane facilities that once served as rural highway routes, but have evolved to become urban thoroughfares. In this transition, the design and function of the routes has often contradicted land-use plans. Most of these facilities have not been updated to serve as multi-modal facilities. As a result, the "Big Streets" that define the corridors are among the most deficient transportation facilities in the regional system. They are characterized by inadequate or absent pedestrian and bicycle facilities, and aging traffic control systems and roadways designs that are insufficient to meet projected demand. These streets already carry heavy traffic volumes and are actively used by pedestrians and bicyclists. They often have high transit ridership, despite the lack of safe facilities. By design, these routes are intended to balance local access with regional mobility, yet no plans exist for how to strike this balance. The goal of this three-phase project is to establish design principles and a methodology for planning in these corridors through development of design guidelines and pilot projects on three facilities in the region.

The 2040 Growth Concept identified most of these facilities as "corridors," and this land-use designation is the last remaining element of the 2040 plan that has yet to be defined at a level of detail needed to be incorporated into local land-use plans. This refinement work follows similar efforts for other mixed-use components of the 2040 Growth Concept. In the 1990s, more than one-third of the development in mixed-use areas has occurred in corridors. Yet, these corridors are the least defined of the 2040 land-use components, underscoring the need for integrating land-use and transportation planning here.
This request is for funds to continue to paint part of the approximately 32 percent of the structure that will not be painted as part of an ongoing project. The paint system has failed, allowing steel members to corrode. Continued corrosion will result in member section loss, and ultimately in loss of load carrying capacity on the bridge. The Broadway Bridge totals 1,613 feet in length and currently carries four lanes of traffic with an average daily volume of 30,000 vehicles. Constructed in 1911 and 1912, the overall width of the structure is 70 feet. The bridge consists of three westerly approach Pennsylvania-Petit Through truss spans of 267 feet, 282 feet and 295 feet, a 278-foot double-leaf Rail bascule main channel draw span, and one Pennsylvania-Petit Through truss of 295 feet and one Warren Through truss of 180 feet on the eastern approach. Vertical clearance of the closed bascule span is adequate for the majority of river traffic, with openings necessary about 25 times per month, primarily to accommodate grain terminal ships.
The project is preliminary engineering for a boulevard retrofit of Burnside Street in downtown Portland that
creates a couplet with Burnside Street and Couch from East 12th Avenue to West 15th Avenue. The project
includes wider sidewalks, full-time on-street parking, street trees, free left and right turns, less crossing
distance for pedestrians, improved bicycle facilities and opportunities to create neighborhood and district
identity. West of 15th Avenue, the plan recommends narrower travel lanes, wider sidewalks, street trees and
new traffic signals to facilitate pedestrian crossings.

This project will reconstruct an eight-block section of West Burnside Street to replace aging pavement, curb
and sidewalks. The project will re-stripe Burnside to narrow the existing four travel lanes to 10 feet. The
sidewalks will be widened to 15 feet in accordance with Portland's Pedestrian Design Guideline standards. The project will install new pedestrian-scale street lighting fixtures, street trees and grates, bicycle racks, planters, benches and litter receptacles.

Central Eastside Bridge Access

This project would address Willamette River bridge access by investing in the completion and improvement of the pedestrian system on southeast Grand and Water avenues. Providing an infrastructure that is more amenable to the safe and convenient movement of pedestrians and that also improves access to the three bridges will involve filling in sidewalk gaps and removing pedestrian barriers. On both Grand Avenue and Water Avenue, this will involve providing sidewalks and curb ramps where they do not currently exist.

Sidewalks will be provided along Grand Avenue, between the Morrison and Hawthorne Bridge approaches and between Hawthorne Boulevard and Madison Street. In addition, a vehicle turn lane (left turn slip lane) will be replaced by a sidewalk on Grand Avenue between southeast Morrison Street and Belmont Street. On Water Avenue, completion of a safe and convenient pedestrian system includes reconfiguration of vehicle ramps from the I-5 and Morrison Bridge structures. These two ramps will be separated by approximately 120 feet, providing for a safer and more convenient crossing distance and eliminating the need for a pedestrian to cross where vehicles are often weaving across lanes to make turns onto Water Avenue. Pedestrian and bicycle access to the south side of the Morrison Bridge will also be improved via a new combined bicycle and pedestrian lane from Water Avenue.
This project will plan, design and rebuild northeast Cully Boulevard between northeast Prescott Street and northeast Killingsworth Street in the City of Portland, incorporating green street design practices. The proposed project will complement a significant public investment in low-income housing adjacent to Cully, provide access to jobs and industry in the Columbia Corridor and at Portland International Airport, and create an atmosphere appropriate to its designation as a 2040 Main Street so redevelopment occurs. Cully Boulevard is an existing center strip paved roadway that is shared between all modes. Project planning and preliminary engineering will analyze alternatives for the roadway with public input and involvement. The project will build needed roadway infrastructure, safety and main street improvements while simultaneously providing a demonstration project for green street design and sustainable roadway construction practices. Alternatives that will be explored will include:

- minimum 6-foot-wide sidewalks
- 4-plus-foot planting strips or street tree wells with detention basins, with street trees that meet the guidelines in the *Trees for Green Streets* manual
- 7- to 8-foot-wide permeable pavement parking lanes
- 8-foot-wide planted bulb-out infiltration wells that take the place of the parking lanes in some places to capture stormwater runoff through modified curbs
- 13-foot-wide median swale with modified curbs to capture stormwater runoff
- 5-foot bike lanes in each direction
- Two 11-foot travel lanes.
Division Street
Planning: 12th Avenue to 60th Avenue
Reconstruction: 6th Avenue to 39th Avenue

Project prr1
Grant request: $2,500,000
Match amount: $286,000
Total project cost: $2,786,000

Project sponsor: City of Portland

This project will reconstruct and restore pavement conditions on southeast Division Street in the City of Portland to retain mobility and access between Southeast Portland neighborhoods, downtown, and the Central Eastside Industrial District. The project will also plan and build pedestrian, transit and bicycle improvements to enhance this 2040 Main Street, which has frequent TriMet service. Prior to construction, the project will develop a transportation and streetscape plan for City Council adoption with the input and involvement of area residents, property owners and business owners. The plan will complement a Land Use and Transportation Study of southeast Division Street that the Portland Office of Transportation and the Portland Planning Bureau will conduct prior to the start of the proposed project. The City study will consider new zoning designations, transportation policy objectives and street design goals that would support the 2040 Main Street designation. The Division Streetscape Plan will develop design alternatives and identify streetscape and transportation improvements between southeast 12th Avenue and southeast 60th Avenue such as:

- pedestrian crossing improvements using curb extensions or median islands
- bicycle parking and improved access from adjacent parallel bike routes to Division Street
- transit amenities such as curb extensions, benches, and shelters
- green street solutions such as porous pavement, stormwater mitigation and street trees
- pedestrian-scale street amenities such as lighting, kiosks, benches, and public art
- signal enhancements to increase safety for motorists and pedestrians and to improve signal communications for transit priority technology
- opportunities for creating a sense of place that supports the mixed-use, multi-modal character of the neighborhood.

With the plan in place, preliminary engineering and construction can take place for Phase 1 implementation of the Division Streetscape and Reconstruction Project. The project will design and build streetscape improvements between southeast 12th Avenue and southeast 39th Avenue, complete base repair and pavement reconstruction between southeast 6th Avenue and southeast 14th Avenue and grind and overlay asphalt in the area between southeast 14th Avenue and southeast 39th Avenue.
Eastbank Trail/Springwater Gaps

Project: pb1
Grant request: $1,049,000
Match amount: $450,000
Total project cost: $1,499,000
Project sponsor: City of Portland

This project will complete preliminary engineering and right of way acquisition for Phase 3 of the Eastbank Trail from Oregon Museum of Science Industries (OMSI) to the Springwater Corridor Trail, a 0.9-mile section of the otherwise fully improved 19.2 mile long trail in the Springwater Corridor. Phase 1 of the Eastbank trail, from Ivon Street to Umatilla Street, is open. The second phase, called the Three Bridges section, from southeast 19th Avenue to the Springwater Trail east of McLoughlin Boulevard and Union Pacific Railroad) is being designed. Portions of Phase 3 will be rail-with-trail in the southeast Grand Avenue and Ochoco Street right of way used by Oregon Pacific Railroad.

Foster Road
at southeast Barbara Welch Road intersection

Project: prm2
Grant request: $3,500,000
Match amount: $1,016,300
Total project cost: $4,516,300
Project sponsor: City of Portland

Southeast Foster Road is currently on two bridges crossing Johnson Creek. The southern bridge is structurally obsolete and provides limited clearance for fish passage and riparian habitat. This project would widen the northern bridge for Foster Road approximately 14 feet to provide adequate room for two travel
lanes, bicycle lanes and sidewalks and widen and realign the Barbara Welch Road intersection to provide sidewalks, bike lanes and a northbound left turn lane. The project also includes installation of a traffic signal at the intersection and removal of the second structure to improve fish passage and riparian habitat in Johnson Creek. The existing intersection has no signal and there is no provision for left turns on Barbara Welch Road, which has seen extensive housing development in the last five years. The intersection has a high accident rate due mainly to vehicles turning from Barbara Welch Road. There are no bike lanes or sidewalks on either of the roadways.

**Interstate TravelSmart Project**
*Going Street to North Columbia Boulevard*

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<td>Match amount: $30,000</td>
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<td>Total project cost: $330,000</td>
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Project sponsor: City of Portland

The Interstate TravelSmart Project is a project to reduce car trips and improve the efficiency of our transportation infrastructure in the Interstate Avenue Corridor in the City of Portland. Portland seeks funds to implement TravelSmart around four of the new light-rail stations at Kenton, Lombard Street, Portland Boulevard and Killingsworth Street. The project is designed to coincide with the startup of Interstate MAX. In addition it will complement changes in transit service and improvements to bike and pedestrian facilities that are planned for the startup.

The TravelSmart approach uses survey techniques to identify individuals who want help in using travel alternatives. The project links these people with experts in biking, walking, and transit, and provides the information and training needed to get them where they want to go without driving alone in their cars. TravelSmart focuses exclusively on those who want travel assistance. TravelSmart employs an intensive personalized dialogue that rewards existing users, provides information and incentives to those who are interested and schedules home visits if desired. The program has been used successfully to reduce car travel in 13 European countries and in Australia. A large-scale project in South Perth, Australia reduced car travel by 14 percent.
Killingsworth Street
Interstate Avenue to Martin Luther King Boulevard
(PE only)

Project: pblvd2
Grant request: $1,000,000
Match amount: $100,000
Total project cost: $1,100,000

Project sponsor: City of Portland

This project is for preliminary engineering for a boulevard retrofit of Killingsworth Street, a designated mainstreet in the City of Portland. The project will reconstruct and widen sidewalks, add curb extensions for bus stops and trees, create new street crossings, transit stop improvements and street lights and street furniture to improve the pedestrian environment. Existing 10-foot sidewalks will be widened to 12 feet (and ultimately to 15 feet through re-development). Existing 6-foot sidewalks (15 feet upon redevelopment) will be supplemented with curb extensions in the center and end of each block to add space for street lights and trees while maintaining on-street parking. The project will also widen and add green bridge landscaping to the I-5 over crossing bridge to reduce its effect as a barrier.

Macadam Avenue
SW Bancroft Street to Gibbs Street

Project: prm1
Grant request: $2,350,000
Match amount: $352,500
Total project cost: $2,702,500

Project sponsor: City of Portland
This project constructs improvements at two intersections on Macadam Avenue in the City of Portland:

**Macadam/Bancroft/Hood:** Install concrete barrier along Hood from the intersection north 1,200 feet; re-stripe Hood/Macadam to accommodate two lanes at the signal (one right turn to northbound Macadam, one through lane eastbound to Bancroft); restripe Macadam for one block south of the intersection to accommodate a dedicated receiving lane for left turns from Bancroft to southbound Macadam; enlarge island on west side of the intersection and provide additional plantings in the island and around the intersection.

**Macadam/Curry:** Signalize the Macadam/Curry intersection with a three-phase signal controlling northbound Macadam, westbound Curry and an extended I-5 off ramp; extend existing I-5 off ramp lane (12 feet wide) north 950 feet to the Curry intersection and provide a concrete barrier between the off ramp and Macadam up to the Curry intersection to prevent early merging and weaving.

**North Macadam Access**
Moody Street, Bond Street and Bancroft Street

![Map of North Macadam Access](image)

Project: rtr6

Grant request: $448,850
Match amount: $51,150
Total project cost: $500,000

Project sponsor: TriMet

This project would include improvements along streets entering, exiting and within the North Macadam area in the City of Portland to support planned redevelopment. These include Moody, Bond and Bancroft streets, and may include other streets within the area. Project elements will need to be finalized as engineering is finished for this area and construction begins, but will focus on street, curb, sidewalk and signal improvements to facilitate transit movements through the North Macadam District. Elements will include transit priority at signalized intersections, roadway treatments or construction elements that enhance transit operations, potential turning lane treatments or other transit only movements that allow transit to avoid the heaviest traffic congestion.
North Macadam Infrastructure
Moody Street, Bond Street and Bancroft Street

This project would include improvements within the North Macadam area in the City of Portland to support planned redevelopment. These include Moody, Bond, Bancroft streets and may include other streets within the area. Project elements will need to be finalized as engineering is finished for this area and construction begins, but will focus on street, curb, sidewalk and signal improvements to facilitate transit movements through the North Macadam District. Elements will include transit access improvements including roadway improvements, stop and station infrastructure, and transit priority for transit operations within the district and access and egress to and from the district. Specific projects may include bus stop and station improvements at bus/streetcar transfer or joint platform locations. Treatments also can include transit priority at signalized intersections, potential turning lane treatments or other transit only movements that allow transit to avoid the heaviest traffic congestion.

North Macadam Transit Oriented Development Project
North Macadam District: SW Bond and Moody avenues

This project constructs improvements to SW Bond and Moody avenues in the North Macadam District in Portland. As North Macadam transitions from an industrial district to a dense and vibrant urban riverfront neighborhood, Bond and Moody must be improved to provide access for all modes and to support development in this key central city district. The project is intended primarily to support the development of the last large undeveloped district in the central city, the North Macadam District. Adopted plans for the district anticipate the creation of 10,000 jobs and 3,000 or more housing units over the next 20 years, supported by the creation of an urban renewal area. Bond and Moody avenues are partially improved (both paved and unpaved) streets in the district lacking pedestrian, bicycle and transit facilities.
Improving Bond and Moody avenues will provide vehicular, transit, bicycle and pedestrian access and act as a catalyst for redevelopment. Both Bond and Moody avenues would be improved to meet a full urban standard and to catalyze development in the North Macadam District. The two streets will act as a one-way couplet between Bancroft and Gibbs, and will accommodate two travel lanes, two parking lanes, a bike lane, and 12 foot (Moody) and 13 foot (Bond) sidewalks. Upon completion of Bond, TriMet has committed to providing bus service within the district, and the streets will eventually accommodate the future expansion of Portland Streetcar into the district. Portland Department of Transportation has adopted design standards for the district that call for curb extensions, special street lighting, underground utilities, special sidewalk treatment, and other pedestrian amenities.

NE Martin Luther King Jr. Boulevard
NE Columbia to NE Lombard
PE only

Project: pf1
Grant request: $2,000,000
Match amount: $1,400,000
Total project cost: $16,835,000
Project sponsor: City of Portland

This project will complete preliminary engineering and right of way acquisition to widen northeast Martin Luther King Jr. Boulevard in this vicinity to provide room for truck turning movements by adding a continuous left-turn lane between Lombard Street and Columbia Boulevard. Currently, there is not enough storage for left turning vehicles. The project aims to create an efficient link between northeast Lombard Street and northeast Columbia Boulevard at northeast Martin Luther King Jr. Boulevard to ultimately improve freight access to I-5.
St. Johns Town Center Pedestrian Improvement
N Lombard/ St Louis/ Ivanhoe, Ivanhoe/Philadelphia, N Ivanhoe/Richmond and Ivanhoe/ Charleston intersections

Project: pped2
Grant request: $1,933,740
Match amount: $221,260
Total project cost: $2,155,000
Project sponsor: City of Portland

This project would implement improvements identified in the St Johns Truck Strategy, adopted by City Council in July 2001 and through the on-going St. Johns/Lombard Street plan process to address impacts of truck traffic on pedestrian circulation and access to the St. Johns town center. These improvements include:

- Redesign of the north Lombard/St. Louis/Ivanhoe and Ivanhoe/Philadelphia intersections that includes curb extensions and median refuges. Signal coordination between the these two intersections along with realignment of the Lombard/St Louis/Ivanhoe intersection will allow for signal phasing that improves freight flow and creates a phase in which pedestrians may cross Ivanhoe Street between the two intersections without conflicting truck traffic.

- Curb extensions at the north Ivanhoe/Richmond and Ivanhoe/Charleston intersections and signalization of the North Ivanhoe/Richmond intersection.
Tacoma Street
SE 6th Avenue to SE 21st Avenue

This project constructs a total of 12 curb extensions, six at transit stops, to enhance crossing safety by reducing the crossing distance, improving sight distances and access to transit service. The need for this project was identified in the Tacoma Street Mainstreet Plan, completed by the City of Portland in 2001, which identified pedestrian crossing safety as the major transportation issue in the corridor. The curb extensions also will provide the opportunity to enhance the streetscape by providing space for street trees. The current sidewalk width is too narrow to meet city standards for street trees. Bicycle travel within the Tacoma corridor and connecting to the Sellwood Bridge is difficult due to the volume of traffic, lack of width to provide bicycle lanes, and narrow sidewalks. To accommodate bicycles, the plan proposes development of a bicycle boulevard couplet on adjacent side streets, consistent with Portland's Bicycle Master Plan. Improvements proposed include curb extension crossing improvements on southeast Spokane and Umatilla streets at the two major cross streets, 13th and 17th avenues, in addition to speed bumps are constructed as part of Phase I. A median refuge on Tacoma St at 21st Avenue will help facilitate connections from the bike lanes on the Tacoma overpass to the Spokane/ Umatilla bicycle boulevard traffic signal upgrades at 13th and 17th avenues are also part of this project, and will improve timing and coordination to enhance traffic capacity in the corridor. Phase II improvements, funded for 2003/2004 through a grant from the ODOT Bicycle and Pedestrian program will construct three median refuge islands and six curb extension to improve pedestrian crossing safety in the corridor.
The goals of this project are to conduct planning tasks aimed at improving transit connections at Union Station and to complete architectural and engineering work needed to make critical building upgrades. In doing so, this project will improve transportation access within the northwest region, the state and the metro region. The transportation planning tasks to be conducted include defining projects around the station that will improve multi-modal access between Amtrak, TriMet's light rail line, the streetcar, and inter and intra-city bus systems, as well as for pedestrians and bicyclists. A preliminary engineering report was completed for Union Station in 2001 which identified over $12 million of needed structural, electrical, and mechanical improvements. This project will also include developing the architectural and engineering plans and construction documents needed to make many of the critical improvements identified in that report.
Willamette Greenway
River Forum Building (SW Bancroft Avenue) to SW Gibbs

Project: pb2

Grant request: $1,256,200
Match amount: $143,800
Total project cost: $1,400,000

Project sponsor: Portland Parks and Recreation

This project will construct two 12-foot-wide trails separated by a minimum 6-foot-wide planting strip. The trail nearer the riverbank will be designated for pedestrians (including wheelchairs and baby strollers). The second trail will be designated for use by non-motorized "wheels" such as bicyclists, skateboarders and skaters. Connections will be made to each of the new east-west streets in the district. Lighting, benches, bike racks, drinking fountains, overlooks, signage and landscaping along the trail corridor will be provided as part of the project. This is the largest remaining gap in the southwest portion of the Willamette Greenway.

SE 39th Avenue
Burnside Street to Holgate Street
(PE only)

Project: prr2

Grant request: $400,000
Match amount: $90,000
Total project cost: $490,000

Project sponsor: City of Portland
This project is for preliminary engineering to upgrade southeast 39th Avenue in the city of Portland. The existing condition of the pavement along southeast 39th is categorized as poor to very poor and by 2012 the entire segment will be very poor. Current maintenance activities are no longer cost effective for extending the street's life and full depth reconstruction is the only way to allow it to serve the city well into the 21st century. A full analysis of the pavement condition and base cores will be conducted as well as information on the current drainage system to determine if upgrades need to be made to meet current standards. Once this information is gathered, the 2.25-mile project segment will be broken into phases.

In addition to the roadway reconstruction, the project will define locations where improvements can be made to provide safer pedestrian and bicycle crossing opportunities and vehicle turn movements. The study will analyze vehicle crash data, and improvements may include streetscape features to slow vehicle speeds and improve sight distance. The study will also identify where opportunities exist to upgrade signals to provide left turn phasing, left turn pockets and an overall higher level of intersection control. The locations for further safety improvements will be identified through a public process that will involve all stakeholders.

102nd Avenue
NE Weidler Street to E Burnside Street

Project: pblvd1

Grant request: $3,350,000
Match amount: $1,500,000
Total project cost: $4,850,000

Project sponsor: City of Portland

This project is a boulevard retrofit of 102nd Avenue in the Gateway regional center in Portland. This project will stripe two 6-foot bike lanes, construct new 12-foot sidewalks on both sides of the street, construct a new median where appropriate, while reducing travel lane widths from 11 - 12 feet to 10.5 - 11 feet. New pedestrian crossings will be established along the corridor, including median refuge islands and curb extensions. Street tree plantings will be provided in a 4 - 6 feet planting strip between the sidewalk and the curb, and also in the median. Where possible, green street techniques will be used in the median strip, planting strip and curb extension to provide stormwater treatment.
102nd Avenue Bus Stops
Weidler Street to Glisan Street

Project: ptr1
Grant request: $134,655
Match amount: $15,345
Total project cost: $150,000
Project sponsor: TriMet

This project will focus on improving transit access for pedestrians, transit amenities and visibility on northeast 102nd Avenue, the main north-south corridor in the Gateway regional center in Portland. These improvements will be coordinated with the City of Portland’s improvements to the area in further developing Gateway’s potential as a regional center. Transit improvements will focus on passenger information and amenities to improve the accessibility, visibility and viability of high-frequency bus service on this important street. In addition to standard bus stop improvements, elements may include higher-volume shelters, bus stop elements with unique character to reflect the regional center, Transit Tracker, lighting, bike racks, artwork or other design elements incorporated into the stop. The full range of improvements would be applied in the area where the City of Portland is planning a boulevard retrofit of 102nd Avenue, between northeast Halsey Street and northeast Glisan Street. However, other improvements would be included in the remainder of the area identified in this application to the extent that they would not hamper the city’s plans or become obsolete after improvements. These could include Transit Tracker, shelter installations, signage and unique design elements.
Multnomah County Projects

Beaver Creek Culverts

Project: mgs3
Grant request: $1,470,000
Match amount: $3,400,000
Total project cost: $4,870,000
Project sponsor: Multnomah County

The project area is located along the lower 3 miles of Beaver Creek within the cities of Troutdale and Gresham. A total of 13 culverts on Beaver Creek have been identified by Multnomah County and Metro as probable seasonal or perennial fish passage barriers. This project seeks replacement of the three downstream-most culverts, opening 4.6 miles of Beaver Creek to fish passage. The lower Beaver Creek is critical habitat to federally endangered species including Lower Columbia River Chinook Salmon and Steelhead Trout, and candidate species including Lower Columbia River Coho Salmon. Replacement of the culverts will allow Multnomah County to undertake necessary future roadway improvements to Stark Street and Troutdale Road as identified in the Regional Transportation Plan and Multnomah County's Capital Improvement Plan and Program. Stark Street is currently two travel lanes and is planned for four travel lanes, sidewalks and bicycle lanes and a center turn lane/median. Troutdale Road is currently two travel lanes and is planned for the two travel lanes plus sidewalks, bicycle lanes and center turn lane/median.
This project is a green street demonstration project to retrofit Civic Drive to treat stormwater runoff from approximately 12,800 square feet of impervious surface using larger street trees and structural soils. Curb inserts or perforated curbs that are consistent with the Green Streets handbook will be used to maintain the integrity of the curb while directing stormwater runoff into street tree wells. Existing trees will be salvaged and planted in another location within the TOD project area. Large street trees will be selected from the Trees for Green Streets guide and planted in a site-specific structural soil mix that is amended with organic material. The structural soils will allow larger street trees to be planted, which is unusual in high-density urban areas. The result is a reduction of the volume of runoff that enters the stormwater collection system that does not compromise the amount of right of way available for on-street parking, bike movement, transit stops and pedestrian activities.

The existing stormwater system will be used as an overflow device that directs water to an underground cistern and recycled through a water feature on the northwestern corner of the adjacent lot. This water feature will be a central gathering place and will be used as an opportunity to educate people about the impacts of stormwater runoff on natural stream systems. Signage will be used to explain how the green street treatment helps to mitigate the impervious street surface. Educating the public about the impacts of streets on streams is one of the ways to make green street projects more publicly acceptable. This green streets demonstration project will be coordinated with construction of five-story mixed-use development called The Crossing and the new MAX station and plaza in Gresham Civic Neighborhood.
Gresham Civic Station and TOD Development

Project: mtr2

Grant request: $3,450,000  
Match amount: $979,500  
Private Source(s): $256,000,000  
Total project cost: $260,429,500

Project Sponsors: City of Gresham, TriMet and Metro

This project constructs a new light-rail station and transit plaza immediately surrounding the future MAX station on 85-acres of vacant land west of Civic Drive in the City of Gresham. This project provides a unique opportunity to design and build a transit station and the surrounding transit-oriented development (TOD) together. When completed, this will be the largest TOD in the region outside Portland’s downtown that is physically or functionally connected to transit and a rare opportunity for the transit station to be surrounded by a TOD on all sides. The proposed transit station is the epicenter of Gresham Civic Neighborhood, which will eventually include 700,000 square feet of retail, 1,100 housing units (including for sale and for rent, elderly, market rate and affordable), grocery store, movie theaters, restaurants, health club, health care and office.

Gresham/Fairview Trail
Division Street to Burnside Street

Project: mb1

Grant request: $630,000  
Match amount: $190,000  
Total project cost: $820,000

Project sponsor: City of Gresham

This project will construct a 1.1-mile section of the Gresham Fairview Trail from Burnside Street to Division Street. The GFT is a 5-mile, multi-use path. When complete, the trail will connect established neighborhoods.
to employment centers, the Rockwood Town Center and two other regional multi-use paths (the Springwater Corridor Trail and the Marine Drive trail along the Columbia River).

Currently, West Gresham has limited access to safe bicycle and pedestrian facilities. The neighborhoods in this area must use major arterial streets, which are not bicycle-friendly, especially for recreational cyclists. Expanding the off-street network in East Multnomah County is essential given the increasing popularity of multi-use paths. The Springwater Trail alone is estimated to have more than 1 million riders this year.

**Rockwood Bus to MAX**  
Burnside Street at E 181st Avenue and Rockwood Transit Center at Burnside Street/E 188th Avenue

- **Project:** mtr1  
- **Grant request:** $381,520  
- **Match amount:** $43,480  
- **Total project cost:** $425,000  
- **Project sponsor:** TriMet

This project would include a mix of improvements at the key bus/MAX transfer locations in the Rockwood town center area. Elements could include higher-capacity bus shelters, Transit Tracker, pedestrian improvements and accessibility improvements between platforms and bus stops, way finding signs between platforms and bus stops. Other items could include lighting, bike storage facilities, as well as possible ticket vending or unique signage.
Stark Street
190th Avenue to 197th Avenue

Project: mblvd1
Grant request: $1,800,000
Match amount: $206,018
Total project cost: $2,006,018
Project sponsor: City of Gresham

This project is a boulevard retrofit of Stark Street in the city of Gresham. The project will construct boulevard improvements from 190th Avenue to 197th Avenue, which includes mitigating the dangerous mega-intersection of Stark Street, Burnside Street, 190th Avenue and light rail in the heart of the Rockwood town center. Stark Street is a major arterial with four travel lanes and a continuous left-turn lane. It is a heavily trafficked street with high pedestrian activity. The light-rail stations within the project area are some of the most highly used stations in Gresham. Unfortunately, because of Stark Street's auto-oriented design, it has one of the highest pedestrian collision rates in the city Gresham. The proposed project will reconfigure the existing right of way to safely accommodate alternative travel modes. It will slow automobile speeds by narrowing travel lanes and tightening corner turn radii. A raised landscaped median and pedestrian refuges will be added where the continuous left-turn lane exists today to increase the number of crossing opportunities for pedestrians. Sidewalks will be widened. Bike lanes, street trees and pedestrian-scale lighting will be added. On-street parking will be added where right of way is available. Utilities will be undergrounded using local funds. Stark Street also is included in Gresham's signal optimization program, which will better control travel speeds through signal timing.
Yamhill Street
190th Avenue to 197th Avenue

Project: mgs1
Grant request: $450,000
Match amount: $51,500
Total project cost: $501,500
Project sponsor: City of Gresham

The project will demonstrate Metro’s innovative green street guidelines on Yamhill Street, a neighborhood collector located in the Rockwood town center in Gresham. Currently, Yamhill Street is a well-used but substandard street, lacking both sidewalks and bike lanes. The project will construct two 9-foot travel lanes, bike lanes and on-street parking using pervious concrete from 190th to 197th Avenue. Edge treatment using a slotted or perforated curb will define the parking lane from the grassy swale. A sidewalk, also constructed of pervious concrete, will be added at the edge of right of way and separated from the travel space by the swale. Street trees will be incorporated to fill the gaps between the existing mature fir trees.

223rd Avenue railroad undercrossing

Project: mrm1
Grant request: $3,400,000
Match amount: $2,000,000
Total project cost: $5,400,000
Project sponsor: Multnomah County

This project will replace the existing Union Pacific Railroad (UPRR) bridge over 223rd Avenue to allow the widening of 223rd Avenue to current street standards, including the provision of sidewalks and bicycle lanes. The existing bridge carries one railroad track. UPRR desires the new bridge to accommodate two track lines. New retaining walls are required to retain the paved front slopes of the adjacent I-84 bridge as well as the existing steep slopes along both sides of 223rd Avenue south of the existing UPRR bridge to accommodate...
the road widening. The existing basalt retaining wall on the west side of 223rd Avenue is anticipated to be removed. Street illumination will be installed through the 223rd Avenue corridor.

223rd Avenue is a major collector and it is a Collector of Regional Significance. 223rd Avenue provides an important connection to Blue Lake Regional Park to the Fairview/Wood Village Town Center and the Gresham Regional Center; truck access to the Columbia South Shore, directly serving industrial sites in the cities of Fairview, Wood Village and Troutdale. 223rd Avenue is also part of the Portland 40 Mile Loop System and is designated as a Regional Access Bikeway in the Regional Transportation Plan and, it is a connection between the Pedestrian District in Fairview and Sandy Boulevard, which is also an important Transit/Mixed Use Corridor.

242nd Avenue
Glisan Street to Stark Street

Project mrr1
Grant request: $550,000
Match amount: $550,000
Total project cost: $1,100,000
Project sponsor: Multnomah County

This project would construct 242nd Avenue to Principal/Major Arterial Standards for approximately 0.6 miles. The project design includes four travel lanes, a center turn lane/median, sidewalks and striped bicycle lanes. Most likely, the new construction will include a planted median (as opposed to a continuous center turn lane). The median as well as the new edge of pavement will include street trees, illumination and drainage elements compatible with green street design elements.

242nd Avenue experiences problems at the local and regional levels. From a local perspective, 242nd Avenue needs to be constructed to Principal/Major Arterial standards. Presently, 242nd Avenue consists of 2 travel lanes in each direction, a sidewalk on only one side, no bicycle lanes and no median/center turn lane. The lack of the median/center turn lane is an existing safety hazard. Ingress and egress to the residential neighborhood on the east side of 242nd Avenue is difficult and dangerous with the lack of a center turn lane. From a regional perspective, 242nd Avenue is an important transportation connection between I-84 and US 26, and a key element to growth in the regional economy.
Boeckman Road Extension
95th Avenue and Grahams Ferry Road

Project: crm1
Grant request: $1,956,000
(funding prioritized during 2002-05 MTIP)
Match amount: $1,263,700
OTIA: $1,976,000
Total project cost: $15,693,000

Project sponsor: City of Wilsonville

This project extends Boeckman Road approximately 6,500 linear feet to the west of its current terminus. Boeckman Road is a Metro-designated regional street that will provide a multi-modal link from the proposed Dammasch mixed-use urban village, called Villebois, to industrial and employment areas, the Wilsonville commuter rail station and transit center, I-5 and Wilsonville town center. This project is anticipated to include two 12-foot travel lanes, a 14-foot left turn lane/median, 6-foot on-street bike lanes and 6-foot offset sidewalks. A landscaped median and 5-foot buffer planting strips between curb and sidewalk will be provided to the extent possible. It remains to be determined if the full street section can be built at the portion of the project that crosses the Coffee Lake Creek wetlands complex, as this area of significant resource will need to be bridged in some resource protective manner. However, this natural resource does provide additional opportunity for human/resource interface and its successful integration into the project is seen as a valuable opportunity.
This project is to complete preliminary engineering and right-of-way acquisition for a boulevard retrofit of Boones Ferry Road for approximately 0.8 miles in the Lake Grove town center area. The corridor serves approximately 23,000 vehicles per day today. Traffic volumes are expected to increase to 30,000 vehicles per day by 2020. The project will include the addition of streetscape amenities that encourage walking, biking and use of transit within the corridor and the addition of a center turn lane to address the safety problems associated with multiple access points along this roadway. Some elements that are included in the corridor design include pedestrian-scale lighting, enhanced intersection treatments to encourage and protect pedestrian crossing movements, bike lanes, widened sidewalks, landscaped parkways and landscaped medians. The right of way is constrained in this corridor. The typical section for the project located immediately south of this corridor is a 66-foot paved width with 5.5-foot sidewalks and 5-foot striped bike lanes. The proposed project will most likely match this section. The Lake Grove town center plan is under way and may influence the final design for this corridor.

Clackamas Railroad Crossing Safety Improvements Traveler Info

At-grade railroad crossings in the City of Milwaukie at SE Harrison Street, SE Oak Street and SE 37th Avenue and at 10th Street in Oregon City, all along the Union Pacific mainline

This pilot project focuses on coordinating and improving operations of both vehicle and train traffic at surface street crossings. The project intends to deploy a train detection system and integrate the train movement information into the emergency management center and transportation management center. Once this information is centralized, it could be linked to fire stations, police stations and transit management centers and the information could be used to dynamically guide emergency response vehicles or be delivered to emerging in-vehicle signage systems. The pilot project would deploy train detection equipment at rail crossings.
crossings in the City of Milwaukie (Harrison Street, Oak Street and 37th Avenue) and through Oregon City. A user interface would be developed to display the train location, direction, speed, length, estimated time of arrival at the crossing and estimated crossing occupancy time. Anticipated users of the system include emergency services, transit management center and transportation operations centers.

Heavy rail operations at surface street crossings cause thousands of hours of vehicle delay daily and frequently disrupt emergency vehicle operations and transit services. Recent trends towards commuter rail and increases in the use of heavy rail to ship goods will only compound these existing problems. The Union Pacific Railroad is aligned through the County and currently operates about 25 trains per day in including Amtrak passenger rail, and these numbers are expected to increase in the coming years. The county-wide ITS Plan includes projects to allow for better information dissemination and distribution at at-grade railroad crossings. The ITS Plan will be adopted in February 2003.

Clackamas Regional Center TMA Shuttle
Clackamas regional center business area

No map

Project: ctdm1
Grant request: $129,143
Match amount: $14,781
Total project cost: $143,925

Project sponsor: Clackamas County

This project will provide shuttle service from the Clackamas Town Center regional mall to the outlying employment centers within the Clackamas regional center area. This will be a new service that will enhance and compliment existing TriMet service and provide better connectivity from the Clackamas Town Center mall’s transit center. The basic geographical area will be limited to the Clackamas Town Center, Clackamas Industrial Park, Kaiser Sunnyside Hospital Campus, Omark Industrial Park, Johnson Creek Industrial Area, Sunnyside Road east to 122nd Avenue, Harmony Road to Railroad Avenue.
Clackamas RC TOD and Park-and-Ride
I-205/Johnson Creek Boulevard interchange
(PE only)

This project will design the proposed Clackamas regional center parking structure and determine how it would fit with the proposed I-205 light rail line and Clackamas Town Center. The proposed structure would have 500 spaces for the I-205 transit station and 500 spaces for the Clackamas regional center. The project would look at how to incorporate commercial activities within the structure to complement its use. Currently the Clackamas regional center area roads are operating at unacceptable levels of service. With the CRC area further densifying in the future from added employment and population, increased traffic congestion and the need for increased transportation services will necessitate improved transit and demand management services. The region is proposing an I-205 light rail line with a transit station and an up to 1000-space park-and-ride structure at the Clackamas Town Center. The proposed development will be constructed on the existing parking lot within the Clackamas Town Center (CTC) and will replace street level parking with a parking structure.

Kinsman Road extension
Barber Street to Boeckman Road

Project: crm3
Grant request: $1,000,000
Match amount: $3,200,000
Total project cost: $4,200,000

Project sponsor: City of Wilsonville
This project is a two-lane extension of Kinsman Road to help resolve circulation issues associated with the proposed Dammasch urban village, called Villebois, in west Wilsonville. Along with the proposed Boeckman Road Extension, this project will create a grid to help relieve congestion on Wilsonville Road. The current route for traffic to travel from Wilsonville Road to Boeckman Road is circuitous in nature. Based on the city’s current Transportation Systems Plan Update modeling, Wilsonville Road and the existing section of Boeckman Road are anticipated to fall to Level of Service “F” under scenarios that do not include Villebois. Also, at this time, there is no convenient north-south connection between north and south areas of Wilsonville other than I-5. This project will reduce the number of local trips on I-5 and support the traffic within the community. The Kinsman Road Extension project would open up additional industrial land for development and provide necessary off-site access to support the proposed Wilsonville commuter rail station and co-located SMART Transit Center and Park & Ride. Also, the extension of Kinsman will serve to separate truck traffic from the commuters using the Park & Ride, which will be accessed off of Boberg Road. Boberg Road is currently the only connection between Barber Street and Boeckman Road on the west side of I-5.

Lake Road
21st to Hwy 224

This project will complete Phase I of two phases, which is for preliminary engineering (PE) and right of way acquisition of the 1.6-mile long roadway in Milwaukie. Phase 1 work will refine the conceptual design previously completed as part of the Lake Road Multimodal Plan, which included two travel lanes, a center median/left turn lane and/or landscaped medians at selected locations, setback sidewalks with landscaped planter strips at selected locations and dedicated bike lanes on both sides of the roadway. Phase II, which is not a part of this application, would complete construction of the project. The city intends to complete the PE and ROW phases of the project first in preparation for subsequent MTIP grant cycles where the city would apply for construction funding. The following table shows the proposed roadway cross-section widths from the conceptual design identified in the Lake Road Multimodal Plan:

<table>
<thead>
<tr>
<th>Proposed Lake Road Cross-Section Design Widths</th>
</tr>
</thead>
<tbody>
<tr>
<td>Sidewalk</td>
</tr>
<tr>
<td>6 feet</td>
</tr>
</tbody>
</table>

* where proposed
McLoughlin Boulevard
I-205 to Hwy 43 Bridge

Project: cblvd1
Grant request: $3,000,000
Match amount: $2,000,000
Total project cost: $5,000,000
Project sponsor: City of Oregon

This project is the first phase of a boulevard retrofit of McLoughlin Boulevard in downtown Oregon City. The project includes a new intersection and traffic signal at 12th Street, enhanced pedestrian crossings at 7th, 10th, 14th streets, improved pedestrian crossings at I-205 ramps, sidewalk infill and the construction of a Willamette riverfront promenade with river viewpoints. The project will establish a bike route and make improvements to the existing multi-use path. The project will maintain existing on-street parking. The project is considered a key public investment to achieve regional center and local community goals; trigger redevelopment and economic growth; and achieve transit-oriented (South Corridor Study – Bus Rapid Transit) development in downtown Oregon City. The city’s Downtown Community Plan (regional center plan) and Waterfront Master Plan identify McLoughlin Boulevard as critical transportation link that requires multi-modal transformation and natural resource (historic and water) preservation.

Molalla Avenue
Gaffney Lane to Fir Street

Project: cped1
Grant request: $800,000
Match amount: $500,000
Total project cost: $1,300,000
Project sponsor: City of Oregon

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This project constructs Phase 3 improvements identified in the Molalla Avenue Corridor Plan. The project will widen sidewalks, fill in missing sidewalk gaps, remove pedestrian obstructions, improve pedestrian crossings, add pedestrian refuges, consolidate accesses, landscape paved medians, stripe bike lanes, provide streetscape and enhance transit environment. The project mitigates existing poor environment for non-auto modes along a designated transit/mixed use corridor. Infrastructure improvements will provide multi-modal transportation to complement mixed-use corridor. Adopted corridor plan recognizes importance of arterial capacity preservation within existing right of way.

**Sunnyside Road**
142nd Avenue to 152nd Avenue

| Project: crm2 |
| Grant request: $4,000,000 |
| Match amount: $2,400,000 |
| OTIA II: $1,900,000 |
| Total project cost: $8,300,000 |

Project sponsor: Clackamas County

This request is for funding phase 3 construction of the Sunnyside Road project from southeast 142nd to southeast 152nd avenues. The project was not fully funded through the OTIA program. This request will fund the remaining piece to make this project whole. OTIA II approved funding for right of way but not for construction. Clackamas County has completed an environmental assessment that analyzes Sunnyside Road from I-205 to southeast 172nd Avenue. This EA was approved December 1999. Funding for construction (federal, OTIA, SDC) is available for the section from I-205 to 142nd Avenue. In addition, engineering has started for the remaining phases to finalize the design and determine the right-of-way needs so that the next phase can be constructed as soon as funds are available. Besides providing access to the Clackamas regional center, this is the main road for the existing Sunnyside, Happy Valley communities and the future Damascus community just added to the urban growth boundary.
South Metro Amtrak Station

Project: ctr2

Grant request: $700,000
Match amount: $100,000
Total project cost: $800,000

Project sponsor: Oregon City

This project will provide access to the Eugene-Seattle train and future access to the California-British Columbia train and includes constructing a 90-space parking lot and relocating the old Oregon City SPRR freight station to the site. The site design is complete and ready for construction. The site is considered a regional alternative to Union Station, offers joint public/private use, and will be accessible by foot to the Oregon City regional center. Regional/federal funding is sought for Phases 1B and 2. Oregon City will have provided primary investment into South Metro Amtrak Station as part of planning and design of the entire project and construction of Phase 1a, which includes access and platform construction.

Trolley Trail
Jefferson Street to Courtney Road
(PE to Glen Echo)

Project: cb1

Grant request: $844,275
Match amount: $171,684
Total project cost: $1,015,959

Project sponsor: North Clackamas Parks and Recreation District

The Trolley Trail is a 6-mile multi-use trail that follows an abandoned streetcar right of way between Milwaukie and Gladstone. This project is to complete preliminary engineering for the 6-mile multi-use trail and to construct the first three segments of the trail from Jefferson Street boat ramp to Courtney Road. The project also includes intersection improvements at 22nd Avenue, Bluebird Road and River Road as they intersect Highway 99E, in addition to landscaping, benches, drinking fountains, mile post markers, interpretative and
directional signs and public art. The trail will provide an important off-street pedestrian and bicycle connection between Milwaukie and Gladstone town centers, where 99E and River Road lack a consistent network of sidewalks and bike facilities. The Trolley Trail, when complete, will create a continuous 20-mile trail loop connecting the Portland central city to Milwaukie and Gladstone town centers and Gresham and Oregon City regional centers.

Wilsonville Road Traveler Info

Project: crm4

Grant request: $105,000
Match amount: $45,000
Total project cost: $150,000

Project sponsor: Clackamas County

This project would provide cameras and communications along Wilsonville Road with the objective to provide this information to travelers. The video images from the cameras would be delivered to the Clackamas County transportation management center and City of Wilsonville and displayed on regional traveler information websites. This project would provide additional benefit to the transportation operations group because they would be able to view video images of the Wilsonville Road corridor and remotely adjust signal timings based on current conditions. Currently Clackamas County manages traffic signal timing along Wilsonville Road along with ODOT at the interchange. Both agencies could view the cameras to better monitor traffic operations and make signal timing changes to maximize the efficiency of the system. Wilsonville Road is the primary facility providing access through the City connecting residential, retail and industrial/commercial facilities as well as providing the primary access to I-5. Wilsonville Road currently accommodates approximately 25,000 to 30,000 vehicles daily.
This project is to develop a design for upgrading the I-205/Johnson Creek Interchange and accommodating the proposed I-205 light-rail line. The project would determine the ramp configuration, provide access to the adjacent land uses and the proposed Fuller Road Park and Ride lot and fit the proposed I-205 light rail line through this interchange. Currently this section of Johnson Creek Boulevard is operating at near capacity. One of the key causes of the congestion is the close proximity of the Fuller Road Signal to the I-205 southbound on and off ramps and the high traffic volumes on the I-205 southbound ramp. In addition, the region is proposing an I-205 light-rail line with an up to 1000-space park-and-ride structure on Fuller Road. Some of the major concerns include the close proximity of the intersections, inadequate storage spacing, providing adequate access to the Fuller Road Park and Ride lot and ensuring that the I-205 light-rail line would not preclude any proposed upgrade of the interchange.
Washington County Projects

Baseline/Jenkins ATMS

Project: wrm12
Grant request: $448,651
Match amount: $51,349
Total project cost: $500,000
Project sponsor: Washington County

This project includes the design and construction of improvements to improve traffic flows along Baseline Road and Jenkins Road by adding four or more closed circuit television cameras, upgrading traffic controllers at 14 intersections, interconnecting traffic signal timing, install traffic monitoring stations at four locations along the 2.25-mile corridor.

Beaverton Powerline Trail

Project: wb1
Grant request: $430,500
Match amount: $184,500
Total project cost: $615,000
Project sponsor: Tualatin Hills Parks and Recreation District

The Beaverton Powerline Trail is designated as a regional off-street corridor. The 25-mile corridor begins in Forest Park in Portland and continues south through Beaverton, Tigard, King City and Sherwood. The corridor terminates at the Willamette River in Wilsonville. Ten miles of this corridor are located within the Tualatin Hills Parks and Recreation District (THPRD) (from Springville Road at the extreme northern THPRD boundary to Barrows Road/Murray Scholls town center).
The project will construct a 10-foot wide, 1.95-mile segment of the Beaverton Powerline Trail multi-use path. The proposed segment begins at the TriMet light-rail line and the Tualatin Hills Nature Park and continues south to Schuepbach Park. Murray Boulevard is to the east of the corridor and 170th Avenue is to the west. The north end of this segment, from the light-rail line to Tualatin Valley Highway, is in Beaverton. South of Tualatin Valley Highway to Schuepbach Park, the corridor is in unincorporated Washington County. The trail alignment will generally be within the Bonneville Powerline Administration (BPA) and Portland General Electric (PGE) power line corridors and adjacent properties.

**Cornell Boulevard**
Murray Boulevard to Saltzman Road

This project is a boulevard retrofit of Cornell Road in the Cedar Mill town center area. The proposed project will fund right of way acquisition and construction of this project consistent with the county’s transportation plan and the Regional Transportation Plan including Metro boulevard design guidelines. A total of $5.7 million in MSTIP funds was originally allocated for construction of this project in 2004, but this falls short of the $9.25 million needed to complete the project consistent with Metro boulevard design guidelines. Therefore, the county is requesting an additional $3.5 million in federal funds to complete right-of-way acquisition and construction in 2006 or 2007.

The proposed project will widen Cornell Road to include two travel lanes, left turn lanes and median islands, bike lanes, sidewalks, landscaping, illumination and on-street parking on both sides. The proposed project will be designed to 35 mph, but is anticipated to be posted for 25 mph, subject to state approval. The right of way width is 98 feet from Murray to Dale, and 90 feet from Barnes Road to Saltzman Road, which is a designated main street. Sidewalk widths will be a minimum of 10 feet, extending up to 27 feet where curb extensions are proposed. Through-traffic and turn lane widths from Dale to Barnes are 11 feet in width bike lanes are 6 feet wide. Special boulevard elements to be incorporated into the project include wide sidewalks with curb extensions, street trees and other landscaping, pedestrian-scale lighting, raised landscaped medians, and pedestrian crossings. Depending upon funding availability additional design treatments such as pavement treatments, street furniture, additional landscaping, signage, and other features will be considered.
Cornell Road
Evergreen Road to Bethany Road
PE only

Project: wrm4
Grant request: $1,088,000
Match amount: $120,900
Total project cost: $6,600,000
Project sponsor: Washington County

This project is for preliminary engineering to bring the last remaining two-lane section of Cornell Road south of US 26 up to its planned standard and capacity by adding two travel lanes, a turn-lane where necessary, bike lanes, sidewalks, planter strips and street lighting. The project design will include widening this section of Cornell Road to five lanes (two 12-foot travel lanes and a 14-foot turn lane), 6-foot bike lanes, curbs, 5-foot landscape strips, 6-foot sidewalks and street lighting. Sound walls would be included in the design where appropriate. Modification of two existing signals – at 167th and 173rd – is also anticipated, as is signing and striping.

Farmington Road
at Murray Boulevard intersection

Project: wrm11
Grant request: $2,618,300
Match amount: $299,700
Total project cost: $2,918,000
Project sponsor: City of Beaverton

This project consists of the purchase of right of way and construction of intersection improvements at Farmington Road and Murray Boulevard. The project includes replacement of substandard bicycle and pedestrian ways with standard 5-foot bike lanes and wider sidewalks. Additional left turn and right turn lanes
would be provided on all approaches. Boulevard treatments on Murray Boulevard that include a center median and marked crosswalks on all approaches are included to address the intersection's high crash rates. The project is directly adjacent to the boundary of and fully within one mile of the Beaverton regional center and runs east and west on Farmington Road, 650 feet from the intersection of Murray Boulevard, and north and south on Murray Boulevard 700 feet from the intersection of Farmington Road. The project is part of a larger set of bike, pedestrian and intersection capacity improvements along Farmington Road to Hocken Avenue. The design is complete and was funded through the 2002-2005 state Transportation Improvement Program.

Farmington Road East
170th Avenue to 185th Avenue
PE only

This project is for preliminary engineering to widen Farmington Road from three to five lanes for a distance of 3,935 feet. The design will include four 12-foot-wide through-travel lanes and a 14-foot-wide turn lane where access is appropriate. Where access is to be controlled, a 10-foot-wide planted median with 2-foot shy distance on both sides will be substituted for turn lanes. The project will also include 6-foot wide sidewalks on both sides of the road separated from the roadway by a 6-foot wide planting strip and 5-foot wide striped bike lanes on both sides of the roadway. The project includes soundwalls for a distance of 2,000 feet and new traffic signals at Kinnaman Road, Rosa/179th Avenue and 185th Avenue.
This project is for preliminary engineering to improve a substandard section of Farmington Road that is approximately 4,168 feet in length. The project is considered a 'capacity enhancement' because it would add left turn lanes, where required, to the existing two-lane roadway cross-section. The proposed improvement project would rebuild the existing substandard roadway to current design standards, with the following features:

- Left-turn lanes would be added where needed to improve capacity. Currently, the lack of left-turn lanes causes significant delays during peak periods as long queues form behind left-turning vehicles waiting for gaps in the traffic stream.
- Travel lanes and turn lanes would be reconstructed to current standard width (12-foot travel lane width and 14-foot center turn lane width);
- Six-foot-wide sidewalks, separated from the roadway by a 6-foot-wide planter strip on both sides of the roadway;
- Six-foot-wide bicycle lanes on both sides of the roadway;
- A 14-foot-wide center median with a 10-foot-wide planted area would be added where existing access points permit such installation.
Forest Grove Town Center Pedestrian Improvement

This project will enhance pedestrian safety and access to transit within the Forest Grove town center area along Pacific Avenue and 19th Avenue between Quince Street and 'E' Street by providing contiguous sidewalks and curbing along the route, enhancing pedestrian safety with a buffer from vehicle traffic. It will address pedestrian hazards by replacing deteriorated sidewalks and curbing where necessary and installing ADA approved ramps. Another objective will be to enhance the safety and number of pedestrian crossing opportunities. Amenities such as planted buffer strips and increased lighting also will improve pedestrian safety. Currently this 1.95-kilometer section of roadway has many areas where sidewalks are not contiguous or are in disrepair. On the easterly end of the project area, the roadway is four lanes with two-way traffic and a refuge lane. In this area there is +/- 1000 feet between lighted pedestrian crossings, and pedestrians frequently attempt to cross the 80-90 feet of traffic lanes at un-signalized locations as they try to access bus stops or area businesses. Several bus stops along this route lack bus shelters, exposing transit riders to the elements.

Greenberg Road
Shady Lane to North Dakota

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This project would widen the existing three lanes on Greenburg Road from Shady Lane to Tiedeman Avenue to provide a five-lane facility with bike lanes and sidewalks on both sides. The street will be reconstructed as necessary for proper vertical alignment, and the signal systems at Cascade Boulevard and Tiedeman Avenue will be modified to conform to the widened roadway. The signing and striping north of Shady Lane to Washington Square Drive also will be modified to match the existing street to the newly widened roadway. Appropriate transitions will be constructed on the approaches south and west of the Tiedeman intersection. An existing bridge in that segment of Greenburg Road will be extended to allow for the expanded roadway. The project will require acquisition of additional right of way to accommodate the widening of the roadway and the transitions at the intersection approaches. The total project length is approximately 950 meters (3,100 lineal feet) from Washington Square Drive to Tiedeman Avenue, including the transitions at the approaches to Tiedeman Avenue.

**Highway 8**

at 10th Avenue intersection
(PE only)

The intersection of North Adair Street and Baseline Street (Tualatin Valley Highway) with North 10th Avenue would be designed and rebuilt to allow safe and efficient transportation through and interior to Cornelius. The new intersection will provide improved intersection geometry for truck traffic, new traffic signals interconnected with the highway signals (currently operate independently), curb extensions and striping consistent with the Cornelius Main Street Plan, and improved lighting, bus stops, sidewalks, crosswalks, turn lanes and bike lanes.

Specific planned features include:
- Increasing the radius at the NW corner of Adair and 10th Avenue and at the SE corner of Baseline and 10th Avenue,
- Installing left-turn lanes at the corner of Adair and 10th Avenue and at the NW corner of Baseline and 10th Avenue,
- Installing combination right-turn lanes and bus pull-outs at the NE corner of Adair and 10th Avenue and at the SW corner of Baseline and 10th Avenue, and
- Widening 10th Avenue between the couplet from 40-feet to 44-feet.

**Highway 8**

at 10th Avenue intersection
(PE only)

![Map of Highway 8 at 10th Avenue intersection](image)
Hillsboro Regional Center
SE 7th Avenue, SE 12th Avenue, SE 13th Avenue, SE Baseline Street, SE Maple Street, SE Oak Street and SE Walnut Street

Project: wped2

Grant request: $521,600
Match amount: $130,400
Total project cost: $652,000

Project sponsor: City of Hillsboro

This project will add sidewalks, curb ramps, crosswalks where needed, landscape strips with street trees, and lighting to streets with existing curb and gutter on multiple streets in the Hillsboro regional center area. The streets that have been identified for this project are located within neighborhoods that are either within Hillsboro's regional center or within 1/2-mile of the Washington Street or Tuality light-rail stations. Many of the residents in these higher density neighborhoods walk to destinations within or directly abutting the regional center such as Hispanic businesses, the new City Police Precinct Headquarters, Tuality Community Hospital, Shute Library and Park, Senior Center and Aquatic Center, light-rail stations or transit on roads with inadequate pedestrian facilities. Typically, residents must walk unsafely on the edge or shoulder of existing roads with no sidewalks. Therefore, safety for these residents is a factor. Also, several of these roads are poorly lit, presenting additional safety problems. The need is for good, safe pedestrian facilities for these neighborhoods to efficiently connect to the regional center, LRT or transit.
Merlo Road
LRT Station to 170th Avenue

This project would add new sidewalks to fill in gaps in the existing sidewalk that is located on the south side of Merlo Road between 170th Avenue and TriMet's Merlo light-rail station. In addition, the project would relocate and reconstruct the existing, 5-foot-wide curb-tight sidewalk segments to match the new sidewalks. The new sidewalks will be 8 feet wide and separated by a landscape strip of at least 7.5 feet. The lack of a complete sidewalk along the south side of Merlo Road discourages pedestrian activity in an area that has received a large public investment in transit service. Land uses along the street include a high school, Beaverton School District offices and TriMet's bus barn.

Murray Boulevard
Cornell Road to Science Park Drive

This project will widen 985 feet of Murray Boulevard to five lanes between Science Park Drive and Cornell Road. The project will be constructed on 98 feet of right of way and 74 feet of pavement, and include 12-foot-wide travel lanes, 6-foot-wide bike lanes and 10-foot-wide sidewalks on both sides of the street. The project also will include street trees in tree wells and shall consider the installation of a gateway treatment.
elements of the project will include signal modification, rebuilding the existing pavement, signing and striping. The project will require three partial property acquisitions and relocation of one business. In addition "haz-mat" work will be done on the vacant service station in the southwest quadrant of the Murray Boulevard/Cornell Road intersection.

**Murray Boulevard extension**
Scholls Ferry Road to Barrows Road

![Map of Murray Boulevard extension](image)

**Project: wrm8**

- **Grant request:** $2,579,000
- **Match amount:** $409,200
- **Private Source(s):** $996,000
- **Total project cost:** $3,984,200

**Project sponsor:** City of Beaverton

This project extends Murray Boulevard from Scholls Ferry Road to Barrows Road as a two-lane roadway with intersection, bicycle and pedestrian improvements in the Murray/Scholls town center. This project is critical to Murray/Scholls town center's ability to develop as assumed in the 2040 Growth Concept and to provide bicycle, pedestrian, transit and vehicular access and circulation. Murray Boulevard currently terminates in a street stub 438 feet south of Scholls Ferry Road. The proposed project will construct 1,651 additional linear feet of Murray Boulevard from the current terminus south to Barrows Road at Walnut Street in Tigard. The project will construct 5-foot bike lanes and 10-foot-wide sidewalks with street trees where none previously existed. Turn lanes will be added at intersections. A concrete multiple-arch-type bridge (five 20-foot spans) will span Summer Creek and surrounding wetlands. The arch span will be set on strip footings with the natural stream floor preserved to minimize the impact on the wetlands and stream to enhance the passage of fish and wildlife. The sidewalk along the multiple-arch span will allow for viewing opportunities of the wetlands, open space and wildlife. The right of way has already been purchased in anticipation of construction. This public/private project proposal includes a local overmatch and a private commitment.
Rock Creek Regional Trail
Southern end of Orchard Park on NW Amberwood Drive to Cornelius Pass Road

Grant request: $216,025  
Match amount: $326,025  
Total project cost: $542,050  

Project sponsor: City of Hillsboro

This project will provide an extension to the Rock Creek Regional Trail. The multi-use path will be 10 feet wide and there will be two bridge crossings of Rock Creek. The project will begin at the current termination of the Rock Creek Regional Trail at the southern boundary of Orchard Park. Orchard Park is a Metro greenspaces property south of Amberwood Drive on Rock Creek. The proposed route would extend westward over a small shallow drainage way and then turn south. The pathway would parallel the western boundary of city-owned properties along Rock Creek to a point where the creek turns to the west. Two bridge crossings of Rock Creek are anticipated in this general area to allow the path to continue west on the north side of the creek to Cornelius Pass Road and to continue south to connect to existing sidewalks on Wilkins Street. These sidewalks provide a direct pedestrian connection to the Quatama light-rail Station. Cornelius Pass Road has an existing sidewalk extending north to Cherry Lane. A temporary bicycle path could be placed adjacent to the sidewalk within existing right of way to accommodate a bicycle connection to Cherry Lane until such time as Cornelius Pass Road is improved. Alternative connection routes to Cherry Lane will be evaluated during design. Future plans call for the Rock Creek Regional Trail to continue west and south down Rock Creek to connect with Baseline Road, other Metro greenspace sites, Tualatin Valley Highway and the Tualatin River.
This project consists of the design, purchase of right of way and construction of the extension of Rose Biggi Avenue from its current terminus just north of the light-rail tracks north to Crescent Street in the Beaverton regional center area. The project is a critical component of the "Downtown Connectivity Plan" that provides capacity, inter-modal access, and multimodal circulation for surrounding land uses within Beaverton's regional center and specifically for The Round at Beaverton Central light-rail station, a mixed-use transit-oriented development. The project includes a bikeway that will complement and extend the existing bicycle circulation networks on Millikan Way, Hall Boulevard and Cedar Hills Boulevard. The project's pedestrian-friendly design includes 10-foot sidewalks with tree wells to match those in the area. The extension provides direct access to Beaverton Central light-rail station at The Round and the Beaverton transit transfer center (a future commuter rail station) further to the east. The Rose Biggi extension also will provide a continuous perpendicular route to Tualatin Valley Highway (OR 8) that will run from the intersection of OR 8 in downtown Beaverton beyond the light-rail tracks north to Crescent Street (and further north to Westgate Drive at some point in the future).
Tigard Town Center
Commercial Street

This project constructs a 6-foot-wide sidewalk from the northeast corner of Lincoln Avenue and Commercial Street to the northwest corner of Commercial Street and Main Street. Approximately 810 feet in length, the sidewalk will curve around the existing overpass abutment, necessitating the realignment of the roadway under the overpass. The roadway will be shifted 10 feet toward the railroad right of way. There will be a curb at the sidewalk portion of the street and driveway aprons will be provided. A crosswalk will be provided at the southwest corner of Commercial Street and Main Street to facilitate pedestrian access to adjacent the transit center.

Tualatin-Sherwood Road
Hwy 99W to Teton Avenue
PE only

This project will complete preliminary engineering on the widening of Tualatin Sherwood Road from its current three-lane configuration to five-lanes from Highway 99W to Teton Avenue. The project is approximately 3.2 miles long. The project will result in four 12-foot travel lanes, a 14-foot center median/turn lane, two 5-foot striped bike lanes, sidewalks with planter strip (12-feet on either side), traffic signal modifications at cross
streets and a 1-foot utility easement on either side of the right of way. Other elements of the project include a single at-grade rail crossing, four new/re-designed traffic signals, two box culverts, mitigation of any wetland impacts and use of green street trees where appropriate and provisions for adequate drainage/water quality.

**Washington Square Regional Center Greenbelt Trail**

Hwy 217 to Hall Boulevard (PE to Greenburg)

This project is to construct Phase I of the Washington Square regional center greenbelt trail from Highway 217 to Hall Boulevard, and complete preliminary engineering from Greenburg Road to Hall Boulevard. The trail loop will ultimately connect to the Fanno Creek Trail on the west side of Highway 217 (Phase II). The trail corridor is approximately 3,000 feet long and 16 feet wide. The paved width will be 10 feet with 2-foot shoulders. The path will be a multi-use bicycle and pedestrian path. The path will generally be located along the south side of Ash Creek in order to minimize wetland impacts; however, there will be a crossing of the wetland area to create a temporary connection to 95th Avenue. This temporary connection is necessary until funding for a pedestrian bridge over Highway 217 is acquired, which will allow a more direct connection to Greenburg Road and the Fanno Creek Trail.
10th Avenue
300 feet north of E. Main Street to SE Baseline Street

Project: wrm6

Grant request: $1,345,950
Match amount: $154,050
Total project cost: $1,500,000

Project sponsor: City of Hillsboro

This project will incorporate the addition of a 10.8-foot wide exclusive right-turn southbound lane on 10th Avenue that will extend from southeast Baseline Street north 900 feet past east Main Street in the city of Hillsboro. The roadway will be reconfigured with 10.8-foot outside travel lanes and right turn only lane, 10.5-foot inside travel lanes, an 11.8-foot median, and 5-foot bicycle lanes. The existing sidewalk will be improved and widened to 8 feet with a 4.5-foot landscape buffer. The existing traffic island will be removed. The project site lies entirely within the Hillsboro regional center. Construction of the additional southbound lane on 10th Avenue would alleviate traffic back-ups that disrupts light rail operations by dispersing the volume of vehicles currently queued in one shared through/right turn lane to two lanes (shared through/right turn lane and an exclusive right turn lane).

185th Avenue
Westview High School to West Union Road
(PE only)

Project: wrm5

Grant request: $580,912
Match amount: $66,588
Total project cost: $3,572,000

Project sponsor: Washington County
This project will widen the 185th Avenue from three to five lanes for a distance of 3,000 feet to match the five-lane section to the south of Westview High School. 185th Avenue is a major north-south arterial road in central Washington County, providing direct access to important destinations such as Portland Community College Rock Creek, Westview High School, Tanasbourne shopping center, Oregon Graduate Institute, Willow Creek light rail station and the developing town center at Tualatin Valley Highway. The improved roadway will consist of 12-foot-wide travel lanes, 6-foot-wide bike lanes and 5-foot-wide sidewalks. The project will also include modification of signals at West Union Road and the entrance to Westview High School and 1,500 feet of sound walls on both sides of the roadway to protect nearby residences. Right of way will be needed to accommodate a 1,500-foot long, 8-foot-wide utility easement.
<table>
<thead>
<tr>
<th>Bike/Trail</th>
<th>Boulevard</th>
<th>Bridge</th>
<th>Green Streets</th>
</tr>
</thead>
<tbody>
<tr>
<td>Trolley Trail: Jefferson to Courtney (PE to Glen Echo)</td>
<td>Stark St., Ph. 2: 190th to 197th</td>
<td>Broadway Bridge Span 7 painting</td>
<td>Cully Blvd Recon: Prescott to Killingsworth</td>
</tr>
<tr>
<td>E. Bank Trail/Springwater Gaps (PE/ROW only)</td>
<td>102nd Ave.: Welder to BURNSIDE</td>
<td>102nd Ave.: 102nd to Hwy 43 Bridge</td>
<td>Civic Drive Recon: LRT to 13th</td>
</tr>
<tr>
<td>Beaverton-Powell River Trail: LRT to Schuelpark</td>
<td>102nd Ave.: 1,000</td>
<td>102nd Ave.: 1,000</td>
<td>Beaver Creek: Trousdale, Cochran, Stark</td>
</tr>
<tr>
<td>Rock Creek Trail: Abernathy to Cornelius Pass</td>
<td>Boones Ferry:Kitto to Madrona (PE and ROW)</td>
<td>Boones Ferry:Kitto to Madrona (PE and ROW)</td>
<td>Beaverton-Powell River Trail: LRT to Schuelpark</td>
</tr>
<tr>
<td>Willamette Greenway: River Forum to River Parkway</td>
<td>BURNSIDE: W 19th to E 14th (PE only)</td>
<td>BURNSIDE: W 19th to E 14th (PE only)</td>
<td>Beaverton-Powell River Trail: LRT to Schuelpark</td>
</tr>
<tr>
<td>Washington Sq. RC Trail: Hall to Hwy 217 (PE to E. Bank Trall/Sprlngwater Gaps (PE/ROW only)</td>
<td>BURNSIDE: W 19th to E 14th (PE only)</td>
<td>BURNSIDE: W 19th to E 14th (PE only)</td>
<td>Beaverton-Powell River Trail: LRT to Schuelpark</td>
</tr>
<tr>
<td>242nd Ave.: Glisan to Stark</td>
<td></td>
<td>242nd Ave.: Glisan to Stark</td>
<td>Beaverton-Powell River Trail: LRT to Schuelpark</td>
</tr>
<tr>
<td>Lake Rd: 21st to 224 (PE and ROW)</td>
<td>Regional TDM Program</td>
<td>Regional TDM Program</td>
<td>S/N T/P Commitment</td>
</tr>
<tr>
<td>GOAL: Ridership (Usage) (25 points)</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>----------------------------------</td>
<td>--</td>
<td></td>
<td></td>
</tr>
<tr>
<td>What is the project's potential ridership based on travel shed, existing socio-economic data and existing travel behavior survey data consistent with 2020 modal targets?</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Numerical change between existing year riders and forecast year riders (10 points)</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>To improve the accuracy of the numerical change measure, it is recommended that project submittals include “before” bike counts in order to calibrate actual existing year riders and estimated existing year riders in the Metro bicycle travel demand model.</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Points</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>10</td>
<td>High</td>
<td></td>
<td></td>
</tr>
<tr>
<td>7</td>
<td>Medium</td>
<td></td>
<td></td>
</tr>
<tr>
<td>3</td>
<td>Low</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Total forecast year population and employment within one-half mile of the project (5 points)</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Points</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>5</td>
<td>High</td>
<td></td>
<td></td>
</tr>
<tr>
<td>3</td>
<td>Medium</td>
<td></td>
<td></td>
</tr>
<tr>
<td>1</td>
<td>Low</td>
<td></td>
<td></td>
</tr>
<tr>
<td>System connectivity (project completes a gap in the Regional Bikeway System) (10 points)</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Points</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>10</td>
<td>High (for greater than 67 percent of bike trips to and within centers)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>7</td>
<td>Medium (for 34 to 66 percent of bike trips to and within centers)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>3</td>
<td>Low (for 0 to 33 percent of bike trips to and within centers)</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>GOAL: Safety (20 points)</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Does the project address an existing deterrent to bicycling?</td>
<td></td>
</tr>
<tr>
<td>Target roadway a deterrent to bicycling (15 points)</td>
<td></td>
</tr>
<tr>
<td>The staff resource to be used for this measure is the 2002 Metro “Bike There!” Map. The map rates roadways where bicyclists currently share the travel lane with motorists. The map uses a suitability rating to describe low, moderate and high motorized traffic volumes, based on field work and existing traffic counts in the region.</td>
<td></td>
</tr>
<tr>
<td>Points</td>
<td></td>
</tr>
<tr>
<td>15</td>
<td>High auto speed and volume (daily traffic volumes greater than 10,000 and speeds greater than 35 miles per hour)</td>
</tr>
<tr>
<td>8</td>
<td>Moderate auto speed and volume (daily traffic volumes of 3,000 to 10,000 and speeds of 25 to 35 miles per hour)</td>
</tr>
<tr>
<td>3</td>
<td>Low auto speed and volume (daily traffic volumes of less than 3,000 and speeds of less than 25 miles per hour)</td>
</tr>
<tr>
<td>Other safety factors: Multi-Use Path</td>
<td></td>
</tr>
<tr>
<td>Points</td>
<td></td>
</tr>
<tr>
<td>5</td>
<td>Yes</td>
</tr>
<tr>
<td>0</td>
<td>No</td>
</tr>
</tbody>
</table>
### Bicycle Technical Evaluation Criteria (continued)

**GOAL: Address 2040 Land Use Objectives (40 points)**

Regional Bikeway System Hierarchy from RTP (10 points)

<table>
<thead>
<tr>
<th>Points</th>
<th>Category</th>
</tr>
</thead>
<tbody>
<tr>
<td>10</td>
<td>Regional access function</td>
</tr>
<tr>
<td>7</td>
<td>Regional corridor function</td>
</tr>
<tr>
<td>3</td>
<td>Bikeway connector function</td>
</tr>
</tbody>
</table>

Region 2040 Land Use Designation (10 points)

<table>
<thead>
<tr>
<th>Points</th>
<th>Category</th>
</tr>
</thead>
<tbody>
<tr>
<td>10</td>
<td>Central city, regional and town centers, main streets, industrial areas</td>
</tr>
<tr>
<td>7</td>
<td>Corridors and employment areas</td>
</tr>
<tr>
<td>3</td>
<td>Inner and outer neighborhoods</td>
</tr>
</tbody>
</table>

Level of Community Focus (20 points) See Attachment C

**GOAL: Cost Effectiveness (15 points)**

Total project cost divided by ridership usage points

<table>
<thead>
<tr>
<th>Points</th>
<th>Cost Category</th>
</tr>
</thead>
<tbody>
<tr>
<td>15</td>
<td>Low cost</td>
</tr>
<tr>
<td>8</td>
<td>Medium cost</td>
</tr>
<tr>
<td>3</td>
<td>High cost</td>
</tr>
</tbody>
</table>

**Special notes and instructions for bike projects:**

1. Provide specific alignment information for the entire project to facilitate ridership calculation.
2. Direct any questions to Bill Barber at (503) 797-1758 or barberb@metrodistor.us.
## Boulevard Technical Evaluation Criteria

### GOAL: Reduce motor vehicle speeds (10 points)

Implement design elements that will help to reduce automobile speeds\(^1\) along boulevard segments, with a goal of reducing speeds to 25 miles per hour, or less. (10 points)

<table>
<thead>
<tr>
<th>Points</th>
<th>10</th>
<th>High – 5 or more design elements</th>
</tr>
</thead>
<tbody>
<tr>
<td>7</td>
<td>Medium – 4 design elements</td>
<td></td>
</tr>
<tr>
<td>5</td>
<td>Low – 3 design elements</td>
<td></td>
</tr>
<tr>
<td>3</td>
<td>2 or fewer design elements</td>
<td></td>
</tr>
</tbody>
</table>

### GOAL: Enhance walking, biking and use of transit (15 points)

Does project achieve optimum sidewalk width of at least 10 feet? (5 points)

*Note: Candidate projects that are constrained by narrow right-of-way may obtain full 5 points upon demonstration that all practical means are employed to maximize sidewalk width including: narrowing travel lanes an center median, elimination of on-street parking on one or both sides of street and transfer of bike facilities to parallel facility. Credit for transfer of bike lanes to a parallel facility may only occur if the parallel facility is in reasonable proximity and is included in the jurisdictions transportation system plan with bike preferential treatments and improvements.*

Does project include design elements that enhance walking, biking and use of transit\(^2\)? (10 points)

<table>
<thead>
<tr>
<th>Points</th>
<th>10</th>
<th>5 or more design elements</th>
</tr>
</thead>
<tbody>
<tr>
<td>7</td>
<td>4 design elements</td>
<td></td>
</tr>
<tr>
<td>5</td>
<td>3 design elements</td>
<td></td>
</tr>
<tr>
<td>3</td>
<td>1 to 2 design elements</td>
<td></td>
</tr>
<tr>
<td>0</td>
<td>No design elements</td>
<td></td>
</tr>
</tbody>
</table>

### GOAL: Implement proven green street elements (10 bonus points)

- Project includes planting of street trees consistent with the Trees for Green Streets handbook; see page 17 for tree species and page 56 for planting area dimensions. (5 points)

- Project includes any of the Green Street design elements described in Section 5.3 of the Green Streets handbook. (5 points)

---

\(^1\) Design elements that reduce automobile speeds include narrowed travel lanes, remove travel lanes, on-street parking, reduced turn radii, marked pedestrian crossings, new pedestrian refuges, street trees, curb extensions and signal timing.

\(^2\) Design elements that enhance alternative modes include transit amenities, landscaped buffer, curb extensions, raised pedestrian refuge median, increased pedestrian crossings (including mid-block crossings), bike lanes (on or parallel street), removing obstructions from the primary pedestrian-way and street amenities such as benches, pedestrian scale lighting, public art, etc.
### Boulevard Technical Evaluation Criteria (continued)

**GOAL: Improve Safety (20 points)**

Does project remove hazards to walking, biking and use of transit? (10 points)

<table>
<thead>
<tr>
<th>Points</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>10</td>
<td>5 or more elements</td>
</tr>
<tr>
<td>7</td>
<td>4 elements</td>
</tr>
<tr>
<td>5</td>
<td>3 elements</td>
</tr>
<tr>
<td>3</td>
<td>1 to 2 elements</td>
</tr>
<tr>
<td>0</td>
<td>No elements</td>
</tr>
</tbody>
</table>

Project is located on a transit corridor (4 points)  
Project is located on regional bicycle system (3 points)  
Project is located within 1/4-mile of a school, civic complex or cultural facility (3 points)

**GOAL: Addresses 2040 Land Use Objectives (40 points)**

2040 Land Use Designation; Project is located in: (5 points)

<table>
<thead>
<tr>
<th>Points</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>5</td>
<td>Central city, regional centers</td>
</tr>
<tr>
<td>3</td>
<td>Town centers, main streets, station communities</td>
</tr>
<tr>
<td>0</td>
<td>All other areas</td>
</tr>
</tbody>
</table>

Direct access to or circulation within the 2040 priority land use area. (10 points)

<table>
<thead>
<tr>
<th>Points</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>10</td>
<td>High (percent of trips to and from priority land use areas greater or equal to 40 percent)</td>
</tr>
<tr>
<td>8</td>
<td>Medium (25-39 percent of trips to and from priority land uses)</td>
</tr>
<tr>
<td>4</td>
<td>Low (10-24 percent of trips to and from priority land uses)</td>
</tr>
<tr>
<td>0</td>
<td>(percent of trips to and from priority land use less than 10 percent)</td>
</tr>
</tbody>
</table>

Note: percent of trips to and from Tier 2 land uses (town centers, main streets and station communities) was dropped because they are now included in “priority 2040 land uses.”

Regional Street design hierarchy (5 Points)

<table>
<thead>
<tr>
<th>Points</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>5</td>
<td>Located in a boulevard designation</td>
</tr>
<tr>
<td>2</td>
<td>Located in a street designation</td>
</tr>
<tr>
<td>0</td>
<td>Located outside of above areas</td>
</tr>
</tbody>
</table>

Level of Community Focus (20 points) – see Attachment C

<table>
<thead>
<tr>
<th>Points</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>20</td>
<td>High</td>
</tr>
<tr>
<td>10</td>
<td>Medium</td>
</tr>
<tr>
<td>0</td>
<td>Low</td>
</tr>
</tbody>
</table>

---

1 Project includes actions to correct the following safety elements: five travel lanes, 12-foot lane widths or greater, travel speeds greater than 40 mph, lack of pedestrian refuge, more than 330 feet between marked pedestrian crossings, poor vertical delineation of pedestrian-way (e.g., no curb, intermittent curb, numerous driveways, substandard width, utilities) and high incidence of pedestrian and bicycle injuries.
GOAL: Cost-Effectiveness Criteria (15 points)

Implement maximum feasible, highest priority boulevard design elements at lowest cost.

<table>
<thead>
<tr>
<th>Points</th>
<th>Low cost/effectiveness</th>
</tr>
</thead>
<tbody>
<tr>
<td>15</td>
<td></td>
</tr>
<tr>
<td>8</td>
<td>Medium cost/effectiveness</td>
</tr>
<tr>
<td>0</td>
<td>High cost/effectiveness</td>
</tr>
</tbody>
</table>

Note: Cost effectiveness = Total project cost is divided by use factor points (reduce motor vehicle speeds + enhance alternative mode travel)

Special notes and instructions for boulevard projects:
1. Under grounding of utilities is not eligible for federal reimbursement nor may such costs be counted as local contribution toward matching fund requirements.
2. Fill out and submit boulevard project checklist in Attachment D as part of project application.
3. Direct any questions to Kim Ellis at (503) 797-1617 or ellisk@metro.dst or us.
**Freight Technical Evaluation Criteria**

<table>
<thead>
<tr>
<th>GOAL: Addresses 2040 Land Use Objectives (40 points)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Improvement of freight access to or within an industrial area or to an inter-modal facility via rail or road (High, Medium, Low – 10 points)</td>
</tr>
<tr>
<td>Ability of the project to leverage and retain economic development and traded sector employment; traded sector employment in year 2020 in area of project effect (High, Medium, Low – 10 points)</td>
</tr>
<tr>
<td>Readiness of industrial area or inter-modal facility to develop or to retain existing development</td>
</tr>
<tr>
<td>Local/regional jurisdiction protection of industrial area or inter-modal facility beyond Title 4 requirements (High, Medium, Low – 5 points)</td>
</tr>
<tr>
<td>Removal of a barrier on a Tier B or D industrial parcel within the UGB that elevates the parcel to Tier A (Y/N – 5 points)</td>
</tr>
<tr>
<td>Reduction of truck freight out-of-direction travel</td>
</tr>
<tr>
<td>• Reduction in freight VMT (High, Medium, Low – 5 points)</td>
</tr>
<tr>
<td>• Reduction in through freight traffic in mixed use areas or neighborhoods (Y/N – 5 points)</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>GOAL: Supports the region’s ability to attract or retain industrial business overall (first-order economic benefits)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Reduction in regional and local freight travel time (High, Medium, Low – 5 points each)</td>
</tr>
<tr>
<td>Improves opportunities for job retention and growth and economic development (High, Medium, Low – 10 points)</td>
</tr>
<tr>
<td>Qualitative description that may reference Regional Land Study, the Metro Policy Advisory Committee Jobs Subcommittee jobs memo, traded sector, high tech and warehouse/distribution jobs.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>GOAL: Cost effectiveness (20 points)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Hours of reduction in regional and local freight travel time versus project cost (High, Medium, Low – 10 points each)</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>GOAL: Safety (High, Medium, Low – 20 points)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Project improves safety, reviewing factors such as:</td>
</tr>
<tr>
<td>• Truck movement geometry</td>
</tr>
<tr>
<td>• Reduction in potential for freight conflicts with non-freight modes</td>
</tr>
<tr>
<td>• Accident rates at the location</td>
</tr>
<tr>
<td>• Site distance improvements</td>
</tr>
<tr>
<td>• Other relevant factors identified by the applicant</td>
</tr>
</tbody>
</table>

**Special notes and instructions for freight projects:**

1. Metro will determine the area of effect of a freight project and will collaborate with Portland State University to determine the traded sector relationship of freight projects.
2. Direct any questions to John Gray at (503) 797-1730 or grayj@metrotrot.org.
Green Street Demonstration: Retrofit Project Technical Evaluation Criteria

Note. Performance monitoring plan that includes before and after measurements of storm water runoff quantity and quality is required for allocation of regional flexible funds to this project category.

**GOAL: Addresses 2040 Land Use Objectives (10 points)**

2040 Land Use Designation (10 points)

<table>
<thead>
<tr>
<th>Points</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>10</td>
<td>Central city, regional centers, industrial areas, town centers</td>
</tr>
<tr>
<td>7</td>
<td>Main streets, station communities</td>
</tr>
<tr>
<td>3</td>
<td>Corridors</td>
</tr>
<tr>
<td>0</td>
<td>All other areas</td>
</tr>
</tbody>
</table>

**GOAL: Effective removal of stormwater runoff from piped system and infiltration of stormwater near source of runoff. (60 points)**

Size of project area (10 points)

<table>
<thead>
<tr>
<th>Points</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>10</td>
<td>High</td>
</tr>
<tr>
<td>7</td>
<td>Medium</td>
</tr>
<tr>
<td>3</td>
<td>Low</td>
</tr>
</tbody>
</table>

Design Elements (50 points)
- Preserving existing large trees and/or planting trees consistent with recommendations of Trees for Green Streets handbook (10 points)
- Removal of impervious surface area (High = 10 points, Medium = 7 points, Low = 3 points)
- Sidewalks and/or low traffic areas constructed with pervious material (10 points)
- Curb options consistent with handbook options (10 points)
- Use of Infiltration and/or detention devices (swale, filter strip, infiltration trench, linear detention basin, street tree well, engineered products) (10 points)

**GOAL: Cost effectiveness (30 points)**

Amount of project area that is infiltrated versus project cost (High, Medium, Low – 30 points)

**Special notes and instructions for green street demonstration projects:**
1. Performance monitoring plan that includes before and after measurements of storm water runoff quantity and quality is required for allocation of regional flexible funds to this project category.
2. Fill out and submit Green Street project checklist in Attachment E as part of project application.
3. Direct any questions to Ted Leybold at (503) 797-1759 or leyboldt@metro.dst.or.us
Green Street Demonstration: New Construction Technical Evaluation Criteria

Note: Performance monitoring plan that includes before and after measurements of storm water runoff quantity and quality is required for allocation of regional flexible funds to this project category.

**GOAL: Addresses 2040 Land Use Objectives (10 points)**

<table>
<thead>
<tr>
<th>2040 Land Use Designation</th>
<th>Points</th>
</tr>
</thead>
<tbody>
<tr>
<td>Central city, regional centers, industrial areas, town centers</td>
<td>10</td>
</tr>
<tr>
<td>Main streets, station communities</td>
<td>7</td>
</tr>
<tr>
<td>Corridors</td>
<td>3</td>
</tr>
<tr>
<td>All other areas</td>
<td>0</td>
</tr>
</tbody>
</table>

**GOAL: Effective removal of storm water runoff from piped system and infiltration of storm water near source of runoff. (60 points)**

Size of project area (High, Medium, Low – 10 points)

Design Elements (50 points)

- Protect and restore existing habitat and native vegetation and soils. Including stream crossing designs of:
  - Number and location consistent with Green Street handbook guidelines
  - Bridge structures for crossings of hydraulic openings of 15 feet or greater
  - Stream simulation culvert designs for culvert crossings (10 points)
- Planting trees consistent with recommendations of Trees for Green Streets handbook (5 points)
- "Pipeless" local streets (10 points)
- Sidewalks and/or low traffic areas constructed with pervious material (5 points)
- Curb options consistent with handbook options (10 points)
- Use of Infiltration (where soils are conducive) and/or detention devices (swales, filter strip, infiltration trench, linear detention basin, street tree wells, engineered products) (10 points)

**GOAL: Cost effectiveness (30 points)**

Amount of project area that is infiltrated versus project cost (High, Medium, Low – 30 points)

**Special notes and instructions for green street demonstration projects:**

1. Performance monitoring plan that includes before and after measurements of storm water runoff quantity and quality is required for allocation of regional flexible funds to this project category.
2. Fill out and submit Green Street project checklist in Attachment E as part of project application.
3. Direct any questions to Ted Leybold (503) 797-1759 or leyboldt@metro.dstate.or.us.
Green Street Demonstration: Culvert Project Technical Evaluation Criteria

Note: Culvert must be on regional inventory of culverts on regional facilities identified as inhibiting fish passage. A geomorphology analysis is required as part of preliminary engineering of the project to prevent negative impacts. Design solution should be consistent with Green Street handbook design guidance. Multiple culvert projects on the same stream system may be rated as one project to maximize overall benefit to the stream system.

GOAL: Effectiveness (70 points)

Type of fish passage solution (20 points)
- Fish barrier replaced or retrofitted with:
  - Points
  - 20 Bridge structure over natural hydraulic area
  - 13 Stream simulation culvert
  - 5 Repair of fish ladder, jump pools, etc.

Amount of upstream habitat (stream miles) with improved fish passage (25 points)
- Points
  - 25 High
  - 15 Medium
  - 5 Low

Quality of habitat at fish barrier passage (10 points)
- Points
  - 10 High
  - 7 Medium
  - 3 Low

Presence of downstream fish barriers (15 points)
- Points
  - 15 None
  - 10 One
  - 5 Two
  - 0 Three or more

GOAL: Cost effectiveness (30 points)

Amount of habitat (stream miles) with new or improved fish access versus project cost (30 points)

Special notes and instructions for green street culvert demonstration projects:
1. Culvert must be on regional inventory of culverts on regional facilities identified as inhibiting fish passage.
2. A geomorphology analysis is required as part of preliminary engineering of the project to prevent negative impacts of erosion or headcutting.
3. Design solution should be consistent with Green Street handbook design guidance.
4. Multiple culvert projects on the same stream system may be rated as one project to maximize overall benefit to the stream system.
5. Fill out and submit Green Street project checklist in Attachment E as part of project application.
6. Direct any questions to Ted Leybold at (503) 797-1759 or leyboldt@metro.dst.or.us.
<table>
<thead>
<tr>
<th>Pedestrian Technical Evaluation Criteria</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>GOAL: Encourage Walking (25 points)</strong></td>
</tr>
<tr>
<td>Project will encourage walking as a form of travel. The following elements will be considered in determining the projected increase in pedestrian mode share, consistent with 2040 modal targets:</td>
</tr>
<tr>
<td>Project is located in an area with a high potential for pedestrian activity. (15 points)</td>
</tr>
<tr>
<td>Points</td>
</tr>
<tr>
<td>15 Most potential (within a Pedestrian district)(^1)</td>
</tr>
<tr>
<td>10 Moderate potential (along a Transit/mixed use corridor(^2) within a 1/4-mile of a major transit stop, school, civic complex or cultural facility)</td>
</tr>
<tr>
<td>5 Less potential (along a Transit/mixed-use corridor location not specified above)</td>
</tr>
<tr>
<td>0 Least potential (other areas)</td>
</tr>
<tr>
<td>Project will correct a deficiency or significantly enhance the pedestrian system in the area such that new pedestrian trips will be generated. (10 points)</td>
</tr>
<tr>
<td>Points</td>
</tr>
<tr>
<td>5 Completes missing sidewalk link</td>
</tr>
<tr>
<td>5 Removes pedestrian obstacles(^3)</td>
</tr>
<tr>
<td><strong>GOAL: Improve Safety (20 points)</strong></td>
</tr>
<tr>
<td>Project corrects a safety problem. Very wide roads with fast moving traffic make crossing difficult and dangerous. Factors such as high number of collisions involving pedestrians, traffic volume, posted speed greater than 30 mph, number of travel lanes, road width, complexity of traffic environment(^4) and existence of sidewalks will be considered in determining critical safety problems.</td>
</tr>
<tr>
<td>Project addresses a documented safety problem. (10 points)</td>
</tr>
<tr>
<td>Points</td>
</tr>
<tr>
<td>10 High</td>
</tr>
<tr>
<td>7 Medium</td>
</tr>
<tr>
<td>3 Low</td>
</tr>
<tr>
<td>Project location includes factors that deter walking.(^5) (10 points)</td>
</tr>
<tr>
<td>Points</td>
</tr>
<tr>
<td>10 5 or more factors exist</td>
</tr>
<tr>
<td>7 3-4 factors exist</td>
</tr>
<tr>
<td>3 less than 3 factors exist</td>
</tr>
</tbody>
</table>

---

\(^1\) and \(^2\) Refer to Figure 1.19 in the Regional Transportation Plan, which designates pedestrian districts and transit/mixed-use corridors.

\(^3\) Obstacles include missing curb ramps, >330' spacing between pedestrian crossing and lack of pedestrian refuges.

\(^4\) Complexity of traffic environment refers to number of driveways and turning movements in project area.

\(^5\) Factors that impact walking safety include: travel speeds greater than 30 mph, lack of landscaped pedestrian buffer, curb-to-curb widths greater than 70 feet, more than 20,000 ADT, more than 2 travel lanes, complex traffic environment, lack of sidewalks, poor pedestrian way delineation and lack of marked pedestrian crossings.
## Pedestrian Technical Evaluation Criteria (continued)

**GOAL: Addresses 2040 Land Use Objectives (40 points)**

### 2040 Land Use (10 points)

<table>
<thead>
<tr>
<th>Points</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>10</td>
<td>Central city, regional centers</td>
</tr>
<tr>
<td>7</td>
<td>Town centers, main streets, station communities</td>
</tr>
<tr>
<td>3</td>
<td>All other areas</td>
</tr>
</tbody>
</table>

### Direct access to or circulation within the 2040 priority land uses (10 points)

<table>
<thead>
<tr>
<th>Points</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>10</td>
<td>High (project is located within or connects directly to priority land uses)</td>
</tr>
<tr>
<td>7</td>
<td>Medium</td>
</tr>
<tr>
<td>3</td>
<td>Low</td>
</tr>
</tbody>
</table>

### Level of community focus – see Attachment C (20 points)

**GOAL: Provide Mobility at Reasonable Cost (15 points)**

<table>
<thead>
<tr>
<th>Points</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>15</td>
<td>Low Cost/increase pedestrian mode share</td>
</tr>
<tr>
<td>10</td>
<td>Moderate Cost/increase pedestrian mode share</td>
</tr>
<tr>
<td>5</td>
<td>High Cost/increase pedestrian mode share</td>
</tr>
</tbody>
</table>

Note: Cost effectiveness = Total project cost is divided by use factor points (increase pedestrian mode share)

### Special notes and instructions for pedestrian projects

1. Fill out and submit pedestrian project checklist in Attachment F as part of project application to indicate obstacles and safety factors that will be addressed by the candidate project.
2. Direct any questions to Kim Ellis at (503) 797-1617 or ellisk@metro.gov.
### Roadway Capacity Technical Evaluation Criteria

**GOAL: Reduce Congestion (25 points)**  
(Project derives from Congestion Management System, consistent with 2020 per capita VMT targets)

<table>
<thead>
<tr>
<th>1998 V/C Ratio (pm peak hour &amp; direction)</th>
<th>2020 V/C Ratio (pm peak hour &amp; direction)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Points</td>
<td>Points</td>
</tr>
<tr>
<td>15 &gt;1.0</td>
<td>10 &gt;1.0</td>
</tr>
<tr>
<td>10 &gt;0.9</td>
<td>7 &gt;0.9</td>
</tr>
<tr>
<td>5 &lt;0.9</td>
<td>3 &lt;0.9</td>
</tr>
</tbody>
</table>

**GOAL: Implement Proven Green Street Elements (10 bonus points)**

- Project includes planting of street trees consistent with the Trees for Green Streets handbook; see page 17 for tree species and page 56 for planting area dimensions. (5 points)
- Project includes any of the Green Street design elements described in Section 5.3 of the Green Streets handbook. (5 points)

**GOAL: Enhance Safety (20 points)**

A panel of transportation professionals will rank projects based on a description of safety issues, including:

- Accident rate per vehicle mile (use ODOT Accident Rate Book); per vehicle for intersections.
- Sight line distance improvements.
- Vehicle channelization (turn pockets – new or replacing free left turn lane, refined vehicle lane definition at intersections, etc.).
- Design elements to reduce speeds where speed is an identified safety issue and existing speeds are higher than appropriate for the street’s functional classification.
- New pedestrian and/or bicycle facilities added where no or substandard facilities previously existed.
- Other relevant factors as identified by the applicant.

<table>
<thead>
<tr>
<th>Points</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>20</td>
<td>High</td>
</tr>
<tr>
<td>10</td>
<td>Medium</td>
</tr>
<tr>
<td>0</td>
<td>Low</td>
</tr>
</tbody>
</table>

**GOAL: Addresses 2040 Land Use Objectives (40 points)**

Is a high proportion of travel on the project link seeking access to/from?

- Priority 2040 land-use areas: High = 10 points, Medium = 7 points, Low = 5 points
- Secondary 2040 land-use areas: High = 7 points, Medium = 5 points, Low = 3 points
- Other 2040 land-use areas: High = 3 points, Medium = 0 points, Low = 0 points

Is a high number of vehicles on the project link seeking access to/from?

- Priority 2040 land-use areas: High = 10 points, Medium = 7 points, Low = 5 points
- Secondary 2040 land-use areas: High = 7 points, Medium = 5 points, Low = 3 points
- Other 2040 land-use areas: High = 3 points, Medium = 0 points, Low = 0 points

**Level of Community Focus (20 points) See Attachment C**

Transportation Priorities 2004-07 Program
Application Packet 20
**GoAL: Provide Mobility at a Reasonable Cost (15 points)**

Cost per vehicle hour of delay (VHD) eliminated in 2020: \( VHD = 2020 \text{ No-Build VHD} - \text{Build VHD} \)

<table>
<thead>
<tr>
<th>Points</th>
<th>Category</th>
</tr>
</thead>
<tbody>
<tr>
<td>15</td>
<td>Top 1/3</td>
</tr>
<tr>
<td>10</td>
<td>Mid 1/3</td>
</tr>
<tr>
<td>5</td>
<td>Low 1/3</td>
</tr>
</tbody>
</table>

**Special notes and instructions for roadway capacity projects:**
1. Mainline freeway right-of-way or construction projects are not eligible for regional flexible funds.
2. Direct any questions to Terry Whisler at (503) 797-1747 or whislert@metro.dst.or.us.
## Roadway Reconstruction Technical Evaluation Criteria

**GOAL:** Project brings facility to current urban design standard or provides long-term maintenance (25 points)

<table>
<thead>
<tr>
<th>Condition</th>
<th>Points</th>
<th>2002</th>
<th>2012</th>
</tr>
</thead>
<tbody>
<tr>
<td>from ODOT</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>2002 Condition</th>
<th>Points</th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>pavement base, etc.</td>
<td>15</td>
<td>Fair</td>
<td>0</td>
</tr>
<tr>
<td></td>
<td>10</td>
<td>Poor</td>
<td>5</td>
</tr>
<tr>
<td></td>
<td>5</td>
<td>Very Poor</td>
<td>10</td>
</tr>
</tbody>
</table>

OR

<table>
<thead>
<tr>
<th>2002 Condition</th>
<th>Points</th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>from ODOT</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Points</th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>5</td>
<td>Fair</td>
<td>0</td>
</tr>
<tr>
<td>3</td>
<td>Poor</td>
<td>5</td>
</tr>
<tr>
<td>1</td>
<td>Very Poor</td>
<td>3</td>
</tr>
</tbody>
</table>

Project adds urban design elements where current elements do not exist or are substandard.

- Sidewalks (3 points)
- Pedestrian crossing and/or transit stop improvements (3 points)
- Bike facilities (3 points)
- Storm water facilities (3 points)
- Lighting (3 points)

**GOAL:** Implement Proven Green Street Elements (10 bonus points)

- Project includes planting or preserving street trees consistent with the Trees for Green Streets handbook; see page 17 for tree species and page 56 for planting area dimensions. (5 points)
- Project includes any of the Green Street design elements described in Section 5.3 of the Green Streets handbook. (5 points)

**GOAL:** Enhance Safety (20 points)

A panel of transportation professionals will rank projects based on a description of safety issues, including:

- Accident Rate per Vehicle Mile (Use ODOT Accident Rate Book); per vehicle for intersections.
- Sight line distance improvements.
- Vehicle channelization (turn pockets – new or replacing free left turn lane, refined vehicle lane definition at intersections, etc.).
- Design elements to reduce speeds where speed is an identified safety issue and existing speeds are higher than appropriate for the street’s functional classification.
- New pedestrian and/or bicycle facilities added where no or substandard facilities previously existed.
- Other relevant factors as identified by the applicant.

<table>
<thead>
<tr>
<th>Points</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>20</td>
<td>High</td>
</tr>
<tr>
<td>10</td>
<td>Medium</td>
</tr>
<tr>
<td>0</td>
<td>Low</td>
</tr>
</tbody>
</table>
Roadway Reconstruction Technical Evaluation Criteria (continued)

GOAL: Addresses 2040 Land Use Objectives (40 points)

Is a high proportion of travel on the project link seeking access to/from:

Priority 2040 land use areas: High = 10 points, Medium = 7 points, Low = 5 points
Secondary 2040 land use areas: High = 7 points, Medium = 5 points, Low = 3 points
Other 2040 land use areas: High = 3 points, Medium = 0 points, Low = 0 points

Is a high number of vehicles on the project link seeking access to/from:

Priority 2040 land use areas: High = 10 points, Medium = 7 points, Low = 5 points
Secondary 2040 land use areas: High = 7 points, Medium = 5 points, Low = 3 points
Other 2040 land use areas: High = 3 points, Medium = 0 points, Low = 0 points

Level of Community Focus (20 points) See Attachment C

GOAL: Provide Mobility at Reasonable Cost (15 points)

Cost per year 2020 vehicle miles traveled (VMT) (or VT at interchanges & intersections)

<table>
<thead>
<tr>
<th>Intersection/Interchanges</th>
<th>Interstate Projects</th>
<th>Link Improvement</th>
</tr>
</thead>
<tbody>
<tr>
<td>Points</td>
<td>Points</td>
<td>Points</td>
</tr>
<tr>
<td>15 &lt; $.51 per vehicle</td>
<td>15 &lt; $.51 per vehicle</td>
<td>15 &lt; $.33/VMT</td>
</tr>
<tr>
<td>8 $.51-.99 per vehicle</td>
<td>8 $.51-.99 per vehicle</td>
<td>8 $.24-.99 VMT</td>
</tr>
<tr>
<td>0 &gt;$1.00 per vehicle</td>
<td>0 &gt;$1.00 per vehicle</td>
<td>0 &gt;$.99/VMT</td>
</tr>
</tbody>
</table>

Special notes and instructions for roadway reconstruction projects:
1. Costs per year ranges will be updated to reflect current costs or points may be assigned for low medium and high cost.
2. Direct any questions to Terry Whisler at (503) 797-1747 or whisler@metro.dst.orbs.

Transportation Priorities 2004-07 Program
Application Packet 23
**Transportation Demand Management (TDM) Regional Core Program**

TDM and TMA programs requiring staffing would be classified as "Planning Projects" for the purposes of the Transportation Priorities solicitation. These components of the Regional TDM Program include the "core" TDM program at Metro and Tri-Met, new TMA start-ups, and the Wilsonville / SMART TDM Program.

TDM programs such as Region 2040 Initiatives (which includes the web-based rideshare project, etc.) and TMA Assistance (new and innovative projects/programs) that are more project-oriented will be ranked by the TDM subcommittee and submitted to TPAC. Refer to the technical project selection criteria below titled "TDM Program: TMA Assistance and Region 2040 Initiatives" for more specific detail.

**TDM Program: TMA Assistance and Region 2040 Initiatives**

TDM programs such as Region 2040 Initiatives (which includes the web-based rideshare project, etc.) and TMA Assistance (new and innovative projects/programs) that are project-oriented will be ranked by the TDM subcommittee and submitted to TPAC as part of the total Regional TDM Program. These programs are currently administered by Tri-Met.

**GOAL: Increase Alternative (Non-SOV auto) Modal Share (35 points)**

Mode share increase for transit, bike, walk, shared-ride, telecommute or elimination of trip.

<table>
<thead>
<tr>
<th>Points</th>
<th>High</th>
<th>Medium</th>
<th>Low</th>
</tr>
</thead>
<tbody>
<tr>
<td>35</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>20</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>5</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**GOAL: Addresses 2040 Land Use Objectives (40 points)**

Region 2040 Land Use Designation (10 points)

<table>
<thead>
<tr>
<th>Points</th>
<th>Central city, regional and town centers, main streets, industrial areas</th>
<th>Corridors and employment areas</th>
<th>Inner and outer neighborhoods</th>
</tr>
</thead>
<tbody>
<tr>
<td>10</td>
<td></td>
<td>7</td>
<td>3</td>
</tr>
</tbody>
</table>

Number of employers and employees served by project/program (10 points)

<table>
<thead>
<tr>
<th>Points</th>
<th>High</th>
<th>Medium</th>
<th>Low</th>
</tr>
</thead>
<tbody>
<tr>
<td>10</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>7</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>3</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Level of Community Focus (20 points) See Attachment C.

**GOAL: Cost Effectiveness (25 points)**

Total project cost divided by alternative modal share increase points

<table>
<thead>
<tr>
<th>Points</th>
<th>Low cost</th>
<th>Medium cost</th>
<th>High cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>25</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>10</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>5</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**Special notes and instructions for TDM projects:**

1. Direct any questions to Bill Barber at (503) 797-1758 or barberb@metro.dst.or.us.
**GOAL: Increase Mode Share (25 points)**

Will the TOD project increase the number of transit, bike and walk trips over the number that would be expected from a development that did not include these public funds for the TOD project?

<table>
<thead>
<tr>
<th>Points</th>
<th>Criteria</th>
</tr>
</thead>
<tbody>
<tr>
<td>25</td>
<td>High - 50 percent or greater increase in non-auto trips</td>
</tr>
<tr>
<td>13</td>
<td>Medium - 25 percent or greater increase in non-auto trips</td>
</tr>
<tr>
<td>0</td>
<td>Low - less than 25 percent increase in non-auto trips</td>
</tr>
</tbody>
</table>

**GOAL: Density Criteria (20 points)**

How much does the TOD project increase the density of residential units and/or employment on the project site above the level that would result without these public funds?

<table>
<thead>
<tr>
<th>Points</th>
<th>Criteria</th>
</tr>
</thead>
<tbody>
<tr>
<td>20</td>
<td>High - 50 percent or greater increase in persons per acre</td>
</tr>
<tr>
<td>10</td>
<td>Medium - 25 percent or greater increase in persons per acre</td>
</tr>
<tr>
<td>0</td>
<td>Low - less than 25 percent increase in persons per acre</td>
</tr>
</tbody>
</table>

**GOAL: 2040 Criteria (40 points)**

Is the project located in a priority 2040 land-use area (10 points)?

<table>
<thead>
<tr>
<th>Points</th>
<th>Category</th>
</tr>
</thead>
<tbody>
<tr>
<td>10</td>
<td>Central city or regional center</td>
</tr>
<tr>
<td>5</td>
<td>Town center, main street or station community</td>
</tr>
<tr>
<td>2</td>
<td>Corridor</td>
</tr>
<tr>
<td>0</td>
<td>Other</td>
</tr>
</tbody>
</table>

Is the project located in an area projected in the 2040 Growth Concept to have a large increase of mixed-use development between 1996 and 2020 (10 points)?

<table>
<thead>
<tr>
<th>Points</th>
<th>Change</th>
</tr>
</thead>
<tbody>
<tr>
<td>10</td>
<td>High change</td>
</tr>
<tr>
<td>5</td>
<td>Medium change</td>
</tr>
<tr>
<td>0</td>
<td>Low change</td>
</tr>
</tbody>
</table>

**Level of Community Focus (See Attachment C) (20 points)**

**GOAL: Cost-Effectiveness Criteria (15 points)**

Cost per VMT reduced

<table>
<thead>
<tr>
<th>Points</th>
<th>Cost Efficiency</th>
</tr>
</thead>
<tbody>
<tr>
<td>15</td>
<td>Low cost/VMT reduced</td>
</tr>
<tr>
<td>8</td>
<td>Medium cost/VMT reduced</td>
</tr>
<tr>
<td>0</td>
<td>High cost/VMT reduced</td>
</tr>
</tbody>
</table>

**Special notes and instructions for TOD projects:**

1. Direct any questions to Marc Guichard at (503) 797-1944 or guichardm@metro.us
Transit: Start-up Service Technical Evaluation Criteria

Note: Applicant must demonstrate the ability and a commitment to continue new service after the expiration of application funding to be eligible for allocation of regional flexible funds.

**GOAL: Increase Ridership (35 points)**

<table>
<thead>
<tr>
<th>New Boardings per vehicle revenue hour</th>
<th>Points</th>
</tr>
</thead>
<tbody>
<tr>
<td>High</td>
<td>35</td>
</tr>
<tr>
<td>Medium</td>
<td>20</td>
</tr>
<tr>
<td>Low</td>
<td>5</td>
</tr>
</tbody>
</table>

**GOAL: Address 2040 Land Use Objectives (40 points)**

- Access to Centers, Central City, Regional and Town centers (10 points)
- Number of centers served
- Access to Mixed-Use development (10 points)
  - Forecast value of mixed-use index (High = 5, Medium = 3, Low = 1)
  - Growth in forecast mixed-use index from current value (High = 5, Medium = 3, Low = 1)
- Level of Community Focus: See Attachment C (20 points)

**GOAL: Provide Cost Effective Improvements (25 points)**

<table>
<thead>
<tr>
<th>Cost/New Boarding</th>
<th>Points</th>
</tr>
</thead>
<tbody>
<tr>
<td>Low</td>
<td>25</td>
</tr>
<tr>
<td>Medium</td>
<td>15</td>
</tr>
<tr>
<td>High</td>
<td>5</td>
</tr>
</tbody>
</table>

Special notes and instructions for transit projects:
1. Direct any questions to Ted Leybold at (503) 797-1759 or leyboldt@metrotod.or.us
<table>
<thead>
<tr>
<th><strong>GOAL: Increase Service Efficiency (20 points)</strong></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Does the project include transit preferential and stop spacing treatments that reduce travel time and increase schedule reliability? Transit service hours saved.</td>
<td></td>
</tr>
<tr>
<td><strong>Points</strong></td>
<td></td>
</tr>
<tr>
<td>20</td>
<td>High transit service hours saved</td>
</tr>
<tr>
<td>13</td>
<td>Medium transit service hours saved</td>
</tr>
<tr>
<td>5</td>
<td>Low transit service hours saved</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th><strong>GOAL: Improve passenger experience (20 points)</strong></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Does the project include improved passenger amenities such as shelters, benches, pad and sidewalk improvements, real time schedule information and other elements that improve the passenger experience through their entire trip? Maximize the number of passengers served by new amenities.</td>
<td></td>
</tr>
<tr>
<td><strong>Points</strong></td>
<td></td>
</tr>
<tr>
<td>20</td>
<td>High number of riders served by new amenities</td>
</tr>
<tr>
<td>13</td>
<td>Medium number of riders served by new amenities</td>
</tr>
<tr>
<td>5</td>
<td>Low number of riders served by new amenities</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th><strong>GOAL: Address 2040 Land Use Objectives (40 points)</strong></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Project location</td>
<td></td>
</tr>
<tr>
<td><strong>Points</strong></td>
<td></td>
</tr>
<tr>
<td>20</td>
<td>Central City, regional center, industrial area</td>
</tr>
<tr>
<td>13</td>
<td>Town center, main street, station community</td>
</tr>
<tr>
<td>5</td>
<td>Inner and outer neighborhoods, employment area</td>
</tr>
</tbody>
</table>

| Level of Community Focus: See Attachment C (20 points) |  |
**Transit: Capital Technical Evaluation Criteria (continued)**

**GOAL:** Provide Cost Effective and Regionally Coordinated Improvements (20 points)

Cost effective transit improvement (20 points total)

Cost/Service hour saved (10 points)

<table>
<thead>
<tr>
<th>Points</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>10</td>
<td>Low cost per service hour saved</td>
</tr>
<tr>
<td>5</td>
<td>Medium cost per service hour saved</td>
</tr>
<tr>
<td>0</td>
<td>High cost per service hour saved</td>
</tr>
</tbody>
</table>

Cost/Riders served with new amenities (10 points)

<table>
<thead>
<tr>
<th>Points</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>10</td>
<td>Low cost per rider served</td>
</tr>
<tr>
<td>5</td>
<td>Medium cost per rider served</td>
</tr>
<tr>
<td>0</td>
<td>High cost per rider served</td>
</tr>
</tbody>
</table>

*OR*

Coordination with regional, transit agency and local planning efforts (20 points total)

- Project is part of local Capital Improvement Plan with local resource contribution (5 points)
- Project is part of local Transportation System Plan (5 points)
- Project is part of and consistent with description in transit agency capital improvement plan (5 points)
- Project is part of and consistent with the Regional Transportation Plan (5 points)

**Special notes and instructions for transit projects:**

Direct any questions to Ted Leybold at (503) 797-1759 or leyboldt@metro.dst.or.us.
Attachment G

Local jurisdictions/project sponsors must complete this checklist for local transportation plans and programs from which projects are drawn that are submitted to Metro for regional funding or other action.

If projects are from the same local transportation plan and/or program, only one checklist need be submitted for those projects. For projects not in the local plan and/or program, the local jurisdiction should complete a checklist for each project.

The procedures for local public involvement (See Section 3 of Metro's Local Public Involvement Policy) and this checklist are intended to ensure that the local planning and programming process has provided adequate opportunity for public involvement prior to action by Metro. Project sponsors should keep information (such as that identified in italics) on their public involvement program on file in case of a dispute.

A. Checklist

☐ 1. At the beginning of the transportation plan or program, a public involvement program was developed and applied that met the breadth and scope of the plan/program. Public participation was broad-based, with early and continuing opportunities throughout the plan/program's lifetime.

   *Keep copy of applicable public involvement plan and/or procedures.*

☐ 2. Appropriate interested and affected groups were identified and the list was updated as needed.

   *Maintain list of interested and affected parties.*

☐ 3. Announced the initiation of the plan/program and solicited initial input. If the plan/program's schedule allowed, neighborhood associations, citizen planning organizations and other interest groups were notified 45 calendar days prior to (1) the public meeting or other activity used to kick off public involvement for the plan/program and (2) the initial decision on the scope and alternatives to be studied.

   *Keep descriptions of initial opportunities to involve the public and to announce the project's initiation. Keep descriptions of the tools or strategies used to attract interest and obtain initial input.*

☐ 4. Provided reasonable notification of key decision points and opportunities for public involvement in the planning and programming process. Neighborhood associations, citizen planning organizations and other interest groups were notified as early as possible.

   *Keep examples of how the public was notified of key decision points and public involvement opportunities, including notices and dated examples. For announcements sent by mail, document number of persons/groups on mailing list.*

☐ 5. Provided a forum for timely, accessible input throughout the lifetime of the plan/program.

   *Keep descriptions of opportunities for ongoing public involvement in the plan/program, including citizen advisory committees. For key public meetings, this includes the date, location and attendance.*

METRO
PEOPLE PLACES
OPEN SPACES

600 NE Grand Ave.
Portland, OR 97232-2736
6. Provided opportunity for input in reviewing screening and prioritization criteria.

*Keep descriptions of opportunities for public involvement in reviewing screening and prioritization criteria. For key public meetings, this includes the date, location and attendance. For surveys, this includes the number received.*

7. Provided opportunity for review/comment on staff recommendations.

*Keep descriptions of opportunities for public review of staff recommendations. For key public meetings, this includes the date, location and attendance. For surveys, this includes the number received.*

8. Considered and responded to public comments and questions. As appropriate, the draft documents and/or recommendations were revised based on public input.

*Keep record of comments received and response provided.*

9. Provided adequate notification of final adoption of the plan or program. If the plan or program's schedule allows, the local jurisdiction should notify neighborhood associations, citizen participation organizations and other interest groups 45 calendar days prior to the adoption date. A follow-up notice should be distributed prior to the event to provide more detailed information.

*Keep descriptions of the notifications, including dated examples. For announcements sent by mail, keep descriptions and include number of persons/groups on mailing list.*

10. Provided a review by the governing body of the jurisdiction at a meeting that is open to the public. Submitting the list of projects by adopted resolution will meet this intent.

*Keep a record of the governing body meeting, minutes and any adopted resolutions.*

**B. Summary of Local Public Involvement Process**

Please attach a summary (maximum two pages) of the key elements of the public involvement process for this plan, program or group of projects.

**C. Certification Statement**

______________________________
(project sponsor)

Certifies adherence to the local public involvement procedures developed to enhance public participation.

______________________________
(Signed)

______________________________
(Date)
Metro Transportation Improvement Program 2004-07

MTIP Subcommittee Workshops

Metro Regional Center - Room 370
Thursday, March 6
9:00 to 11:00 A.M.

9:00 Project Overview
- MTIP Review Timeline
- MTIP Evaluation Criteria
- Overview of Applications Submitted
- Overview of Technical Ranking Process

9:30 Technical Ranking Review
- Road Modernization Projects
- Road Reconstruction Projects
- Freight Projects
- Bridge Projects
- Transit Projects

11:00 Adjourn

Metro Regional Center - Room 270
Thursday, March 13
1:30 - 3:30 P.M.

1:30 Technical Ranking Review (con't)
- Boulevard Projects
- Green Street Demonstration Projects
- Bike/Trail Projects
- Pedestrian Projects
- TDM Programs and Projects
- Transit-Oriented Development Projects
- Planning Programs and Projects

3:15 Technical Ranking Wrap-up & Next Steps

3:30 Adjourn
For more information about the Powell Boulevard/Foster Road Corridor Study, call Kristin Hull at (503) 797-1864.

The Powell/Foster Corridor Study is managed by Metro in cooperation with the cities of Gresham and Portland, Multnomah and Clackamas counties, TriMet, the Portland Development Commission and the Oregon Department of Transportation.

For more information about Metro visit [www.metro-region.org](http://www.metro-region.org).

**Powell/Foster Corridor Study**

Foster Road and Powell Boulevard connect the growing communities of North Clackamas County, East Multnomah County, Gresham and Portland. Powell and Foster are congested and, with planned land-use changes, are expected to get worse. Improving roadway, transit, bike and pedestrian connections on Foster and Powell will serve communities along the corridor and help connect neighborhoods throughout the region.

Metro is leading a study to identify needs and develop alternatives for the Powell/Foster Corridor, one of the priorities in the 2000 Regional Transportation Plan (RTP). The study is divided into two planning phases. The first phase, to be complete in June 2003, includes:

- **Step 1**: Review of conditions and needs – complete
- **Step 2**: Define alternatives – under way
- **Step 3**: Evaluate alternatives – spring 2003
- **Step 4**: Refine alternatives – early summer 2003

The alternatives refined in step 4 will be studied further in the project's second planning phase, which will begin after initial Damascus concept planning has been completed.

**STEP 1: REVIEW OF CONDITIONS AND NEEDS**

The corridor includes a diverse set of neighborhoods that range from the compact urban neighborhoods of inner Southeast Portland to the suburban areas that surround Gresham and rural areas in North Clackamas and East Multnomah counties.

**Technical findings**

Metro has worked to understand the condition of the corridor from a technical perspective.

The technical study found that:

- Traffic congestion is a serious problem in the corridor that will likely worsen as Pleasant Valley and Damascus grow.
- Improved transit service, sidewalks and bikeways are needed throughout the corridor, especially in newly developing areas.
- Safety improvements for pedestrians, bicyclists and drivers are needed throughout the corridor.
- Many of the trips on Powell Boulevard are longer regional trips.
- Both Powell Boulevard and Foster Road are congested in some areas and could require widening.
- Additional north-south road and transit capacity are needed to connect newly developing areas in North Clackamas and East Multnomah counties with Gresham and the Columbia Corridor.
“Change is never easy which is why I am pleased to see this study moving forward. I am sympathetic to community concerns over ever increasing traffic and am hopeful that the solutions that evolve will address some of these long-identified needs.”
— Rod Park, Metro District 1

Public opinion
Metro and its partner jurisdictions also engaged in a variety of public outreach strategies to learn about the needs of those who live and work in the corridor. In many cases, the technical analysis and public outreach led to similar conclusions.
- A scientific telephone survey of 300 corridor residents was conducted.
- A self-selected web-based survey with 400 respondents was conducted.
- A group of students from AIM High School in the David Douglas School District surveyed 400 parents during elementary school conferences.
- Stakeholder interviews were held with neighborhood group representatives, advocacy group representatives, business owners, elected officials and other community members.
- Meetings with neighborhood associations and other community groups.

Results of the various surveys and interviews were consistent. Key findings include:
- A perception that traffic is a problem and that it is getting worse.
- Strong support for increasing road capacity, especially by adding new lanes.
- Support for improving transit, bike and pedestrian facilities (sidewalks and crossings).
- Strong support for many types of transit improvements, especially improving existing bus stops. There also was support for additional service including light rail, express buses and north-south bus routes.
- Strong support for widening Powell Boulevard east of I-205 and improving the interchange at Powell and I-205.
- Support for expanding Foster Road, but there were concerns about environmental impacts.
- Support for safety improvements along Foster and other roads that serve Pleasant Valley and Damascus.

STEP 2: DEFINE ALTERNATIVES
For purposes of evaluation, four roadway and two transit alternatives have been developed.

Roadway improvements
One element would include widening Powell Boulevard from I-205 to Gresham and improving the interchange at I-205 and Powell. An alternative to widening Powell would include an access road east of I-205 between Powell and Foster to improve connections to roads parallel to Powell and Foster. It also would include improving north-south routes.

To address traffic, widening Foster by two lanes between 122nd Avenue and Barbara Welch Road or by one lane between 136th Avenue and Jenne Road is under consideration. If only one lane were added, it could function as a reversible lane or a peak directional lane. A peak directional lane would operate in the same direction all the time while a reversible lane would operate in the rush hour direction in the morning and evening.

“The project was a success for everyone involved. Metro was able to find out what kinds of street changes people would like to see. AIM students learned new skills and helped their community. And a large group of people who live and work near Powell Boulevard had a chance to say what the future of their neighborhood should be.”
— AIM High School Student, writing about the AIM survey project
Addition of a peak directional lane or reversible lane is also under study on Jenne Road. An alternative to widening Jenne, would be to build a new road near 174th Avenue.

Butler Road between 190th and Towle Road and Towle between Butler and Eastman Parkway could be widened to four lanes. An alternative could be to add a lane to both Highland and Pleasant View roads. The additional lane would operate in only one direction to help decrease congestion.

Transit improvements
- Rapid bus service on Foster Road to Damascus and on Powell Boulevard to Gresham. It could include intersection improvements and improved shelters and service.
- Increased north-south bus service between Happy Valley, Pleasant Valley, Damascus, Gresham and the Columbia Corridor.

Pedestrian and bike improvements
Pedestrian and bike routes would be addressed by building new sidewalks and bike lanes wherever major roads are improved and filling in gaps. Sections of the Gresham-Fairview, Scouter’s Mountain, East Buttes Powerline and Mt. Scott trails could be built to provide options for pedestrians and cyclists.
“It is crucial that we address traffic issues now to protect our community as it grows. We need to apply the same innovative thinking that created the Pleasant Valley Concept Plan to the Powell/Foster Corridor Study. That is focusing on issues such as environmental protection and livability rather than just a quick fix. It is important for people to get involved in the study early to ensure that it meets our needs as well as the needs of the region.”
— Linda Bauer, Pleasant Valley resident

STEP 3: EVALUATE ALTERNATIVES

During this step, alternatives will be analyzed and tested. Information about the alternatives will be shared with residents and elected officials to help them select the most promising alternatives.

The alternatives will be evaluated against a set of agreed-upon criteria that will help to measure how well each alternative meets study goals. Some of the objectives include:

- support development of regional and town centers
- enhance opportunities to bike, walk and use transit
- improve safety in corridor for drivers, bicyclists, pedestrians and transit users.
- enhance neighborhoods and the environment

To measure the effectiveness of each alternative at meeting the study objectives, a comprehensive list of qualitative and quantitative measures have been developed. The findings related to key measures, such as automobile travel time and transit ridership, will be shared during this study phase.

STEP 4: REFINE ALTERNATIVES

The preferred alternatives will be refined for future studies. During this step, the elements of each alternative may be changed and combined to better meet the needs identified.

OPPORTUNITIES FOR INVOLVEMENT

Public meetings for review of alternatives are being planned. Staff will be attending neighborhood and community group meetings to discuss the alternatives and results. The timeline for the rest of the project includes:

March/April –
- Evaluate the alternatives.
- Meet with neighborhood and community groups.

May –
- Public review of alternatives and findings through workshops and open houses.

June –
- Refine alternatives for future studies

Visit Metro’s web site at www.metro-region.org for up-to-date information or call Kristin Hull at (503) 797-1864.

Metro
People places • open spaces

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

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

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

Metro’s web site: www.metro-region.org
Figure 3.1

Changes (2000 to 2020) In All Day Person Trips Produced in Various Areas and Attracted to Selected Parts of the Study Area
Date: March 3, 2003

To: JPACT and Interested Parties

From: Andy Cotugno
Planning Director

Re: Metro Review of Transportation Enhancements Applications

At the request of the Oregon Department of Transportation, Metro staff and TPAC are in the process of narrowing Metro area project applications to forward to the State Transportation Enhancements (TE) Advisory Committee for funding consideration. The statewide committee is responsible for making a funding recommendation to the Oregon Transportation Commission (OTC) that balances the statewide allocation of approximately $7.5 million.

TPAC will qualitatively screen applications to a top six list in the Metro area based on an assessment of the following:

- MTIP policy focus (centers, industrial areas, concept plan areas)
- Metro's Regional Trails Map, including key segments and system completion
- OTC focus areas for the TE program
- Statewide significance based on the OTC definition.

Applications were due to ODOT on February 7, 2003. After an initial screening, 13 Metro area TE project applications were forwarded by ODOT to Metro staff on February 14, 2003. A list and brief description of the 13 projects is attached. TPAC will help to qualitatively screen applications to a top six list in the Metro area, using the following schedule and process:

February 28: Informational briefing to TPAC by Metro staff
March 3: Metro staff and TPAC citizen members rank the TE projects
March 7: Recommendation from TPAC citizen members and Metro staff mailed to TPAC and Interested Parties, including TE applicants
March 14: TPAC recommendation to State TE Advisory Committee
March/April: State TE Advisory Committee develops tentative selection list

April/May: State to solicit JPACT and Metro Council input on selection list

May 2003: State to finalize statewide project list and incorporate into STIP

Oct. 2003: OTC approves final STIP

In May 2003 a Metro Council resolution will be drafted to support or modify the State recommendation. That resolution will be sent to the OTC for their consideration as they finalize their allocation decision.
Transportation Enhancement Program
Focus Areas for the FY 2004-2007 Funding Cycle

In April 2002 the Oregon Transportation Commission decided that the highest priority for Transportation Enhancement funding in Fiscal Years 2004 through 2007 will go to projects that benefit state highways and state-owned transportation facilities and that fall into one or more of the following project types:

- Bicycle/pedestrian facilities
- Repair and operation of historic transportation buildings
- Landscaping and scenic preservation
- Control of highway-related water pollution
- Main Streets and streetscape projects

Projects that address the following areas will also receive preference in the project selection process:

- Proposals that benefit a rural/distressed community or Special Transportation Area (STA).
- Proposals linked to an upcoming pavement preservation project, mixed-use or compact development, or Community Solutions Team effort.

TE Activities allowed under TEA-21

1. Provision of facilities for pedestrians and bicyclists
2. Provisions of safety and education activities for pedestrians and bicyclists
3. Acquisition of scenic easements and scenic or historic sites
4. Scenic or historic highway programs (including the provision of tourist and welcome center facilities)
5. Landscaping and other scenic beautification
6. Historic preservation
7. Rehabilitation and operation of historic transportation buildings, structures, or facilities (including historic railroad facilities or bicycle trails)
8. Preservation of abandoned railway corridors (including the conversion and use thereof for pedestrian or bicycle trails)
9. Control and removal of outdoor advertising
10. Archaeological planning and research
11. Mitigation to address water pollution due to highway runoff or reduce vehicle-caused wildlife mortality while maintaining habitat connectivity
12. Establishment of transportation museums
**PART 1**

**Section 1: Project Summary and Certification**

**APPLICANT**

Name: CITY OF BEAVERTON  
Address: P.O. BOX 4755 BEAVERTON, OR. 97076  
Contact Person: JANET YOUNG  
Title: ECONOMIC DEVELOPMENT PROG. MGR  
Telephone: 503-526-2456

**CO-APPLICANT:** none

**PROJECT NAME & LOCATION**

BEAVERTON REGIONAL CENTER STREETSCAPE IMPROVEMENTS, WATSON AVENUE BETWEEN CANYON ROAD AND 4TH STREET, BEAVERTON, OR.

**PROJECT DESCRIPTION**

This project will provide pedestrian and bicycle improvements to the segment of SW Watson Ave. between the north side of SW Canyon Road (Hwy 8) and SW 4th Street in downtown Beaverton. Improvements include widening sidewalks, replacing dated street furniture and street lights, installing textured intersections to create safer pedestrian street crossing and enhancing a small pedestrian plaza which highlights the National Historic District in downtown Beaverton.

**LENGTH** (size, amount, etc)

1,450 lineal feet

**T.E. ACTIVITY** (name or number)#1

**COST SUMMARY**

<table>
<thead>
<tr>
<th>Description</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>TE Funds Requested*</td>
<td>$1,007,119</td>
</tr>
<tr>
<td>Matching Funds</td>
<td>$143,053</td>
</tr>
<tr>
<td>Total TE Cost</td>
<td>$1,150,172</td>
</tr>
<tr>
<td>Additional Non-TE costs</td>
<td>$0</td>
</tr>
<tr>
<td>Total Project Cost</td>
<td>$1,150,172</td>
</tr>
</tbody>
</table>

* need prior ODOT approval if less than $200,000

**RIGHT-OF-WAY NEEDS**

Project site owned by Sponsor?  
[ ] yes  [ ] no*  [X] partly  [ ] N/A

Property to be purchased?  
[X] yes  [ ] no

Easements or donated property?  
[X] yes  [ ] no

* need prior ODOT approval if on state right-of-way

**CERTIFICATION**

I certify that The City of Beaverton [applicant agency] supports the proposed project, has the legal authority to pledge matching funds, and has the legal authority to apply for Transportation Enhancement funds. I further certify that matching funds are available or will be available for the proposed project. I understand that this is not a grant application, that it is a request for reimbursement through the federal aid system, and that all federal rules for contracting, auditing, and payment will apply to this project.

Signature:  
Printed Name: Rob Drake  
Date: 2/4/03  
Title: Mayor
Hall Watson Beautification Project, Beaverton, OR.

**SW Watson Avenue**

*Master Plan Concept*

---

**LEGEND**

- STREET LIGHT
- BUILDING
- SHRUB
- TREE
- SIDEWALKS
- STORM DRAIN INLET
- SEWER MANHOLE
- TRANSFORMER ON ELECT. BOX
- BUS SHELTER

This map was produced using the City of Beaverton AutoCAD Data provided by the Engineering Dept. The AutoCAD Data is maintained by the City to support its governmental activities. Neither the City, nor the consultants are responsible for map errors, omissions, misuse or misinterpretation. August 2001.
### PART 1

#### Section 1: Project Summary and Certification

<table>
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<tr>
<th>APPLICANT</th>
<th></th>
<th></th>
<th></th>
<th></th>
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</tr>
</thead>
<tbody>
<tr>
<td>Name:</td>
<td>Clackamas County</td>
<td>Contact Person:</td>
<td>Karen Buehrig</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Address:</td>
<td>9101 SE Sunnybrook Blvd Clackamas, OR 97015</td>
<td>Title:</td>
<td>Senior Planner</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Telephone:</td>
<td>(503) 353-4538</td>
<td></td>
<td></td>
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**CO-APPLICANT (if any)** N/A

<table>
<thead>
<tr>
<th>Name:</th>
<th>Contact Person:</th>
<th>Title:</th>
</tr>
</thead>
</table>

| PROJECT NAME & LOCATION: | Sidewalks and bike lanes along Mather Road between Cranberry Loop and 97th Ave. This project is located in the Portland Metropolitan Area |

#### PROJECT DESCRIPTION

Sidewalks and bike lanes will be constructed along Mather Road, a collector road in urban Clackamas County. This project will connect the missing link of sidewalk and bike lanes adjacent to the Mt. Talbert regional park and between a growing residential area, with three schools, and the Clackamas Regional Center and employment areas.

**LENGTH** (size, amount, etc)

2200 feet of sidewalk and 1200' of bike lanes

**T.E. ACTIVITY:** #1: Provision of facilities for pedestrians and/or bicyclists.

**COST SUMMARY**

- **TE Funds Requested***: $574,043
- **Matching Funds**: $65,702
- **Total TE Cost**: $639,745
- **Additional Non-TE costs**:
  - **Total Project Cost**: $639,745

* need prior ODOT approval if less than $200,000

**RIGHT-OF-WAY NEEDS**

- Project site owned by Sponsor? [ ] yes [ ] no* [ X] partly [ ] N/A
- Property to be purchased? [ X] yes [ ] no
- Easements or donated property? [ X] yes [ ] no

* need prior ODOT approval if on state right-of-way

#### CERTIFICATION

I certify that CLACKAMAS COUNTY [applicant agency] supports the proposed project, has the legal authority to pledge matching funds, and has the legal authority to apply for Transportation Enhancement funds. I further certify that matching funds are available or will be available for the proposed project. I understand that this is not a grant application, that it is a request for reimbursement through the federal aid system, and that all federal rules for contracting, auditing, and payment will apply to this project.

**Signature**

**Printed Name** Bill Kennemer  **Title** Chair, Clackamas County Board of Commissioner  **Date** 5/6/03
Mather Road - Sidewalks and Bikelanes

2004-2006 Transportation Enhancement Program

Sidewalk Improvements
Bike Lane Improvements
Existing Bike Lanes

Surrounding Uses
- Business Park / Office
- Commercial
- Regional Center
- Industrial
- Single Family Residential
- Multi-Family Residential
- Open Space Management
## PART 1

### Section 1: Project Summary and Certification

#### APPLICANT

<table>
<thead>
<tr>
<th>Name: City of Forest Grove</th>
<th>Contact Person: Nick Kelsay</th>
</tr>
</thead>
<tbody>
<tr>
<td>Address: P.O. Box 326</td>
<td>Title: Project Engineer</td>
</tr>
<tr>
<td>Forest Grove, OR 97116</td>
<td>Telephone: 503-992-3228</td>
</tr>
</tbody>
</table>

#### CO-APPLICANT (if any)

<table>
<thead>
<tr>
<th>Name:</th>
<th>Contact Person:</th>
</tr>
</thead>
<tbody>
<tr>
<td>Address:</td>
<td>Title:</td>
</tr>
<tr>
<td></td>
<td>Telephone:</td>
</tr>
</tbody>
</table>

#### PROJECT NAME & LOCATION

Main Street Sidewalk Improvements (Pacific Avenue – 19th Avenue)

#### PROJECT DESCRIPTION

Replacement of severely deteriorated sidewalks and curbing and provide improved Lighting and other pedestrian friendly amenities along Main Street.

#### LENGTH (size, amount, etc)

- 470 LF approx. 12,000 SF sidewalks

#### T.E. ACTIVITY

(1,2,5)

#### COST SUMMARY

- TE Funds: $244,000
- Matching Funds: $51,500
- Total TE Cost: $295,500
- Additional Non-TE costs: 

#### RIGHT-OF-WAY NEEDS

- Project site owned by Sponsor? [x] yes [ ] no* [ ] partly [ ] N/A
- Property to be purchased? [x] yes [ ] no
- Easements or donated property? [x] yes [ ] no

* need prior ODOT approval if less than $200,000

* need prior ODOT approval if on state right-of-way

#### CERTIFICATION

I certify that City of Forest Grove supports the proposed project, has the legal authority to pledge matching funds, and has the legal authority to apply for Transportation Enhancement funds. I further certify that matching funds are available or will be available for the proposed project. I understand that this is not a grant application, that it is a request for reimbursement through the federal aid system, and that all federal rules for contracting, auditing, and payment will apply to this project.

Signature Vergie Ries  
Date 1/30/03

Printed Name Vergie Ries  
Title City Manager
PROJECT AREA

PROPOSED
FOREST GROVE
TRANSPORTATION
ENHANCEMENT PROJECT

ENGINEERING
DEPARTMENT
1924 COUNCIL STREET
P.O. BOX 326
FOREST GROVE, OR 9711
## PART 1
### Section 1: Project Summary and Certification

<table>
<thead>
<tr>
<th>APPLICANT</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Name: City of Gresham</td>
<td>Contact Person: Rebecca Ocken</td>
</tr>
<tr>
<td>Address: 1333 NW Eastman Parkway Gresham, Oregon 97030</td>
<td>Title: Transportation Planner</td>
</tr>
<tr>
<td></td>
<td>Telephone: 503.618.2756</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>CO-APPLICANT (if any)</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Name: TriMet</td>
<td>Contact Person: Michael Dennis</td>
</tr>
<tr>
<td>Address: 710 NE Holladay Street Portland, Oregon 97232</td>
<td>Title: Land Development Planner</td>
</tr>
<tr>
<td></td>
<td>Telephone: 503.962.2102</td>
</tr>
</tbody>
</table>

### PROJECT NAME & LOCATION
Max Path, City of Gresham, from Ruby Junction Light Rail Station (202nd Avenue) to Cleveland Avenue Light Rail Station (Cleveland Avenue)

### PROJECT DESCRIPTION
The project will engineer and construct a 10-foot wide multi-use path that parallels the light rail tracks from Cleveland Station to the east to Ruby Junction to the west. It will link with the new Gresham Fairview Trail and connect the Civic Neighborhood to Historic Downtown Gresham and the Rockwood Town Center.

### LENGTH (size, amount, etc)
Total project length 10,450 feet.

### T.E. ACTIVITY (name or number)
1. Bicycle/pedestrian facility

### COST SUMMARY

<p>| | |</p>
<table>
<thead>
<tr>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>TE Funds Requested*: $592,095</td>
<td>Matching Funds: $36,000</td>
</tr>
<tr>
<td>Total TE Cost: $628,095</td>
<td>Additional Non-TE costs: $288,200 (in-kind)</td>
</tr>
<tr>
<td>Total Project Cost: $916,295</td>
<td></td>
</tr>
</tbody>
</table>

* need prior ODOT approval if less than $200,000

### RIGHT-OF-WAY NEEDS

<p>| | |</p>
<table>
<thead>
<tr>
<th></th>
<th></th>
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</thead>
<tbody>
<tr>
<td>Project site owned by Sponsor?</td>
<td>yes * no  partly  N/A</td>
</tr>
<tr>
<td>Property to be purchased?</td>
<td>yes  no</td>
</tr>
<tr>
<td>Easements or donated property?</td>
<td>yes  no</td>
</tr>
</tbody>
</table>

* need prior ODOT approval if on state right-of-way

### CERTIFICATION
I certify that the City of Gresham supports the proposed project, has the legal authority to pledge matching funds, and has the legal authority to apply for Transportation Enhancement funds. I further certify that matching funds are available or will be available for the proposed project. I understand that this is not a grant application, that it is a request for reimbursement through the federal aid system, and that all federal rules for contracting, auditing, and payment will apply to this project.

Signature  |
Printed Name: Rob Fussell  |
Date: 2/4/03  |
Title: City Manager
MAX PATH

RUBY JUNCTION TO CLEVELAND STATION
**PART 1**

**Section 1: Project Summary and Certification**

**APPLICANT**

<table>
<thead>
<tr>
<th>Name: The City of Happy Valley</th>
<th>Contact Person: Terry Whitehill</th>
</tr>
</thead>
<tbody>
<tr>
<td>Address: 12915 SE King Road</td>
<td>Title: Public Works Director</td>
</tr>
<tr>
<td>Happy Valley, OR 97236</td>
<td>Telephone: (503) 760-3325</td>
</tr>
</tbody>
</table>

**CO-APPLICANT (if any)**

<table>
<thead>
<tr>
<th>Name:</th>
<th>Contact Person:</th>
</tr>
</thead>
<tbody>
<tr>
<td>Address:</td>
<td>Title:</td>
</tr>
<tr>
<td>Contact Person:</td>
<td>Telephone:</td>
</tr>
</tbody>
</table>

**PROJECT NAME & LOCATION**

129th Avenue Sidewalk Improvement Project

**PROJECT DESCRIPTION**

The City of Happy Valley proposes to design and construct a sidewalk including necessary retaining walls on the east side of SE 129th extending from SE Scott Creek Lane to SE Mountain Gate Road, providing safe pedestrian and bicycle access.

**LENGTH** (size, amount, etc)

1,250 linear feet of sidewalk

**T.E. ACTIVITY**

name or number 1. Bicycle and Pedestrian Facilities

**COST SUMMARY**

<table>
<thead>
<tr>
<th>TE Funds Requested*: 706,022.80</th>
<th>Matching Funds: 250,000.00</th>
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<tbody>
<tr>
<td>Total TE Cost: 956,022.80</td>
<td></td>
</tr>
<tr>
<td>Additional Non-TE costs: 11,300.00</td>
<td>Total Project Cost: 967,322.80</td>
</tr>
</tbody>
</table>

* need prior ODOT approval if less than $200,000

**RIGHT-OF-WAY NEEDS**

- Project site owned by Sponsor? [x] yes [ ] no [ ] partly [ ] N/A
- Property to be purchased? [ ] yes [x] no
- Easements or donated property? [x] yes [ ] no

* need prior ODOT approval if on state right-of-way

**CERTIFICATION**

I certify that The City of Happy Valley [applicant agency] supports the proposed project, has the legal authority to pledge matching funds, and has the legal authority to apply for Transportation Enhancement funds. I further certify that matching funds are available or will be available for the proposed project. I understand that this is not a grant application, that it is a request for reimbursement through the federal aid system, and that all federal rules for contracting, auditing, and payment will apply to this project.

Signature: Terry Whitehill  Date: February 5, 2003
Printed Name: Terry Whitehill  Title: Public Works Director
PART 1
Section 1: Project Summary and Certification

<table>
<thead>
<tr>
<th>APPLICANT</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Name: City of Hillsboro</td>
<td>Contact Person: Jennifer K. Wells</td>
</tr>
<tr>
<td>Address: 123 West Main Street</td>
<td>Title: Senior Planner</td>
</tr>
<tr>
<td>Hillsboro, OR 97123</td>
<td>Telephone: (503) 681-6214</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>CO-APPLICANT (if any)</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Name:</td>
<td>Contact Person:</td>
</tr>
<tr>
<td>Address:</td>
<td>Title:</td>
</tr>
<tr>
<td></td>
<td>Telephone:</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>PROJECT NAME &amp; LOCATION</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Hillsboro Regional Center Pedestrian Project; (Streets: SE 7th Ave, SE 12th Ave, SE 13th Ave, SE Baseline St, SE Maple St, SE Oak St, SE Walnut St, see Vicinity Map) located in neighborhoods that are within the Regional Center or within 1/2 mile of the Washington Street or Tuality Light Rail Stations.</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>PROJECT DESCRIPTION</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Add sidewalks, curb ramps, crosswalks where needed, landscape strips with street trees, and lighting to streets with existing curb and gutter.</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>LENGTH (size, amount, etc)</th>
<th>T.E. ACTIVITY (name or number)</th>
</tr>
</thead>
<tbody>
<tr>
<td>9,332 LF of sidewalks, 2 crosswalks, 60 street trees, 8 cobra lights, and 5 pedestrian-scale fixtures</td>
<td>1. Bicycle and Pedestrian Facilities</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>COST SUMMARY</th>
<th>RIGHT-OF-WAY NEEDS</th>
</tr>
</thead>
<tbody>
<tr>
<td>TE Funds Requested*: $554,233</td>
<td>Project site owned by Sponsor? [ ] yes [X] no* [X] partly [ ] N/A</td>
</tr>
<tr>
<td>Matching Funds: $97,806</td>
<td>Property to be purchased? [X] yes [ ] no</td>
</tr>
<tr>
<td>Total TE Cost: $652,039</td>
<td>Easements or donated property? [ ] yes [X] no</td>
</tr>
<tr>
<td>Additional Non-TE costs:</td>
<td>* need prior ODOT approval if less than $200,000</td>
</tr>
<tr>
<td>Total Project Cost: $652,039</td>
<td>* need prior ODOT approval if on state right-of-way</td>
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</tbody>
</table>

<table>
<thead>
<tr>
<th>CERTIFICATION</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>I certify that the City of Hillsboro [applicant agency] supports the proposed project, has the legal authority to pledge matching funds, and has the legal authority to apply for Transportation Enhancement funds. I further certify that matching funds are available or will be available for the proposed project. I understand that this is not a grant application, that it is a request for reimbursement through the federal aid system, and that all federal rules for contracting, auditing, and payment will apply to this project.</td>
<td></td>
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</tbody>
</table>

<table>
<thead>
<tr>
<th>Signature</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Timothy J. Erwert</td>
<td>Date 02-04-03</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Printed Name</th>
<th>Title</th>
</tr>
</thead>
<tbody>
<tr>
<td>Timothy J. Erwert</td>
<td>City Manager</td>
</tr>
</tbody>
</table>
Exhibit A: Vicinity Map

Hillsboro Regional Center Pedestrian Project

- Project Street Segments
- Arterial Street
- Light Rail Station
- Light Rail Line

This map was derived from several databases. The City cannot accept responsibility for any errors. Therefore, there are no warranties for this product. However, notification of errors would be appreciated.
# PART 1

## Section 1: Project Summary and Certification

### APPLICANT

<table>
<thead>
<tr>
<th>Name</th>
<th>City of Milwaukie</th>
<th>Contact Person: Alice Rouyer</th>
</tr>
</thead>
<tbody>
<tr>
<td>Address</td>
<td>6101 SE Johnson Creek Blvd.</td>
<td>Title: Director, Community Development &amp; Public Works Department</td>
</tr>
<tr>
<td></td>
<td>Milwaukie, OR 97206</td>
<td>Telephone: (503) 786-7600</td>
</tr>
</tbody>
</table>

### CO-APPLICANT (if any)

<table>
<thead>
<tr>
<th>Name</th>
<th>Contact Person:</th>
</tr>
</thead>
<tbody>
<tr>
<td>Address</td>
<td>Title:</td>
</tr>
<tr>
<td></td>
<td>Telephone:</td>
</tr>
</tbody>
</table>

### PROJECT NAME & LOCATION

Main Street Multimodal Enhancement Project. Location: Main St. between Harrison and past Scott St. to end of “Safeway” Mixed Use Project property.

### PROJECT DESCRIPTION

Bike and Pedestrian Improvements, New sidewalk treatment, parking improvements, Bike lane, canopy trees, period lighting, scored/highlighted pedestrian crossing, street furniture, ADA ramps, new curbing

### LENGTH (size, amount, etc)

525 ft in length, 1 1/2 downtown blocks

### T.E. ACTIVITY

#1 Bike and Pedestrian Facilities

### COST SUMMARY

<p>| | |</p>
<table>
<thead>
<tr>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>TE Funds Requested*</td>
<td>$511,063</td>
</tr>
<tr>
<td>Matching Funds:</td>
<td>$ 58,493</td>
</tr>
<tr>
<td>Total TE Cost:</td>
<td>$569,556</td>
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<tr>
<td>Additional Non-TE costs:</td>
<td>0</td>
</tr>
<tr>
<td>Total Project Cost:</td>
<td>$569,556</td>
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* need prior ODOT approval if less than $200,000

### RIGHT-OF-WAY NEEDS

<table>
<thead>
<tr>
<th>Question</th>
<th>Answer</th>
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</thead>
<tbody>
<tr>
<td>Project site owned by Sponsor?</td>
<td>[X] yes [ ] no [ ] partly [ ] N/A</td>
</tr>
<tr>
<td>Property to be purchased?</td>
<td>[ ] yes [X] no</td>
</tr>
<tr>
<td>Easements or donated property?</td>
<td>[ ] yes [X] no</td>
</tr>
</tbody>
</table>

* need prior ODOT approval if on state right-of-way

### CERTIFICATION

I certify that City of Milwaukie supports the proposed project, has the legal authority to pledge matching funds, and has the legal authority to apply for Transportation Enhancement funds. I further certify that matching funds are available or will be available for the proposed project. I understand that this is not a grant application, that it is a request for reimbursement through the federal aid system, and that all federal rules for contracting, auditing, and payment will apply to this project.

**Signature**

Jim Bernard

**Printed Name**

Jim Bernard

**Date**

2/6/03

**Title**

Mayor
TE Main Street Enhancement Project

North Milwaukie Industrial Park

Milwaukie Town Center

Willamette River

TE Enhancement Project Area
PART 1
Section 1: Project Summary and Certification

APPLICANT
Name: City of Oregon City
Address: PO Box 3040, 320 Warner Milne Road, Oregon City, OR 97045
Contact Person: Nancy J.T. Kraushaar, PE
Title: City Engineer/Public Works Director
Telephone: 503/496-1545

CO-APPLICANT (if any) - None

PROJECT NAME & LOCATION
South Metro Amtrak Station, Phases 1B and 2 Construction, Washington Street, Oregon City.
The site is located in the historic End of the Oregon Trail area, today coincident with the Oregon City
2040 regional center and across from the End of the Oregon Trail Interpretive Center and Clackamas
County's Regional Visitor Information Center. Specifically, the site is located approximately 200 feet
west of Washington Street; and approximately centered between the two I-205 interchanges with
Highway 213 "Park Place" and Highway 99E (McLoughlin Boulevard). Access to the rail station will be
from Washington Street.

PROJECT DESCRIPTION
The South Metro Amtrak Station Phases 1B and 2 project includes relocating the historic Oregon City
SPRR freight station to the site, landscaping the site, constructing the parking lot to serve rail station
operations, and providing artistic interpretation of the diverse site area history.

LENGTH (size, amount, etc) T.E. ACTIVITY (name or number)
n/a #5 – Landscaping and other scenic beautification
#7 – Rehabilitation and operation of historic
transportation buildings....

COST SUMMARY
TE Funds Requested*: 1,009,206
Matching Funds: 120,000
Total TE Cost: 1,129,206
Additional Non-TE costs:
Total Project Cost: * need prior ODOT approval if less than $200,000

RIGHT-OF-WAY NEEDS
Project site owned by Sponsor? Yes [X] yes [ ] no* [ ] partly [ ] N/A
Property to be purchased? [X] yes [ ] no
Easements or donated property? [X] yes [ ] no
* need prior ODOT approval if on state right-of-way

CERTIFICATION
I certify that the City or Oregon City [applicant agency] supports the proposed project, has the legal
authority to pledge matching funds, and has the legal authority to apply for Transportation Enhancement
funds. I further certify that matching funds are available or will be available for the proposed project. I
understand that this is not a grant application, that it is a request for reimbursement through the federal
aid system, and that all federal rules for contracting, auditing, and payment will apply to this project.

Signature [Signature] Date [02/07/03]
Printed Name Brian Nakamura Title City Manager
The information on this map is derived from Oregon City's digital database. However, there may be map errors or omissions. Please contact Oregon City directly to verify map information. Notification of any errors will be appreciated.
# PART 1
## Section 1: Project Summary and Certification

### APPLICANT
Name: Oregon Department of Transportation  
Address: 123 NW Flanders Street  
Portland, OR 97209-4037  
Contact Person: Gayle S. Horton  
Title: ODOT Region 1 Business Manager  
Telephone: (503) 731-8250

### CO-APPLICANT (if any)
Name: Oregon Department of Transportation  
Address: 123 NW Flanders Street  
Portland, OR 97209-4037  
Contact Person: Robert W. Hadlow, Ph.D.  
Title: Historian, ODOT Environmental Section  
Telephone: (503) 731-8239

### PROJECT NAME & LOCATION
Historic ODOT Region 1 Headquarters Building Rehabilitation Project, 9002 SE McLoughlin Boulevard, Milwaukie, Oregon.

### PROJECT DESCRIPTION
Rehabilitate the Historic ODOT Region 1 Headquarters Building for continued use as a transportation-related facility. This building is one of the most significant transportation-related historic resources in the Portland metro area.

### LENGTH (size, amount, etc)
N/A

### T.E. ACTIVITY (name or number)
# 6 and # 7

### COST SUMMARY

<table>
<thead>
<tr>
<th>Description</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>TE Funds Requested*</td>
<td>$ 835,610</td>
</tr>
<tr>
<td>Matching Funds</td>
<td>$ 95,640</td>
</tr>
<tr>
<td>Total TE Cost</td>
<td>$ 931,250</td>
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<tr>
<td>Additional Non-TE costs</td>
<td>-0-</td>
</tr>
<tr>
<td>Total Project Cost</td>
<td>$ 931,250</td>
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*need prior ODOT approval if less than $200,000

### RIGHT-OF-WAY NEEDS

<table>
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<th>Status</th>
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<td>[X] yes</td>
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<tr>
<td>Property to be purchased?</td>
<td>[X] no</td>
</tr>
<tr>
<td>Easements or donated property?</td>
<td>[X] no</td>
</tr>
</tbody>
</table>

*need prior ODOT approval if on state right-of-way

### CERTIFICATION

I certify that the Oregon Department of Transportation [applicant agency] supports the proposed project, has the legal authority to pledge matching funds, and has the legal authority to apply for Transportation Enhancement funds. I further certify that matching funds are available or will be available for the proposed project. I understand that this is not a grant application, that it is a request for reimbursement through the federal aid system, and that all federal rules for contracting, auditing, and payment will apply to this project.

Signature: Gayle S. Horton  
Date: Feb 6, 2003  
Printed Name: Gayle S. Horton  
Title: ODOT Region 1 Business Manager
PART 1
Section 1: Project Summary and Certification

APPLICANT
Name: Portland Parks and Recreation
Address: 1120 SW Fifth Avenue, Room 1032
          Portland, Oregon 97214
Contact Person: Gregg Everhart
Title: Senior Planner
Telephone: 503-823-6009

CO-APPLICANT (if any)
Name: 
Address: 
Contact Person: 
Title: 
Telephone: 

PROJECT NAME & LOCATION
Marine Drive Multi-Use Trail between I-205 and NE 185th Avenues

PROJECT DESCRIPTION
Complete missing links in Portland's off-street bicycle and pedestrian trail next to Marine Drive and east of I-205. This project will complete 8.5 miles of off-street Marine Drive trail between NE 33rd to 185th Avenue.

LENGTH (size, amount, etc)
12' a.c. trail 5160 l.f. total: 4150 l.f. I-205 to NE 122nd Ave; 380 l.f. at end of existing trail; 630 l.f. ending at 185th Ave; two overhead lighted pedestrian crossing signals

T.E. ACTIVITY (name or number)
Pedestrian and Bicycle Project

COST SUMMARY
TE Funds Requested*: $952,000  
Matching Funds: $108,990  
Total TE Cost: $1,060,990
Additional Non-TE costs: 0  
Total Project Cost: $1,060,990  
* need prior ODOT approval if less than $200,000

RIGHT-OF-WAY NEEDS
Project site owned by Sponsor? [ ] yes [x] no* [ ] partly [ ] N/A
Property to be purchased? [x] yes [ ] no
Easements or donated property? [x] yes [ ] no
* need prior ODOT approval if on state right-of-way

CERTIFICATION
I certify that ____________________________ [applicant agency] supports the proposed project, has the legal authority to pledge matching funds, and has the legal authority to apply for Transportation Enhancement funds. I further certify that matching funds are available or will be available for the proposed project. I understand that this is not a grant application, that it is a request for reimbursement through the federal aid system, and that all federal rules for contracting, auditing, and payment will apply to this project.

Signature ___________________________ Date February 6, 2002
Printed Name Charles Jordan 
Title Director, PP&R
PART 1
Section 1: Project Summary and Certification

<table>
<thead>
<tr>
<th>APPLICANT</th>
<th>Contact Person: Jim Coker</th>
</tr>
</thead>
<tbody>
<tr>
<td>Name: City of Portland, Bureau of General Services</td>
<td>Title: Project Manager</td>
</tr>
<tr>
<td>Address: 1120 SW 5th Ave., Room 1204 Portland, Oregon 97204-1985</td>
<td>Telephone: 503-823-5348</td>
</tr>
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<table>
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</tr>
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<td>Contact Person:</td>
</tr>
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<td>Title:</td>
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<td></td>
<td>Telephone:</td>
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<table>
<thead>
<tr>
<th>PROJECT NAME &amp; LOCATION</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Union Station Facility Improvements</td>
<td></td>
</tr>
</tbody>
</table>

| PROJECT DESCRIPTION | This project will fix immediate problems associated with water infiltration and protection of the building's historic fabric due to deterioration. Tasks proposed are the highest priority projects identified in a comprehensive preliminary engineering report completed for the building in 2001. |

<table>
<thead>
<tr>
<th>LENGTH (size, amount, etc)</th>
<th>T.E. ACTIVITY</th>
</tr>
</thead>
<tbody>
<tr>
<td>Main Bldg. is 82,000 SF in area, roughly rectangular shape 510 feet long by 150 feet wide at widest point. Annex Bldg. is 5,000 SF in area, 130 feet long by 36 feet wide.</td>
<td>#7. Rehabilitation and operation of historic transportation buildings, structures, or facilities (including historic railroad facilities and canals).</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>COST SUMMARY</th>
<th>RIGHT-OF-WAY NEEDS</th>
</tr>
</thead>
<tbody>
<tr>
<td>TE Funds Requested*: $1,500,000</td>
<td>Project site owned by Sponsor?</td>
</tr>
<tr>
<td>Matching Funds: $154,050</td>
<td>[X] yes [ ] no* [ ] partly [ ] N/A</td>
</tr>
<tr>
<td>Total TE Cost: $1,654,050</td>
<td>Property to be purchased?</td>
</tr>
<tr>
<td>Additional Non-TE costs: $0</td>
<td>[ ] yes [ ] no</td>
</tr>
<tr>
<td>Total Project Cost: $1,654,050</td>
<td>Easements or donated property?</td>
</tr>
<tr>
<td>* need prior ODOT approval if less than $200,000</td>
<td>[X] yes [ ] no</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>CERTIFICATION</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>I certify that The City of Portland, Bureau of General Services [applicant agency] supports the proposed project, has the legal authority to pledge matching funds, and has the legal authority to apply for Transportation Enhancement funds. I further certify that matching funds are available or will be available for the proposed project. I understand that this is not a grant application, that it is a request for reimbursement through the federal aid system, and that all federal rules for contracting, auditing, and payment will apply to this project.</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Signature</th>
<th>Date</th>
</tr>
</thead>
<tbody>
<tr>
<td>[Signature]</td>
<td>[4/05]</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Printed Name</th>
<th>Title</th>
</tr>
</thead>
<tbody>
<tr>
<td>Ron Bergman</td>
<td>Director, BGS</td>
</tr>
</tbody>
</table>
### PART 1

**Section 1: Project Summary and Certification**

<table>
<thead>
<tr>
<th><strong>APPLICANT</strong></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Name:</strong> City of Tualatin</td>
<td><strong>Contact Person:</strong> Justin Patterson</td>
</tr>
<tr>
<td><strong>Address:</strong> 18880 SW Martinazzi Ave. Tualatin, OR 97062</td>
<td><strong>Title:</strong> Parks and Recreation Manager</td>
</tr>
<tr>
<td><strong>Telephone:</strong> 503.691.3064</td>
<td></td>
</tr>
</tbody>
</table>

| **CO-APPLICANT** (see attached resolutions) |  |
| **Name:** (endorsed by cities of Tigard and Durham) | **Contact Person:** |
| **Address:** | **Title:** |
| **Telephone:** |  |

<table>
<thead>
<tr>
<th><strong>PROJECT NAME &amp; LOCATION</strong></th>
<th>Tualatin River Bike and Pedestrian Bridge</th>
</tr>
</thead>
<tbody>
<tr>
<td>Located at the Tualatin River where the cities of Tualatin, Tigard and Durham meet.</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th><strong>PROJECT DESCRIPTION</strong></th>
<th>Project entails construction of a bicycle and pedestrian bridge over the Tualatin River, connecting the communities of Tualatin, Tigard and Durham.</th>
</tr>
</thead>
</table>

<table>
<thead>
<tr>
<th><strong>LENGTH</strong></th>
<th>The proposed bridge is approximately 250 ft. in length.</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>T.E. ACTIVITY</strong></td>
<td>Activity #1</td>
</tr>
<tr>
<td><strong>Activity</strong></td>
<td>Provision of facilities for pedestrians and bicyclists</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th><strong>COST SUMMARY</strong></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>TE Funds Requested</strong>: $900,000</td>
<td><strong>RIGHT-OF-WAY NEEDS</strong></td>
</tr>
<tr>
<td><strong>Matching Funds</strong>: $400,000</td>
<td>None</td>
</tr>
<tr>
<td><strong>Total TE Cost</strong>: $1,300,000</td>
<td><strong>Project site owned by Sponsor?</strong></td>
</tr>
<tr>
<td><strong>Additional Non-TE costs</strong>:</td>
<td>[ ] yes [X] no* [ ] partly [ ] N/A</td>
</tr>
<tr>
<td><strong>Total Project Cost</strong>: $1,300,000</td>
<td><strong>Property to be purchased?</strong></td>
</tr>
<tr>
<td>[* need prior ODOT approval if less than $200,000**</td>
<td>[ ] yes [X] no</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th><strong>CERTIFICATION</strong></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>I certify that City of Tualatin supports the proposed project, has the legal authority to pledge matching funds, and has the legal authority to apply for Transportation Enhancement funds. I further certify that matching funds are available or will be available for the proposed project. I understand that this is not a grant application, that it is a request for reimbursement through the federal aid system, and that all federal rules for contracting, auditing, and payment will apply to this project.</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th><strong>Signature</strong></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>[Signature]</td>
<td><strong>Date</strong> 2/7/03</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th><strong>Printed Name</strong></th>
<th><strong>Title</strong></th>
</tr>
</thead>
<tbody>
<tr>
<td>Justin Patterson</td>
<td>Parks and Recreation Manager</td>
</tr>
</tbody>
</table>
PART 1

Section 1: Project Summary and Certification

APPLICANT
Name: City of West Linn
Address: 22500 Salamo Rd.
West Linn, OR 97068
Contact Person: Ken Worcester
Title: Parks Director
Telephone: 503 557-4700

CO-APPLICANT (if any)
Name: Three Rivers Land Conservancy
Address: PO Box 1116
Lake Oswego, OR 97035
Contact Person: Jayne R. Cronlund
Title: Stafford Trails Project Coordinator
Telephone: 503 699-9825

PROJECT NAME & LOCATION Stafford Basin Path and Trail: North side Rosemont Boulevard. Location: Unincorporated Clackamas County, north side of Rosemont Blvd, just west of the City boundary with West Linn. One mile of pathway will be acquired and constructed from the western boundary of West Linn along Rosemont Blvd.

PROJECT DESCRIPTION
This project will provide a vital pedestrian and bicyclist connector between the cities of West Linn and Lake Oswego on the northside of Rosemont Boulevard. While this area provides a vital link between the two communities, it goes through unincorporated Clackamas County and will benefit the residents of this area as well by providing safe travel.

LENGTH (size, amount, etc)
4,000 feet of bicycle and pedestrian trail

T.E. ACTIVITY (name or number) 1: Bicycle and Pedestrian Facilities

COST SUMMARY
TE Funds Requested*: $250,000
Matching Funds: $136,750
Total TE Cost: $386,750
Additional Non-TE costs: -
Total Project Cost: $386,750

RIGHT-OF-WAY NEEDS
Project site owned by Sponsor? [ ] yes [x] no [ ] partly [ ] N/A

Property to be purchased? [ ] yes [x] no
Easements or donated property? [x] yes [ ] no

* need prior ODOT approval if less than $200,000
* need prior ODOT approval if on state right-of-way
Date: March 11, 2003

To: JPACT and Interested Parties

From: Andy Cotugno  
Planning Director

Re: Transportation Enhancements Projects

This transmittal memorandum is for informational purposes and is not an action item for JPACT. It updates the memorandum titled *Metro Review of Transportation Enhancement Applications* that was mailed to JPACT last week. On March 3rd, Metro staff and TPAC Citizen representatives reviewed 13 transportation enhancement (TE) program projects from the region and selected 6 projects for TPAC recommendation and further review by ODOT.

A cover letter and two attachments were mailed to TPAC on March 7th for approval at a special TPAC meeting on March 14th. The mailing to TPAC provided additional detail on the projects, ranking process, selection criteria and project ranking results, and is included with this memorandum to JPACT for informational purposes:

- March 7, 2003 Memorandum to TPAC: *Metro Staff Recommendation Advancing Regional Transportation Enhancement Projects to ODOT for Further Review*
- Attachment 1: Metro Staff Report to TPAC
- Attachment 2: Metro Area TE Project Ranking

In March and April the ODOT TE Advisory Committee will be developing a statewide selection list of TE projects, including the 6 TE projects submitted from the Metro region. In April and May ODOT will narrow the statewide TE project selection list and solicit JPAC and Metro Council input. In May 2003 a Metro Council resolution will be drafted to support or modify the ODOT recommendation and will be forwarded through JPACT as an action item. That resolution will be sent to the OTC for their consideration as they finalize their allocation decision.
Date: March 7, 2003
To: TPAC and Interested Parties
From: Tom Kloster, Transportation Planning Manager
        Bill Barber, Regional Travel Options Program
Re: Metro Staff Recommendation Advancing Regional Transportation Enhancements Projects to ODOT for Further Review

Metro staff, along with TPAC citizen representatives, reviewed 13 TE projects from the Metro region and selected the following six projects for further review by ODOT:

1. Tualatin River Bicycle and Pedestrian Bridge
2. Watson Avenue Streetscape: Canyon Road to 4th Street in Beaverton
3. South Metro Amtrak Station in Oregon City
4. Hillsboro Region Center Pedestrian Project
5. Marine Drive Multi-use Trail Connections in Portland and Multnomah County
6. Union Station Facility Improvements in Portland

The following attachments provide additional detail on the projects, ranking process, selection criteria and project ranking results:

- Attachment 1: Metro Staff Report to TPAC
- Attachment 2: Metro Area TE Project Ranking

The next steps in the statewide TE selection process are as follows:

March 14: TPAC recommendation to State TE Advisory Committee
March/April: State TE Advisory Committee develops tentative selection list
April/May: State to solicit JPACT and Metro Council input on selection list*
May 2003: State to finalize statewide project list and incorporate into STIP
Oct. 2003: OTC approves final STIP

*In May 2003 a Metro Council resolution will be drafted to support or modify the State recommendation. That resolution will be sent to the OTC for their consideration as they finalize their allocation decision.
METRO STAFF RECOMMENDATION

The Oregon Department of Transportation (ODOT) requested that Metro staff and TPAC assist in narrowing Metro area transportation enhancement (TE) project applications to forward to the State TE Advisory Committee for funding consideration. The statewide committee is responsible for making a funding recommendation to the Oregon Transportation Commission (OTC) that balances the statewide allocation of approximately $7.5 million.

Metro staff, along with TPAC citizen representatives, reviewed 13 TE projects and selected the following six projects for further review by ODOT:

1. Tualatin River Bicycle and Pedestrian Bridge
2. Watson Avenue Streetscape: Canyon Road to 4th Street in Beaverton
3. South Metro Amtrak Station in Oregon City
4. Hillsboro Region Center Pedestrian Project
5. Marine Drive Multi-use Trail Connections in Portland and Multnomah County
6. Union Station Facility Improvements in Portland

Background

80 TE project applications from around the state were received by ODOT on February 7, 2003, including 14 from the Metro area. After an initial screening, 13 Metro area TE project applications were forwarded by ODOT to Metro staff on February 14, 2003. An ODOT project to light the St. Johns Bridge was disqualified by ODOT TE staff. The 13 projects reviewed by Metro staff are described in Table 1. On February 28, 2003 TPAC was given an informational briefing on the TE schedule and process by Metro staff. On March 3, 2003 Metro staff and TPAC citizen members ranked the TE projects and came up with a recommendation to TPAC.

Project Ranking Process

On March 3 Metro staff and TPAC citizen members met for the purpose of ranking the TE projects. Pat Fisher from ODOT acted as an observer and TE program resource. Metro staff included Bill Barber and Tom Kloster. Of the TPAC citizen members invited to participate in the process, John Lynch and Chris Eaton (Victoria Brown’s alternate) attended the meeting and worked with Metro staff to rank the projects. Scott Bricker could not attend the meeting, but provided comments separately. Chris Smith did not participate in the numerical ranking of the projects, but was able to participate in the group discussion. Jeffrey King from the City of Milwaukie attended the meeting as an observer.

Metro Area Criteria

Metro Staff developed criteria that reflected both regional and state transportation priorities, and the TPAC citizen representatives concurred with the criteria. The key Metro focus included MTIP policy (leveraging development in centers, industrial areas, and concept plan areas) and filling gaps in the Regional Trails Map. The statewide focus that was also taken into consideration included significance/importance based on OTC’s definition and OTC focus areas for the TE program.

A maximum of 25 points were awarded if the project was located in priority 2040 land-use areas, and 10 points were awarded if the project was identified on the Metro Regional Trail System map. In addition, 20 points were awarded if the project was identified in the Regional...
<table>
<thead>
<tr>
<th>APPLICANT</th>
<th>LOCATION AND PROJECT DESCRIPTION</th>
</tr>
</thead>
<tbody>
<tr>
<td>Beaverton</td>
<td>Beaverton Regional Center Streetscape Improvements, Watson Ave. between Canyon Rd. and 4th St. Provide pedestrian and bicycle improvements, including widening sidewalks, replacing dated street furniture and street lights, installing textured intersections and enhancing a small pedestrian plaza which highlights the National Historic District in downtown Beaverton.</td>
</tr>
<tr>
<td>Clackamas County</td>
<td>Sidewalks and bike lanes along Mather Rd. Cranberry Loop to 97th Ave. Connect the missing link of sidewalk and bike lanes adjacent to the Mt. Talbert regional park and between a growing residential area, with three schools, and the Clackamas Regional Center and employment areas.</td>
</tr>
<tr>
<td>Forest Grove</td>
<td>Main Street Sidewalk Improvements (Pacific Ave. - 19th Ave. Replace severely deteriorated sidewalks and curbing and provide improved lighting and other pedestrian friendly amenities.</td>
</tr>
<tr>
<td>Gresham and TriMet</td>
<td>MAX Path, Ruby Junction Light Rail Station (202nd Ave.) to Cleveland Avenue Light Rail Station. Engineer and construct a 10-foot wide multi-use path that parallels the light rail tracks. It will link with the planned Gresham Fairview Trail and connect the Civic Neighborhood to Historic Gresham and the Rockwood Town Center.</td>
</tr>
<tr>
<td>Happy Valley</td>
<td>129th Avenue Sidewalk Improvement Project. Design and construct a sidewalk, including necessary retaining walls on the east side of SE 129th, extending from SE Scott Creek Lane to SE Mountain Gate Rd.</td>
</tr>
<tr>
<td>Hillsboro</td>
<td>Hillsboro Regional Center Pedestrian Project. Add sidewalks, curb ramps, crosswalks where needed, landscape strips with street trees, and lighting to streets with existing curb and gutter. Streets are located in neighborhoods that are within the regional center or within .5 mile of the Washington or Tuality LR stations.</td>
</tr>
<tr>
<td>Milwaukie</td>
<td>Main Street Multi-modal Enhancement Project. Bike lane, new sidewalk treatment, parking improvements, canopy trees, period lighting, scored/highlighted pedestrian crossing, street furniture, ADA ramps, and new curbing.</td>
</tr>
<tr>
<td>Oregon City</td>
<td>South Metro Amtrak Station Phases 1B and 2 Construction, Washington Street. Project includes relocating the historic Oregon City SPRR freight station to the site, landscaping the site, constructing the parking lot to serve rail station operations, and providing artistic interpretation of the diverse site area history.</td>
</tr>
<tr>
<td>ODOT</td>
<td>Historic ODOT Region 1 Headquarters Building. Rehabilitate the building for continued use as a transportation-related facility. The building is one of the most significant transportation-related historic resources in the Portland metro area.</td>
</tr>
<tr>
<td>Portland</td>
<td>Marine Dr. Multi-use Trail from I-205 to NE 185th Ave. Complete missing links in Portland's off-street bicycle and pedestrian trail next to Marine Drive and east of I-205.</td>
</tr>
<tr>
<td>Portland</td>
<td>Union Station Facility Improvements. Fix immediate problems associated with water infiltration and protection of the building's historic fabric due to deterioration.</td>
</tr>
<tr>
<td>Tualatin, Tigard and Durham</td>
<td>Tualatin River Bike and Pedestrian Bridge. Construction of a bicycle and pedestrian bridge over the Tualatin River, connecting the communities of Tualatin, Tigard and Durham.</td>
</tr>
<tr>
<td>West Linn and Three Rivers Land Conservancy</td>
<td>Stafford Basin Path and Trail: North side of Rosemont Blvd. Provide a vital pedestrian and bicyclist connector between the cities of West Linn and Lake Oswego. The project also goes through unincorporated Clackamas County and will benefit the residents of this area as well by providing safe travel.</td>
</tr>
</tbody>
</table>
Transportation Plan (RTP) as a bicycle, pedestrian or inter-city rail passenger project. 10 points were awarded if a project was identified in a local transportation system plan but was not included in the RTP or on the Regional Trails map.

A maximum of 20 points was awarded for project significance and a maximum of 15 points was awarded if the project was included in an OTC focus area. Table 2 describes the regional and statewide factors considered in more detail.

### TABLE 2
**METRO AREA CRITERIA FOR TE PROJECTS**

<table>
<thead>
<tr>
<th>Points</th>
<th>Factors Considered</th>
</tr>
</thead>
<tbody>
<tr>
<td>25 hi</td>
<td><strong>MTIP POLICY FOCUS</strong></td>
</tr>
<tr>
<td></td>
<td>Leverage Economic Development in priority 2040 land-use areas through investments that support:</td>
</tr>
<tr>
<td></td>
<td>• Central City, Regional Centers, Industrial areas and UGB expansion areas with completed concept plans.</td>
</tr>
<tr>
<td></td>
<td>• Town Centers</td>
</tr>
<tr>
<td></td>
<td>• Station Areas and Main Streets</td>
</tr>
<tr>
<td>20 med</td>
<td><strong>METRO REGIONAL TRAIL SYSTEM</strong></td>
</tr>
<tr>
<td></td>
<td>• Identified on Regional Trails map</td>
</tr>
<tr>
<td></td>
<td>• Completes gap in system</td>
</tr>
<tr>
<td>15 low</td>
<td><strong>RTP BIKEWAY, PEDESTRIAN &amp; PUBLIC TRANSPORTATION SYSTEM</strong></td>
</tr>
<tr>
<td></td>
<td>• Identified on Regional Bicycle System or Regional Pedestrian System map</td>
</tr>
<tr>
<td></td>
<td>• Identified as a project in the RTP</td>
</tr>
<tr>
<td></td>
<td>• Identified as an inter-city rail passenger project in the RTP</td>
</tr>
<tr>
<td>10</td>
<td><strong>PROJECT IDENTIFIED IN LOCAL TRANSPORTATION SYSTEM PLAN</strong></td>
</tr>
<tr>
<td></td>
<td>(but not in Regional Transportation Plan or Regional Trails Plan)</td>
</tr>
<tr>
<td>20 hi</td>
<td><strong>IMPORTANCE/SIGNIFICANCE</strong></td>
</tr>
<tr>
<td>10 med</td>
<td>• Uniqueness, urgency and priority; importance of TE funding</td>
</tr>
<tr>
<td>5 low</td>
<td>• Problems, losses or lost opportunities if project is not completed soon</td>
</tr>
<tr>
<td></td>
<td>• Benefit to a large segment of population or a “transportation disadvantaged” segment (children, elderly, low-income, disabled)</td>
</tr>
<tr>
<td></td>
<td>• Documented priority within the applicant agency or in a defined geographic area</td>
</tr>
<tr>
<td>15 hi</td>
<td><strong>OTC FOCUS AREAS</strong></td>
</tr>
<tr>
<td>10 med</td>
<td>• Benefits a state highway or state-owned transportation facility and falls into one or more of the following project types: (1) bicycle/pedestrian facilities, (2) repair and operation of historic transportation buildings, (3) Landscaping and scenic preservation, (4) control of highway-related water pollution, (5) main street or streetscape project.</td>
</tr>
<tr>
<td>5 low</td>
<td>• Benefits a rural/distressed community or Special Transportation Area</td>
</tr>
<tr>
<td></td>
<td>• Linked to an upcoming pavement preservation project, mixed-use or compact development, or Community Solutions Team effort.</td>
</tr>
</tbody>
</table>

**Analysis of Project Selection**

Metro staff and TPAC citizen representatives assigned point totals to the 13 projects and then discussed the results. The results of the project ranking are shown in Attachment 2, Table 3. The Tualatin River Bike/Pedestrian Bridge (78 points) was the highest-ranking project, followed by the Watson Avenue Streetscape project in Beaverton (75 points) and the South Metro Amtrak Station in Oregon City (74 points). The projects ranked high because of their MTIP policy focus,
identification in the RTP, and significance as defined by the OTC. The Hillsboro regional center pedestrian project and the Marine Drive Multi-use trail connections projects tied at 72 points. Union Station facility improvements ranked 6th (66 points), closely followed by the Gresham MAX path (63 points), Main Street sidewalks in Forest Grove (61 points) and the Milwaukie Main Street multi-modal enhancement project (58 points). The remaining projects sponsored by Happy Valley, West Linn, Clackamas and ODOT Region 1 ranked lower because they do not have an MTIP policy focus.

Once the projects were ranked, Metro staff and the TPAC citizen representatives discussed the project list to be recommended to TPAC. The group generally concurred that the numerical project ranking matched closely with each member’s “intuitive top six” project list. The recommended list includes two trail projects, two pedestrian-oriented projects in regional centers, and two inter-modal facility improvement projects.

Metro staff and the TPAC citizen representatives noted that the Gresham, Forest Grove and Milwaukie projects were also promising. The Union Station facility improvements project ranked slightly higher than the above-mentioned projects due to MTIP policy focus, identification in the RTP, and because of regional and statewide significance as an inter-modal, inter-city rail passenger facility.

The meeting observers, Pat Fisher from ODOT and Jeffrey King from Milwaukie, concurred with the TPAC citizen representatives that the selection process established by Metro staff was objective and fair.

Next Steps

The six projects forwarded by TPAC to the State TE Advisory Committee will be included in a tentative statewide selection list to be developed in March and April, and the State will ask for JPACT and Metro Council input on the selection list in April or May. The next step for the Metro region in the TE selection process will be a Metro Council resolution supporting or modifying the State recommendation. The resolution will be forwarded to the OTC for their consideration as they finalize the TE project allocation decision.
<table>
<thead>
<tr>
<th>APPLICANT</th>
<th>PROJECT</th>
<th>TE $ REQUEST</th>
<th>LOCAL $ MATCH</th>
<th>% LOCAL MATCH</th>
<th>MTIP Policy Focus</th>
<th>Reg. Trail Sys.</th>
<th>RTP Bike, Ped, Inter Modal</th>
<th>Local TSP</th>
<th>Signif.</th>
<th>OTC Focus</th>
<th>Total Points</th>
<th>Rank</th>
</tr>
</thead>
<tbody>
<tr>
<td>Tualatin</td>
<td>Tualatin River Bike/Pedestrian Bridge</td>
<td>$ 900,000</td>
<td>$ 400,000</td>
<td>30.8%</td>
<td>20</td>
<td>10</td>
<td>20</td>
<td>N/A</td>
<td>17</td>
<td>11</td>
<td>78</td>
<td>1</td>
</tr>
<tr>
<td>Beaverton</td>
<td>Watson Ave. Streetscape: Canyon Rd -4th St.</td>
<td>$ 1,007,119</td>
<td>$ 143,053</td>
<td>12.4%</td>
<td>25</td>
<td>0</td>
<td>20</td>
<td>N/A</td>
<td>18</td>
<td>12</td>
<td>75</td>
<td>2</td>
</tr>
<tr>
<td>Oregon City</td>
<td>South Metro Amtrak Station Phase i and ii</td>
<td>$ 1,009,206</td>
<td>$ 120,000</td>
<td>10.5%</td>
<td>25</td>
<td>0</td>
<td>20</td>
<td>N/A</td>
<td>20</td>
<td>9</td>
<td>74</td>
<td>3</td>
</tr>
<tr>
<td>Hillsboro</td>
<td>Regional Center Pedestrian Project</td>
<td>$ 554,233</td>
<td>$ 97,806</td>
<td>15.0%</td>
<td>25</td>
<td>0</td>
<td>20</td>
<td>N/A</td>
<td>13</td>
<td>14</td>
<td>72</td>
<td>4</td>
</tr>
<tr>
<td>Portland</td>
<td>Marine Drive Multi-use Trail Connections</td>
<td>$ 952,000</td>
<td>$ 108,990</td>
<td>10.3%</td>
<td>25</td>
<td>10</td>
<td>20</td>
<td>N/A</td>
<td>10</td>
<td>7</td>
<td>72</td>
<td>4</td>
</tr>
<tr>
<td>Portland</td>
<td>Union Station Facility Improvements</td>
<td>$ 1,500,000</td>
<td>$ 154,000</td>
<td>9.3%</td>
<td>25</td>
<td>0</td>
<td>20</td>
<td>N/A</td>
<td>12</td>
<td>9</td>
<td>66</td>
<td>6</td>
</tr>
<tr>
<td>Gresham</td>
<td>MAX path: Cleveland Ave - Ruby Jct. Station</td>
<td>$ 592,095</td>
<td>$ 324,200</td>
<td>35.4%</td>
<td>25</td>
<td>0</td>
<td>0</td>
<td>10</td>
<td>16</td>
<td>12</td>
<td>63</td>
<td>7</td>
</tr>
<tr>
<td>Forest Grove</td>
<td>Main St. Sidewalks: Pacific Ave - 19th Ave.</td>
<td>$ 263,000</td>
<td>$ 51,500</td>
<td>16.4%</td>
<td>20</td>
<td>0</td>
<td>20</td>
<td>N/A</td>
<td>10</td>
<td>11</td>
<td>61</td>
<td>8</td>
</tr>
<tr>
<td>Milwaukie</td>
<td>Main St. Multimodal Enhancement Project</td>
<td>$ 511,063</td>
<td>$ 58,493</td>
<td>10.3%</td>
<td>20</td>
<td>0</td>
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<tr>
<td>Happy Valley</td>
<td>129th Ave. Sidewalk and Bike Lanes: Scott Creek Lane to Mountain Creek Road</td>
<td>$ 706,023</td>
<td>$ 250,000</td>
<td>26.2%</td>
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<td>West Linn</td>
<td>Rosemont Blvd. Stafford Basin Path</td>
<td>$ 295,000</td>
<td>$ 91,750</td>
<td>23.7%</td>
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<td>Clackamas</td>
<td>Mather Rd. Sidewalks and Bike Lanes: Cranberry Loop - 97th Ave.</td>
<td>$ 574,043</td>
<td>$ 65,702</td>
<td>10.3%</td>
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<tr>
<td>ODOT Reg1</td>
<td>Reg. 1 HQ Historic Bldg. Rehab</td>
<td>$ 835,610</td>
<td>$ 95,640</td>
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Metro Staff Report to TPAC 3/7/2003
<table>
<thead>
<tr>
<th>NAME</th>
<th>AFFILIATION</th>
</tr>
</thead>
<tbody>
<tr>
<td>Rod Park</td>
<td>Metro Council</td>
</tr>
<tr>
<td>Fred Hansen</td>
<td>TRIMET</td>
</tr>
<tr>
<td>Rob Drake</td>
<td>Cities of Washington Co.</td>
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<tr>
<td>Maria Rojo de Jeffy</td>
<td>Multnomah County Metro Council</td>
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<tr>
<td>Carl Hosticka</td>
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<tr>
<td>Bill Kenwacker</td>
<td>Clackamas Co.</td>
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<tr>
<td>Kay Van Sickel</td>
<td>ODOT</td>
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<tr>
<td>Danny Haverkamp</td>
<td>cities Mult County</td>
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<tr>
<td>Peter Capell</td>
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<tr>
<td>Paul Szyma</td>
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<tr>
<td>R. E. Rolland</td>
<td>Vancouver</td>
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<tr>
<td>Mary Leguy</td>
<td>WSDOT</td>
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<tr>
<td>Bill Wyatt</td>
<td>Port of Portland</td>
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<td>Karl Rohde</td>
<td>C³</td>
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<td>Rex Burkholder</td>
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<tr>
<td>Roy Rogers</td>
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<td>Laurel Wentworth</td>
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<td>Katley B.</td>
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<tr>
<td>Susan Jackson</td>
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<tr>
<td>Rodney Barker</td>
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<tr>
<td>Danielle Cowan</td>
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<td>Trice Rowan</td>
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<td>John Ritter</td>
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<td>Ron Papendorf</td>
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<td>Karen Schilling</td>
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<td>Robin McArthur</td>
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<td>L. A. Ornelas</td>
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<tr>
<td>Marc Turner</td>
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<tr>
<td>Tom Kloster</td>
<td>Metco</td>
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<tr>
<td>Ted Seybold</td>
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<tr>
<td>Andy Lokper</td>
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