Metro respects civil rights

Metro fully complies with Title VI of the Civil Rights Act of 1964 that requires that no person be excluded from the participation in, be denied the benefits of, or be otherwise subjected to discrimination on the basis of race, color or national origin under any program or activity for which Metro receives federal financial assistance.

Metro fully complies with Title II of the Americans with Disabilities Act and Section 504 of the Rehabilitation Act that requires that no otherwise qualified individual with a disability be excluded from the participation in, be denied the benefits of, or be subjected to discrimination solely by reason of their disability under any program or activity for which Metro receives federal financial assistance.

If any person believes they have been discriminated against regarding the receipt of benefits or services because of race, color, national origin, sex, age or disability, they have the right to file a complaint with Metro. For information on Metro’s civil rights program, or to obtain a discrimination complaint form, visit oregonmetro.gov/civilrights or call 503-797-1536.

Metro provides services or accommodations upon request to persons with disabilities and people who need an interpreter at public meetings. If you need a sign language interpreter, communication aid or language assistance, call 503-797-1700 or TDD/TTY 503-797-1804 (8 a.m. to 5 p.m. weekdays) 5 business days before the meeting. All Metro meetings are wheelchair accessible. For up-to-date public transportation information, visit TriMet’s website at trimet.org.

Metro is the federally mandated metropolitan planning organization designated by the governor to develop an overall transportation plan and to allocate federal funds for the region.

The Joint Policy Advisory Committee on Transportation (JPACT) is a 17-member committee that provides a forum for elected officials and representatives of agencies involved in transportation to evaluate transportation needs in the region and to make recommendations to the Metro Council. The established decision-making process assures a well-balanced regional transportation system and involves local elected officials directly in decisions that help the Metro Council develop regional transportation policies, including allocating transportation funds.

Regional Transportation Plan website: oregonmetro.gov/rtp

The preparation of this strategy was financed in part by the U.S. Department of Transportation, Federal Highway Administration and Federal Transit Administration. The opinions, findings and conclusions expressed in this strategy are not necessarily those of the U.S. Department of Transportation, Federal Highway Administration and Federal Transit Administration.
This East Metro Connections Plan analyzed present and future transportation challenges and presents solutions that reflect community values. The recommendation identifies transportation and other investments that advance economic and community development.

Investments in the plan area support economic and community development by providing better access and mobility, increasing safety, activating employment areas and helping people find their way through and to key destinations in the East Metro area. These proposed investments emerged through prioritization of over 200 transportation projects evaluated and target enhancements with a focus on:

1. **North/south connections** - Proposed projects improve the arterial road network connecting I-84 and US 26, and access to important community destinations.
2. **Downtowns and employment areas** - Proposed projects improve access to downtowns and jobs.
3. **Regional mobility** - Proposed projects capitalize on previous investments by making the existing system smarter and more efficient through changes to signal timing and enhanced transit service.

**Table of contents**

<table>
<thead>
<tr>
<th>Section</th>
<th>Page</th>
</tr>
</thead>
<tbody>
<tr>
<td>Recommendation</td>
<td>2</td>
</tr>
<tr>
<td>Action Plan</td>
<td>3-8</td>
</tr>
<tr>
<td>East Metro Policy Updates</td>
<td>9-11</td>
</tr>
<tr>
<td>Endorsement Schedule and RTP Amendment Process</td>
<td>12-13</td>
</tr>
<tr>
<td>Funding East Metro and Future Project Development</td>
<td>14-15</td>
</tr>
</tbody>
</table>
EAST MULTNOMAH COUNTY WILL WORK TOGETHER TO:

Support north/south connectivity between I-84 and US 26, as well as east/west connectivity and capacity in the East Metro plan area.

Make the best use of the existing transportation system.

Develop multiple solutions that encompass all transportation modes.

Foster economic vitality.

Distribute both benefits and burdens of growth.

Enhance the livability and safety of East Metro communities. Ensure that East Metro is a place where people want to live, work and play.

Support the local land use vision of each community.

Enhance the natural environment.

---

East Metro Connections Plan Recommendation

(1) The steering committee recommends the action plan in order to solve pressing transportation challenges and activate and protect the assets of the East Metro area.

(2) The steering committee recommends that East Metro jurisdictions endorse this recommendation.

(3) The steering committee recognizes that East Metro Connections Plan is a separate but complementary process to jurisdictions’ transportation system plans and capital improvement programs. The committee recommends that the cities and county update policies and plans as appropriate to support these projects and outcomes.

(4) The steering committee recommends that Metro amend the Regional Transportation Plan (RTP) to support these projects, policies and outcomes. This includes the projects identified in the action plan, and related policies to support their implementation.
East Metro Connections Plan
Action Plan

Recommended Investment Packages

1) 181st/182nd Safety Corridor
2) 182nd/190th Connections to Clackamas County
3) Eastman/223rd Connections
4) 242nd Connections to Clackamas County
5) Southeast Gateway
6) 257th Safety Corridor
7) Sandy River to Springwater multimodal Corridor
8) Regional East-West Transit Link
Managing the System (*not mapped)

9) Rockwood/181st
10) Pleasant Valley
11) Downtown Gresham
12) Gresham Vista
13) Catalyst for Springwater District
14) Downtown Fairview and Wood Village
15) Halsey Main Street
16) Downtown Troutdale

Numbers are for the map key, and do not imply project priority.

Access & mobility
Safety
Economic development
Multimodal
Regional gateway

June 6, 2012

2018 Regional Transportation Plan
Appendix P
The action plan represents the timeline, funding, and partnerships needed to implement the investments recommended in the East Metro Connections Plan. Projects developed on the “freight grid” will be designed for safe freight movement.

|---------------------------|----------------|----------|-----------|-----------|------------|--------------|--------|-------------------|---------------------|

<table>
<thead>
<tr>
<th>East Metro Connections Partners</th>
<th>Gresham, TriMet</th>
<th>Gresham</th>
<th>Gresham, Multnomah County, Fairview, ODOT</th>
<th>Multnomah County, Gresham, Wood Village, Troutdale</th>
<th>Metro, ODOT, Gresham</th>
<th>Multnomah County, Metro, Troutdale, Gresham, Mount Hood Community College</th>
<th>Multnomah County, Metro, Troutdale, Gresham, Mt Hood Community College</th>
<th>ODOT, Metro, Multnomah County, Gresham</th>
</tr>
</thead>
</table>

| (L) is a locally sponsored effort by county or city | (R) is a regionally sponsored effort by Metro or TriMet | (S) is a state sponsored effort by ODOT | CP = capital improvement program | FHWA = Federal highways | FTA = Federal Transit Administration funds | HB 2001 = (Oregon Jobs and Transportation Act) is the transportation funding plan adopted by the 2009 Legislature. | ODOT = Regional flexibility funds | SDC = system development charges | URA = Urban Renewal Area funds | TIP = Transportation Improvement Program | TE = Transportation enhancement funds |
## 2018 Regional Transportation Plan

### Appendix P

<table>
<thead>
<tr>
<th>Downtowns and employment areas</th>
<th>Related Actions</th>
<th>Policies</th>
<th>Related Projects</th>
</tr>
</thead>
<tbody>
<tr>
<td>Rockwood/181st</td>
<td>(L) Complete street improvements, including pedestrian enhancements on 181st, Stark, Burnside</td>
<td>(R) Complete MAX Trail</td>
<td>(R) Metro amends Regional Transportation Plan (RTP)</td>
</tr>
<tr>
<td>Pleasant Valley</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Downtown Gresham/Civic</td>
<td>(L) Complete pedestrian and bike improvements on Stark and Burnside</td>
<td>(L) Complete intersection improvements</td>
<td>(L) Metro updates regional trail system</td>
</tr>
</tbody>
</table>
| Gresham Vista Business Park | (L) Complete arterial improvements to Jemison/Foster/174th | (L) Complete arterial improvements to Giese Rd/172nd | (L) TriMet updates TIP per EMCP recommendation | (L) Coordination with City of Portland on Powell/Foster.
| Catalyst for Springwater District | (L) Complete sidewalk and crossings to Burnside and Powell | (L) Complete intersection at 223rd/Stark | (L) Cities and county update local Transportation System Plans (TSP) | (L) Coordination with Clackamas County on 172nd/190th Corridor Plan improvements. |
| Downtown Fairview and Wood Village | (L) Complete sidewalk and crossings to Hogan/Stark | (L) Complete Wood Village Boulevard extension to Halsey | | |
| Edgefield/Halsey main street implementation | (L) Complete street improvements to Halsey | (L) Build local streets to urban renewal area on Sandy River | | |
| Downtown Troutdale | (L) Complete street improvements to Halsey | (L) Complete street improvements to Halsey | | |

### Related Projects

- URA, RFFA
- SDC
- RFFA, CIP
- SDC, RFFA, CIP
- FHWA, SDC
- RFFA, CIP
- SDC
- URA, CIP

- Gresham
- Metro, Gresham
- Metro, TriMet, Gresham
- Multnomah County, Gresham, Portland, Port of Portland
- ODOT, Gresham
- Multnomah County, Metro, Fairview, Wood Village
- Multnomah County, Troutdale Fairview/Wood Village
- Troutdale, ODOT, Metro
- Metro /DOT/all jurisdictions
- Multnomah County, Metro, Gresham, Troutdale, Fairview, Wood Village, Portland, Clackamas County
## Action Plan projects

The projects in this list are recommended to be advanced in the Regional Transportation Plan amendment, and reflect the prioritization of projects to meet current and future needs. Projects are organized by the identified investment packages. Projects developed on the “freight grid” will be designed for safe freight movement. Projects identified as “catalyst” are the key project to prioritize for advancement within each investment package.

### Table: Action Plan projects

<table>
<thead>
<tr>
<th>Investment</th>
<th>RTP ID</th>
<th>Actions</th>
<th>catalyst?</th>
<th>funded</th>
<th>Phase I</th>
<th>Phase II</th>
<th>Phase III</th>
<th>cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>(1) 181st/182nd safety corridor</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>X</td>
<td></td>
<td></td>
<td>$$$</td>
</tr>
<tr>
<td>10454</td>
<td>181st Ave. improvements Gilsan - Yamhill - complete blvd design</td>
<td>X</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>99107</td>
<td>Complete sidewalk connections (181st - I-84-San Rafael)</td>
<td>X</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>$</td>
</tr>
<tr>
<td>99136</td>
<td>Safety corridor: 181st/Rockwood (I-84 - Stark)</td>
<td>X</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>99137</td>
<td>Safety corridor: Halsey (162nd-161st)</td>
<td>X</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>$</td>
</tr>
<tr>
<td>(2) 182nd/190th connections to Clackamas County</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>X</td>
<td></td>
<td></td>
<td>$$$</td>
</tr>
<tr>
<td>10431</td>
<td>Highland/190th Rd. widening</td>
<td>X</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>$$$</td>
</tr>
<tr>
<td>10859</td>
<td>Pleasant View Dr., Powell Loop - Highland Dr (widening, curb, gutter, sw, bike)</td>
<td>X</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>$$</td>
</tr>
<tr>
<td>99105</td>
<td>190th Ave / Pleasant View widening (Butler-190th extension - all modes)</td>
<td>X</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>$$$</td>
</tr>
<tr>
<td>99141</td>
<td>System management: 181st/182nd (I-84 - Powell)</td>
<td>X</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>$</td>
</tr>
<tr>
<td>(3) Eastman/223rd connections</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>X</td>
<td></td>
<td></td>
<td>$$</td>
</tr>
<tr>
<td>10386</td>
<td>Gilsan St. multi-modal (4-lanes; 201st - Fairview Parkway)</td>
<td>X</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>$$$</td>
</tr>
<tr>
<td>10473</td>
<td>223rd/Stark (intersection improvements) new turn lanes</td>
<td>X</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>$</td>
</tr>
<tr>
<td>99150</td>
<td>Powell and Eastman (additional southbound left turn)</td>
<td>X</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>$</td>
</tr>
<tr>
<td>99131</td>
<td>207th new collector extension</td>
<td>X</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>$$$</td>
</tr>
<tr>
<td>99153</td>
<td>Eastman &amp; 25th pedestrian crossing</td>
<td>X</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>$</td>
</tr>
<tr>
<td>99142</td>
<td>System management: Fairview Pkwy/Gilsan/223rd/Eastman (I-84 - Powell)</td>
<td>X</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>$</td>
</tr>
<tr>
<td>(4) 242nd connections to Clackamas County</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>X</td>
<td></td>
<td></td>
<td>$$</td>
</tr>
<tr>
<td>99118</td>
<td>238th bike facilities</td>
<td>X</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>$$</td>
</tr>
<tr>
<td>99132</td>
<td>238th/242nd improvements (3 lane with multimodal)</td>
<td>X</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>$$</td>
</tr>
<tr>
<td>10420</td>
<td>Palomquist Rd. improvements (including culvert replacement)</td>
<td>X</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>$$</td>
</tr>
<tr>
<td>10425</td>
<td>Bull Run Rd. Reconstruction (242nd - 257th)</td>
<td>X</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>$$</td>
</tr>
<tr>
<td>10485</td>
<td>Hogan (Palomquist to Rugg Road)</td>
<td>X</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>$$$</td>
</tr>
<tr>
<td>10511</td>
<td>Hogan Rd. at Stark St. (Stark - add RT lanes, 2nd NB and SB turn lanes)</td>
<td>X</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>$$</td>
</tr>
<tr>
<td>99154</td>
<td>Hogan at Gilsan</td>
<td>X</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>$</td>
</tr>
<tr>
<td>99155</td>
<td>Hogan/Butler new signal</td>
<td>X</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>$$</td>
</tr>
<tr>
<td>99143</td>
<td>System management: 238th/242nd/Hogan (I-84 - Powell)</td>
<td>X</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>$</td>
</tr>
<tr>
<td>(5) Southeast Gateway</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>X</td>
<td></td>
<td></td>
<td>$$</td>
</tr>
<tr>
<td>10512</td>
<td>Hogan: Powell to Burnside (blvd improvements + 3 intersection improv)</td>
<td>X</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>$$</td>
</tr>
<tr>
<td>10522</td>
<td>Burnside, Hogan to Powell (safety improvements and reconstruction)</td>
<td>X</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>$$</td>
</tr>
<tr>
<td>10527</td>
<td>Hogan, Powell Blvd to Palomquist (improve to arterial - 4 lanes +center)</td>
<td>X</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>$$</td>
</tr>
<tr>
<td>99103</td>
<td>US 26 multimodal improvements (Burnside to Palomquist: sidewalks)</td>
<td>X</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>$$</td>
</tr>
<tr>
<td>99139</td>
<td>Safety Corridor: Hogan/Burnside/Powell (Division - Palomquist)</td>
<td>X</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>$$</td>
</tr>
<tr>
<td>10420</td>
<td>Palomquist Rd. improvements (including culvert replacement)</td>
<td>X</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>$$</td>
</tr>
<tr>
<td>10425</td>
<td>Bull Run Rd. reconstruction (242nd - 257th)</td>
<td>X</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>$$</td>
</tr>
<tr>
<td>10429</td>
<td>Powell Valley improvements (Burnside to 282nd ped and bike facilities)</td>
<td>X</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>$$$</td>
</tr>
<tr>
<td>99156</td>
<td>US 26/Southeast Gateway system management improvements</td>
<td>X</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>$</td>
</tr>
<tr>
<td>(6) 257th safety, walking, biking connections</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>X</td>
<td></td>
<td></td>
<td>$$</td>
</tr>
<tr>
<td>10403</td>
<td>257th Ave. Pedestrian improvements at intersections and mid-block crossings</td>
<td>X</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>$$</td>
</tr>
<tr>
<td>10422</td>
<td>Division St improvements (257th - 268th)</td>
<td>X</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>$$</td>
</tr>
<tr>
<td>99138</td>
<td>Safety corridor: Cherry Park/257th (Cherry Park - Division)</td>
<td>X</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>$$</td>
</tr>
<tr>
<td>10382</td>
<td>Reconstruct Stark St. to arterial standards</td>
<td>X</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>$$</td>
</tr>
<tr>
<td>99125</td>
<td>17th Ave/Cochran pedestrian improvements (257th to Troutdale Rd)</td>
<td>X</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>$$</td>
</tr>
<tr>
<td>99144</td>
<td>System management: 257th/Kune (I-84 - Palomquist)</td>
<td>X</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>$$</td>
</tr>
<tr>
<td>(7) Sandy River to Springfield multi-modal connections</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>X</td>
<td></td>
<td></td>
<td>$$</td>
</tr>
<tr>
<td>99151</td>
<td>Sandy to Springfield master plan</td>
<td>X</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>$$</td>
</tr>
<tr>
<td>99100</td>
<td>Troutdale Road improvements (ped b/w 21st - Stark)</td>
<td>X</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>$$</td>
</tr>
<tr>
<td>99101</td>
<td>Troutdale Road improvements (bike b/w Buxton-Stark)</td>
<td>X</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>$$</td>
</tr>
<tr>
<td>10390</td>
<td>Reconstruct Troutdale Rd. (Stark to Division)</td>
<td>X</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>$$</td>
</tr>
<tr>
<td>10409</td>
<td>Beaver Creek Trail</td>
<td>X</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>$$</td>
</tr>
<tr>
<td>99149</td>
<td>40-Mile Loop extension: Orient to Troutdale Rd.</td>
<td>X</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>$$$</td>
</tr>
<tr>
<td>(8) Regional east-west transit link</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>X</td>
<td></td>
<td></td>
<td>$$</td>
</tr>
<tr>
<td>99152</td>
<td>Transit alternative analysis</td>
<td>X</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>$$</td>
</tr>
<tr>
<td>10440</td>
<td>Division St. multimodal improvements (Wallula - west city limits)</td>
<td>X</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>$$</td>
</tr>
<tr>
<td>99112</td>
<td>Complete bicycle facilities (Division: Birdsdale to Wallula)</td>
<td>X</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>$$</td>
</tr>
<tr>
<td>99115</td>
<td>Division ped imps - widen sidewalks, improve crossings 212th-242nd</td>
<td>X</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>$$</td>
</tr>
</tbody>
</table>

A catalyst project is defined as a neccessary project to begin implementation of a package. These include projects needed for year 2035 system performance standards, needed economic development investments, and critical safety corridors.

Planning-level cost estimate
- $ - less than $2 million
- $ - $2-10 million
- $ - $11-25 million
- $$$ - greater than $25 million
<table>
<thead>
<tr>
<th>Investment</th>
<th>RTP ID</th>
<th>Actions</th>
<th>Timeline</th>
<th>catalyst?</th>
<th>funded</th>
<th>Phase I</th>
<th>Phase II</th>
<th>Phase III</th>
<th>cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>Managing the existing system</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>99141</td>
<td>181st/182nd (I-84 - Powell)</td>
<td>System management: Division ped imps - widen sidewalks, improve crossings</td>
<td></td>
<td>X</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>$</td>
</tr>
<tr>
<td>99142</td>
<td></td>
<td>System management: Fairview Pkwy/Glisan/223rd/Eastman (I-84 - Powell)</td>
<td></td>
<td>X</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>$</td>
</tr>
<tr>
<td>99143</td>
<td></td>
<td>System management: 238th/242nd/Hogan (I-84 - Powell)</td>
<td></td>
<td>X</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>$</td>
</tr>
<tr>
<td>99144</td>
<td></td>
<td>System management: 257th/Kane (I-84 - Palmquist)</td>
<td></td>
<td>X</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>$</td>
</tr>
<tr>
<td>99145</td>
<td></td>
<td>System management: Burnside (Eastman - Palmquist)</td>
<td></td>
<td>X</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>$</td>
</tr>
<tr>
<td>99146</td>
<td></td>
<td>System management: Division St. transit priority (162nd - 257th)</td>
<td></td>
<td>X</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>$</td>
</tr>
<tr>
<td>(9) Rockwood/181st</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>10454</td>
<td>181st Ave. improvements Glisan - Yamhill - complete bvld design</td>
<td></td>
<td>X</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>$</td>
<td></td>
</tr>
<tr>
<td>10459</td>
<td></td>
<td>Burnside SC pedestrian imps, 172, 197, Glisan, Stark +intersecting sts</td>
<td></td>
<td>X</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>$</td>
</tr>
<tr>
<td>10519</td>
<td></td>
<td>Pedestrian enhancements (Burnside: 162nd-181st)</td>
<td></td>
<td>X</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>$</td>
</tr>
<tr>
<td>99109</td>
<td></td>
<td>Widens and buffer sidewalks and improve crossings (Stark: 181st-Burnside)</td>
<td></td>
<td>X</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>$</td>
</tr>
<tr>
<td>99110</td>
<td></td>
<td>Widens and buffer sidewalks; add bicycle facilities (Burnside: 181st-197th)</td>
<td></td>
<td>X</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>$</td>
</tr>
<tr>
<td>99111</td>
<td></td>
<td>Widens and buffer sidewalks; add bicycle facilities (Burnside: 171st-181st)</td>
<td></td>
<td>X</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>$</td>
</tr>
<tr>
<td>(10) Pleasant Valley</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>10460</td>
<td></td>
<td>SE 174th N/S Improvements Giese - 174/Jenne</td>
<td></td>
<td>X</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>$</td>
</tr>
<tr>
<td>10463</td>
<td></td>
<td>Foster Rd. Extension (north) Jene - 172nd</td>
<td></td>
<td>X</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>$</td>
</tr>
<tr>
<td>10464</td>
<td></td>
<td>Giese Rd. Extension (192 - 172)</td>
<td></td>
<td>X</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>$</td>
</tr>
<tr>
<td>10465</td>
<td></td>
<td>172nd Ave. Improvements (Giese to Foster)</td>
<td></td>
<td>X</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>$</td>
</tr>
<tr>
<td>10466</td>
<td></td>
<td>172nd Ave. Improvements (Foster to Cheldelin)</td>
<td></td>
<td>X</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>$</td>
</tr>
<tr>
<td>(11) Downtown Gresham/Civic</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>10423</td>
<td></td>
<td>Cleveland Ave. reconstruction (Powell - Stark)</td>
<td></td>
<td>X</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>$</td>
</tr>
<tr>
<td>10434</td>
<td></td>
<td>Burnside Rd. improvements (Wallula to Hogan)</td>
<td></td>
<td>X</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>$</td>
</tr>
<tr>
<td>10436</td>
<td></td>
<td>Max Trail (Rockwood to Gresham downtown)</td>
<td></td>
<td>X</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>$</td>
</tr>
<tr>
<td>10504</td>
<td></td>
<td>Ped to Max. Hood Ave. (Powell - Division on Hood Ave.)</td>
<td></td>
<td>X</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>$</td>
</tr>
<tr>
<td>10505</td>
<td></td>
<td>Civic collector streets, new signal Eastman/169th (Civic Drive - Eastman Pkwy)</td>
<td></td>
<td>X</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>$</td>
</tr>
<tr>
<td>99115</td>
<td></td>
<td>Division ped imps - widen sidewalks, improve crossings (Wallula - Hogan)</td>
<td></td>
<td>X</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>$</td>
</tr>
<tr>
<td>99116</td>
<td></td>
<td>Powell ped imps - widen sidewalks, improve crossings (Eastman - Main)</td>
<td></td>
<td>X</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>$</td>
</tr>
<tr>
<td>99117</td>
<td></td>
<td>Powell ped imps - widen sidewalks, improve crossings (Hood - Hogan)</td>
<td></td>
<td>X</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>$</td>
</tr>
<tr>
<td>99152</td>
<td></td>
<td>Eastman bikelane/stormwater improvements (Division - Powell)</td>
<td></td>
<td>X</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>$</td>
</tr>
<tr>
<td>(12) Gresham Vista</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>10473</td>
<td></td>
<td>223rd/Stark (intersection improvements) new turn lanes</td>
<td></td>
<td>X</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>$</td>
</tr>
<tr>
<td>10511</td>
<td></td>
<td>Hogan Dr. at Stark St. (Stark - add RT lanes, 2nd NB and SB turn lanes)</td>
<td></td>
<td>X</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>$</td>
</tr>
<tr>
<td>99154</td>
<td></td>
<td>Hogan at Glisan</td>
<td></td>
<td>X</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>$</td>
</tr>
<tr>
<td>(13) Catalyst for Springwater District</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>10664</td>
<td></td>
<td>New interchange on US 26 to serve industrial area</td>
<td></td>
<td>X</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>$</td>
</tr>
<tr>
<td>10474</td>
<td></td>
<td>Rugg Rd. ext. (new arterial per Springwater plan) Orient to US 26</td>
<td></td>
<td>X</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>$</td>
</tr>
<tr>
<td>10475</td>
<td></td>
<td>Rugg Rd. ext. (new arterial per Springwater plan) US 26 to 252nd</td>
<td></td>
<td>X</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>$</td>
</tr>
<tr>
<td>10476</td>
<td></td>
<td>Rugg Rd. ext. (new arterial per Springwater plan) 252nd -242nd</td>
<td></td>
<td>X</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>$</td>
</tr>
<tr>
<td>10477</td>
<td></td>
<td>Springwater Road section 4 242nd - 252nd</td>
<td></td>
<td>X</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>$</td>
</tr>
<tr>
<td>10478</td>
<td></td>
<td>Springwater Road section 4 (Springwater to Palquist collector)</td>
<td></td>
<td>X</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>$</td>
</tr>
<tr>
<td>10479</td>
<td></td>
<td>252nd Ave. (Springwater to Palquist collector)</td>
<td></td>
<td>X</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>$</td>
</tr>
<tr>
<td>10480</td>
<td></td>
<td>Springwater Road Section 7 (new collector Hogan-Orient) 242nd</td>
<td></td>
<td>X</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>$</td>
</tr>
<tr>
<td>10481</td>
<td></td>
<td>Springwater Road Section 8 (new collector Hogan-Orient) 242nd</td>
<td></td>
<td>X</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>$</td>
</tr>
<tr>
<td>10482</td>
<td></td>
<td>Springwater Road Section 9 (new collector Hogan-Orient) 252nd</td>
<td></td>
<td>X</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>$</td>
</tr>
<tr>
<td>10483</td>
<td></td>
<td>Springwater Road Section 10 (new collector Hogan-Orient) 252-Telford</td>
<td></td>
<td>X</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>$</td>
</tr>
<tr>
<td>10484</td>
<td></td>
<td>Springwater Road Section 11 (new collector Hogan-Orient) Telford-Orient</td>
<td></td>
<td>X</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>$</td>
</tr>
<tr>
<td>(14) Downtown Fairview &amp; Wood Village</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>10387</td>
<td></td>
<td>Reconstruct Arata Rd.</td>
<td></td>
<td>X</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>$</td>
</tr>
<tr>
<td>10398</td>
<td></td>
<td>Wood Village Blvd extension</td>
<td></td>
<td>X</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>$</td>
</tr>
<tr>
<td>99129</td>
<td></td>
<td>Wood Village extension - multi use path</td>
<td></td>
<td>X</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>$</td>
</tr>
<tr>
<td>99130</td>
<td></td>
<td>Fairview Ave multi-modal improvements (I-84 to Arata)</td>
<td></td>
<td>X</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>$</td>
</tr>
<tr>
<td>(15) Edgefield / Halsey main street implementation</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>11287</td>
<td></td>
<td>Halsey St improvements (223rd to 238th)</td>
<td></td>
<td>X</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>$</td>
</tr>
<tr>
<td>10385</td>
<td></td>
<td>Reconstruct Halsey St. with improvements</td>
<td></td>
<td>X</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>$</td>
</tr>
<tr>
<td>(16) Downtown Troutdale</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>10408</td>
<td></td>
<td>40 Mile Loop Trail (Reynolds to downtown Troutdale)</td>
<td></td>
<td>X</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>$</td>
</tr>
<tr>
<td>99148</td>
<td></td>
<td>Troutdale urban renewal access</td>
<td></td>
<td>X</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>$</td>
</tr>
</tbody>
</table>
NORTH/SOUTH CONNECTIONS

(1) 181st/182nd safety corridor: Projects will provide safety improvements in known areas of high crash rates and improve safe routes to schools in the Centennial School District. This includes a recommendation to improve transit service to ‘one seat’ frequent service between Sandy Blvd and Powell Blvd. CATALYST PROJECTS: Safety projects on 181st/Stark and Halsey.

(2) 182nd/190th connections to Clackamas County: Leveraging Clackamas County’s 172nd/190th Corridor Project, targeted improvements to the road network in Pleasant Valley along Highland/190th will create opportunity for economic and residential development. CATALYST PROJECTS: Widening of Highland/190th.

(3) Eastman/223rd connections: Projects address future traffic growth with targeted north-south roadway capacity investments along 223rd/ Eastman, including at Stark/223rd and Eastman and Powell. Projects to better coordinate the signal timing at intersections along Eastman/223rd will provide needed capacity improvements. CATALYST PROJECTS: Intersection improvements on Eastman/223rd & Stark.

(4) 242nd connections to Clackamas County: Projects address future growth with additional roadway capacity along this corridor, particularly south of Powell, along with opportunities for access and safety enhancements to the existing conditions. This includes intersection improvements at Glisan and Stark, including signal coordination. CATALYST PROJECTS: Widening of Hogan/242nd south of Powell Boulevard, Palmquist improvements, intersection improvements Stark.

(5) Southeast gateway: Projects address future capacity needs, safety (this is one of the highest crash areas), way-finding and needed pedestrian improvements (there are sidewalk gaps in this area, particularly along US 26 and challenging crossings). Way-finding treatments should be integrated with the adopted Mt Hood Scenic Byway route. CATALYST PROJECTS: Improvements to Hogan and Powell, Burnside intersections, safety improvements.

(6) 257th safety, walking and biking connection: Projects create safe and attractive pedestrian crossings along 257th, particularly between Reynolds High School and Mt Hood Community College. CATALYST PROJECTS: Safety improvements between Cherry Park and Division.

REGIONAL MOBILITY

(7) Sandy River to Springwater multi-modal connection: Projects provide multi-modal connections from Downtown Troutdale to Mt Hood Community College and the Springwater Corridor Trail. CATALYST PROJECTS: Master plan for new multimodal corridor.

(8) Regional east-west transit link: Projects improve east-west transit that connects Mt Hood Community College, Downtown Gresham, Portland and South Waterfront’s Innovation Quadrant. Projects include enhanced bus/bus rapid transit and safety, and pedestrian and bike improvements (sidewalks, medians, crossings, access management) to make Division a great corridor for transit and walking. Gresham will continue street improvements for sidewalks and other features to make walking and access to transit easier. CATALYST PROJECTS: Transit alternatives analysis for Powell/Division.

Managing the existing system (not mapped): Projects address congestion at intersections through the coordination of signal timing. Improvements to adaptive signal timing along 181st/182nd, Burnside, and Kane Drive. Other projects include signage, messaging, and other techniques that improve way-finding and traffic flow. CATALYST PROJECTS: System management, including coordinated signals, adaptive signal timing, and message systems, on all north-south corridors.

DOWNTOWNS AND EMPLOYMENT AREAS

(9) Rockwood/181st: Projects include targeted bicycle and pedestrian improvements on 181st between I-84 and Stark, and Stark between 181st and Burnside to improve access to the important commercial areas in Rockwood. CATALYST PROJECTS: Improvements to 181st, Burnside, Stark and intersecting streets.

(10) Pleasant Valley: Projects develop the necessary public infrastructure for development of Pleasant Valley town center consistent with the Pleasant Valley Community Plan. CATALYST PROJECTS: Improvements to 174 and Foster.

(11) Downtown Gresham/Civic: Projects include boulevard treatments along all of Burnside and redevelopment opportunities along this important street. Projects better connect Main City Park, the Springwater Corridor Trail and Johnson Creek to Downtown Gresham. Sidewalk and streetscape projects in Downtown improve walking, window shopping and branding of Downtown Gresham as a unique place. CATALYST PROJECTS: Road improvements to Cleveland and Hood collector improvements in Civic, MAX trail.

(12) Gresham Vista Business Park: The Port of Portland’s November 2011 purchase of one of the area’s largest shovel-ready employment sites is an immediate opportunity to bring jobs and revenue to East Metro communities. Projects increase mobility along the north/south and east/west arterials and improve access to industrial employment land. CATALYST PROJECTS: New interchange on US 26 and arterial connections.

(13) Catalyst for Springfield District: Projects help develop the necessary public infrastructure for private investment and jobs in this regionally significant employment area. Projects include a new interchange on US 26 and an extension of Rugg Road to connect US 26 and Hogan, as well as collector street improvements to provide needed access for future jobs and employment. CATALYST PROJECTS: New interchange on US 26 and arterial connections.

(14) Downtown Fairview and Wood Village: Projects on Fairview Avenue between I-84 and Arata Road improve access provide needed safety and multi-modal improvements. Projects also improve connections between Arata Road and Halsey. CATALYST PROJECTS: Fairview Avenue completion with Arata intersection, complete Arata Rd.

(15) Edgefield/Halsey main street implementation: Projects implement features of the Halsey Street Concept Design Plan (2005), a joint effort of Fairview, Wood Village, Troutdale, and Multnomah County. Projects include realizing Halsey as a 2-lane road with median/turn lane, full bike lanes, sidewalks and pedestrian crossings. Projects support the downtown visions for the three cities and help attract commercial development, particularly adjacent to Edgefield, an important destination in East Multnomah County. CATALYST PROJECTS: Complete main street treatments on Halsey.

(16) Downtown Troutdale: Projects support future development of the urban renewal area in Downtown Troutdale, creating local road connections to the urban renewal area site and extending the regional trail system along the Sandy River from Troutdale Reynolds Industrial Park into Downtown Troutdale. CATALYST PROJECTS: Local street access to urban renewal area, extend regional trail into downtown.

Numbers are for the map key, and do not imply project priority.
The East Metro Connections Plan will result in amendments to the Regional Transportation Plan, and accordingly, local Transportation System Plans.

The East Metro Connections Plan identifies transportation and other investments that advance economic and community development. Working within the cities of Gresham, Fairview, Troutdale, Wood Village and Multnomah County, the East Metro Connections Plan has relied on coordination across jurisdictional boundaries to advocate for results that ensure prosperity of the East Metro area.

Advocacy for regional, state, and federal funding for the investments identified in the action plan will require collaboration among public and private partners in East Multnomah County. Jurisdictions will continue this advocacy through the local endorsement process. The final recommendation and action plan has identified the needs, transportation mode, function, and scope and general location of solutions needed for the East Metro Plan Area between now and the year 2035.

1. **What is the product of a corridor refinement plan?**
   - A corridor refinement plan is designed to amend the Regional Transportation Plan.
   - Amendments include updates to RTP projects and policy maps.

2. **What is the role of the steering committee?**
   - Provides local and regional perspective to guide the development of projects within the action plan.
   - Provides local and regional perspective to inform changes to the Regional Transportation Plan.
**Update to the RTP freight network**

As reviewed in December 2011, The Regional Transportation Plan freight network map (RTP figure 2.20) should be amended to reflect the proposed East Metro Connections Plan “Freight Grid”, including main roadway routes and road connectors. Projects developed on the “freight grid” will be designed for safe freight movement. This page shows the recommended update to the freight network map based on the decision on June 6, 2012.
East Metro Policy Updates

What is the regional freight network?
The Regional Transportation Plan (RTP) has two types of freight designations:
- Main roadway routes are the "trunk" of the freight system - higher volume, major connectors with other regions.
- Road connectors have lesser volumes, provide connectivity to industrial/employment land and connect those more significant main roadway routes.

What changes are proposed?
- Remove, from the RTP freight network, Burnside between 181st and 223rd to reflect its actual usage and resolve safety issues.
- Broaden the RTP freight network to include the following routes as road connectors: 223rd between Glisan and Burnside; 257th/Kane from I-84 to US 26 (Note: projects would not include major improvements that connect Kane to US 26 which might attract more through trips).
- Update the US 26/Hogan connector to be consistent with Springwater Plan.
- EMCP is not proposing changes to the National Highway System (NHS) at this time. However, a more detailed review of these networks has been conducted to ensure consistency with plans and policies.

Why propose changes to the freight network?
Proposed changes to the RTP freight network would bring the use and function of plan area roads more in line and resolve land use conflicts.

- Proposed freight network roads could see projects that increase their mobility (reducing stops/starts and travel time), that increase safety of other users and projects that accommodate trucks.

- The RTP freight network map (figure 2.20) should be amended to reflect the proposed East Metro Connections Plan “freight grid”, including main roadway routes and road connectors. Projects developed on the “freight grid” will be designed for safe freight movement.

Updates to other RTP road networks
Consistent with the updated Freight Network, updates will also occur to the Arterial and Throughway Network and the System Design Network.
- Update the 238th/242nd link north of Glisan pending steering committee decision.
- Update the US 26/Hogan connector to be consistent with Springwater Plan (identified as a proposed link on the proposed freight network).
Following the steering committee’s final meeting on June 6, 2012, the action plan will go to local elected councils for endorsement. The public is invited to attend.

**Troutdale City Council**  
7 p.m. on Tuesday, June 26  
104 SE Kibling, Troutdale

**Wood Village City Council**  
6 p.m. on Tuesday, July 10  
2055 NE 238th Drive, Wood Village

**Multnomah County Board of Commissioners**  
9:30 a.m. on Thursday, July 12  
501 SE Hawthorne Blvd., Portland

**Gresham City Council**  
3 p.m. on Tuesday, July 17  
1333 NW Eastman Parkway, Gresham

**Fairview City Council**  
7 p.m. on Wednesday, July 18  
1300 NE Village St., Fairview

**Metro Council**  
2 p.m. on Thursday, August 2  
600 NE Grand Ave., Portland
Regional Transportation Plan amendment process

Consistent with the outcomes based planning framework of the Regional Transportation Plan and the mobility corridor strategy, the East Metro Connections Plan will be advancing updated policy elements to support project development in the Action Plan.

Amended Regional Transportation Plan

FINDINGS – Updates to projects and policies
- The East Metro Connections Plan will be recommending refinements to the Regional Transportation Plan policies and projects.
- The Regional Transportation Plan project list will be updated with projects identified in the action plan.
- These changes will include updates to the Regional Freight Network Map. Updates to the Arterial and Through Network and Regional Design Classifications will update the “proposed connectors” identified on those maps.
- Through the identification of a “freight grid” through the plan area, changes will allow for policy consistency with the Arterial and Through Network Map and the System Design Map. The proposed “freight grid” and associated regional system policy map changes proposed for the Regional Transportation Plan recognize that projects developed on freight routes will be designed for safe freight movement. The action plan and recommendation will also be reflected in updates to Chapter 4: Mobility Corridor Strategy for Mobility Corridor #15 as well as Chapter 6: Implementation.

PROCESS – Regional Transportation Plan amendment process to being in fall of 2012.
- After the local jurisdictional actions and Metro Council Resolution endorsing the findings of the East Metro Connection Plan, Metro will initiate the Regional Transportation Plan amendment process, scheduled for fall of 2012.
- The process includes the following actions:
  - Project lists (as identified in the Action Plan)
  - System maps (as in the changes to the Freight Network and associated Arterial and Through Network and System Design Maps)
  - Updated chapter 4 (summary changes to mobility corridor per recommendation)
  - Updated or deleted chapter 6 (change from corridor refinement to implementation)
- Steps included in amending the RTP include:
  - Consultation with air quality partners
  - Regional model run with air quality
  - Conformity determination (based on model results)
  - Removal of other financially constrained projects (delete/replace)
  - 30-day public comment period
  - TPAC recommendation to JPACT
  - JPACT recommendation to Metro Council
  - Metro council action
- Changes to the state project list identified in the RTP also include:
  - 45-day public comment period
  - MPAC recommendation as well as JPACT action
- Local Transportation system plans will be updated to reflect changes to the Regional Transportation Plan.

Updates to local transportation system plans

PROCESS – Update local transportation system plans (TSP).
- Gresham Transportation System Plan process is currently underway.
- Changes to RTP will be coordinated with Gresham TSP.
- Wood Village Transportation System Plan process is currently underway. Changes to RTP will be coordinated with Wood Village TSP.
- Changes to Fairview TSP will be initiated after EMCP recommendation.
- Changes to Troutdale TSP will be initiated after EMCP recommendation.
Next steps

Find funding. Build projects.

- How do we reduce competition, and increase cooperation among projects for funding?
- How can certainty in efforts to fund and implement projects be increased?

Effectively securing funding for the action plan and other east Multnomah County priorities will require jurisdictions to be both strategic and opportunistic.

Strategic. There is an opportunity to clarify how projects can be funded, i.e., which projects can go after specific sources of money. This effort will produce two important results. Clarity will illuminate where prioritization among projects will need to occur, and there is an opportunity to strategically align projects with sources of funds. The action plan has begun to identify funding sources.

Opportunistic. Having projects ready for development, prior to identifying or securing a funding source, increases opportunities to apply for new or unexpected funding sources. For example, projects that were most successful in securing ARRA funds were those that were ready to implement immediately. Some projects are local and will use local sources of funds. Others require collaboration and partnerships to unlock funds.

What are current sources of revenue?

Federal

Highway Trust Fund. For road-related projects, Congress provides these revenues to the Metro region through the Federal Highway Administration (FHWA) to the Oregon Department of Transportation (ODOT) and then to Metro and the region’s local cities and counties. The original source of these monies is primarily the federal gas tax, various truck taxes and funding from the federal general fund. Allocation and distribution of federal funds, other than routine maintenance, are accounted for in the Metropolitan Transportation Improvement Program (MTIP).

Transit Discretionary Funds. These funds are for major new transit capital projects. In this region, these funds have primarily been used to provide the federal portion of capital cost construction of the light rail system. Other eligible uses include bus purchases, bus rapid transit and system capital improvements. As the regional transportation planning agency, Metro determines which large transit capital projects will be given priority in the region to receive these funds.

State

State revenues for transportation projects are distributed by the Oregon Transportation Commission, in accordance with state statutes, from the State Highway Trust Fund. The fund primarily derives its revenues from:

- Statewide gas taxes;
- Vehicle registration fees; and
- Weight mile taxes on trucks.

Local

Many of the cities and counties in the region raise other sources of revenue for the operation, maintenance and preservation (OMP) and new construction. The amount of revenue applied to the system is controlled by each jurisdiction and is spent within their boundaries.

- Local Portion of State Highway Trust Fund. Historically 40 percent of state trust fund revenues are distributed to the cities and counties of Oregon; although there is anticipation that 50 percent of new trust fund revenues would be distributed to cities and counties by formula.
- Local Gas Tax. Multnomah County levies a three-cent per gallon gas tax and Washington County levies a one-cent per gallon gas tax. Both counties share these revenues with the cities within their boundaries. Recently gas taxes have been approved for the cities of Milwaukie and Tigard. These revenues may be used for road maintenance and road expansion.

Development-based sources

Development-based sources of transportation funding are fees collected by local governments based on the development of or use of land. These fees provide funding for transportation and other public investments as deemed appropriate by the local government that collects the fees and allocates the revenue. In some cases, the projects receiving these funds are transportation projects of regional significance and, therefore, a portion of these revenues estimated to be spent on regional projects is assumed in this forecast based on historical trends. These include:

- Transportation system development charges (SDCs) levied on new development
- Traffic impact fees (TIFs) on commercial properties
- Urban renewal funding in designated districts
- Developer contributions

Strategic Partnerships

- Coordination with Columbia Cascade River District Strategic Plan: Project development for investments such as Sandy Boulevard and Marine Drive are critical for economic development in east Multnomah County.
- Establishing principals of partnership: How do we, through a detailed understanding of financing mechanisms, combined with a strategic understanding of future project opportunities, unlock funds that would not otherwise be available?
- Partnerships: There are opportunities to continue the momentum that began with the 2007 Memorandum of Understanding (MOU) and the East Metro Connections Plan. The development of partnerships with business groups such as the East Metro Economic Alliance (EMEA), the Gresham Chamber and West Columbia Gorge Chamber of Commerce, Mount Hood Community College, and the Port of Portland will create opportunities that public agencies cannot develop alone.
### Moving from the action plan to project development

East Metro Connections Plan will conclude with the identification of transportation projects bundled into an effective action plan. Following East Metro Connections Plan, efforts to clarify potential funding sources will (1) move projects to implementation, (2) help integrate projects outside the scope of EMCP, and (3) narrow where prioritization will need to take place. These three outcomes should facilitate cooperation among east County jurisdictions.

<table>
<thead>
<tr>
<th>Date</th>
<th>Event Description</th>
<th>Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td>Dec 14 2011</td>
<td><strong>Initial strategies</strong> Ties anticipated future conditions to potential solutions and local aspirations and identifies framework for evaluating tradeoffs. <strong>Steering committee decision:</strong> Provide input on the evaluation framework, list of candidate projects to be developed and options for study at 238th/242nd.</td>
<td></td>
</tr>
<tr>
<td>April 2 2012</td>
<td><strong>Preferred strategies</strong> Narrows solutions based on technical evaluation and steering committee weighting of evaluation factors. Begins to prioritize investments. <strong>Steering committee decision:</strong> Establish how projects will be prioritized through weighting of evaluation factors. Establish an approach the preliminary action plan.</td>
<td></td>
</tr>
<tr>
<td>April 18 2012</td>
<td><strong>Preliminary action plan</strong> Identifies investment opportunities in the plan area. It will include projects, their likely timeline, partnerships, implementation actions and funding status. Reflects input from steering committee, local councils and public. <strong>Steering committee decision:</strong> Refine and confirm projects and other components of action plan.</td>
<td></td>
</tr>
<tr>
<td>June 6 2012</td>
<td><strong>Final action plan and steering committee recommendation</strong> Identifies investment opportunities – highlighting those with a significant degree of consensus – in the plan area. It will include projects, their likely timeline, partnerships, implementation actions and funding status. Reflects input from steering committee, local councils and public. The recommendation will go to elected councils for endorsement. <strong>Steering committee decision:</strong> Refine and confirm action plan. Recommend action plan for endorsement by local and regional elected councils.</td>
<td></td>
</tr>
</tbody>
</table>

### Following East Metro Connections Plan

How do we reduce competition for funding among projects?

How do we increase certainty in our efforts to implement projects?

It may seem that EMCP projects are competing for funds with each other and other projects in the influence area, such as Sandy Blvd and the Columbia Cascade River District.

By understanding which projects are eligible for specific sources of funding, we reduce the number of projects competing against each other. Aligning projects with eligible sources will clarify where prioritization needs to take place.

A process to clarify funding sources and financing mechanisms could be conducted with public and private partners to form a strategic development partnership. This effort has the potential to yield long-lasting and fruitful results. East County leaders would serve as a model for the rest of the region.

### Integrate EMCP action plan with other east County projects

Determine eligible funding sources and strategically align EMCP and other east County projects.
**Access and Mobility:** Adjacency to I-84, network of north-south and east-west arterials, future improved connections to Clackamas County

**Location:** Proximity to Portland airport, Columbia Cascade River District, 20 minutes to downtown Portland, connections to Eastern and Central Oregon

**Land:** Columbia Cascade River District, Gresham Vista, Springwater, Edgefield, downtowns in Troutdale, Fairview, Wood Village and Gresham

**Natural Resources:** Sandy River, Johnson Creek and East Buttes, Gateway to Mount Hood and Columbia River Gorge

---

**East Metro Connections Plan Steering Committee**

Councilor Shirley Craddick, Metro  
Mayor Mike Weatherby, City of Fairview  
Mayor Jim Kight, City of Troutdale  
Mayor Patricia Smith, City of Wood Village  
Mayor Shane Bemis, City of Gresham  
Councilor Diana Helm, City of Damascus  
Commissioner Jamie Damon, Clackamas County  
Commissioner Diane McKeel, Multnomah County  
Rian Windsheimer, Oregon Department of Transportation  
Steve Entenman, East Metro Economic Alliance  
Mark Garber, East Metro Economic Alliance  
Carol Rulla, Coalition of Gresham Neighborhoods  
Greg Olson, Multnomah County  
Bicycle & Pedestrian Citizen Advisory Committee  
Alan Lehto, TriMet  
Michelle Gregory, Mount Hood Community College  
Susie Lahsene, Port of Portland  
Hector Osuna, El Programa Hispano  
Dwight Unti, Tokola Properties  
Ron Cazares, FedEx  
Jane Van Dyke, Columbia Slough Watershed

- June 2012 -

www.oregonmetro.gov/eastmetro
Metro Policy Advisory Committee (MPAC)
Denny Doyle, City of Beaverton, MPAC Chair
Larry Morgan, City of Troutdale, MPAC Vice Chair
Emerald Bogue, Port of Portland
Steve Callaway, City of Hillsboro
Sam Chase, Metro Council
Chloe Eudaly, City of Portland
Betty Dominguez, Metro Council
Andy Duyck, Washington County
Maxine Fitzpatrick, Multnomah County citizen
Amanda Fritz, City of Portland
Mark Gamba, City of Milwaukie
Linda Glover, City of Vancouver
Ed Gronke, Clackamas County citizen
Jeff Gudman, City of Lake Oswego
Kathryn Harrington, Metro Council
Jerry Hinton, City of Gresham
Brian Hodson, City of Canby
Gordon Hovies, Tualatin Valley Fire & Rescue
Teri Lenahan, City of North Plains
Renate Mengelberg, City of Oregon City
Luis Nava, Washington County citizen
Nathan Phelan, Peninsula Drainage District #1
Craig Prosser, TriMet
Jim Rue, Oregon Dept. of Land Conservation and Development
Martha Schrader, Clackamas County
Loretta Smith, Multnomah County
Jeanne Stewart, Clark County
Don Trotter, Clackamas County Fire District #1
Peter Truax, City of Forest Grove
Mark Watson, Hillsboro School District Board of Directors

Joint Policy Advisory Committee on Transportation (JPACT)
Craig Dirksen, Metro Council, JPACT Chair
Shirley Craddick, Metro Council, JPACT Vice Chair
Shane Bemis, City of Gresham
Nina DeConcini, Oregon Dept. of Environmental Quality
Denny Doyle, City of Beaverton
Doug Kelsey, TriMet
Tim Knapp, City of Wilsonville
Anne McEnerny-Ogle, City of Vancouver
Curtis Robinhood, Port of Portland
Roy Rogers, Washington County
Chloe Eudaly, City of Portland
Paul Savas, Clackamas County
Bob Stacey, Metro
Jeanne Stewart, Clark County
Kris Strickler, Washington Dept. of Transportation
Jessica Vega Pederson, Multnomah County
Rian Windsheimer, Oregon Dept. of Transportation

ACKNOWLEDGEMENTS

Project management team
Elissa Gertler, planning and development director
Margi Bradway, planning and development deputy director
Kim Ellis, project manager
Tyler Frisbee, policy and innovation manager
Clifford Higgins, communications manager
Tom Kloster, regional planning manager
Ted Leybold, transportation planning manager
Jessica Martin, administrative supervisor

Research center
Chris Johnson, modeling manager
Cindy Pederson, modeling manager
Karen Scott-Lowthian, client services manager
Peter Bosa, principal researcher and modeler
Aaron Breakstone, principal researcher and modeler
Clint Chiavarini, senior GIS specialist
Joe Gordon, senior GIS Specialist
Al Mowbray, associate GIS specialist
Thaya Patton, senior researcher and modeler
Kevin Saavedra, assistant researcher and modeler

Parks and nature
Tommy Albo, natural areas GIS coordinator
Lori Hennings, senior natural resource scientist
Robert Spurlock, senior regional planner

Planning and development
Grace Cho, associate transportation planner
Tim Collins, senior transportation planner
Paulette Copperstone, program assistant
Rebecca Hamilton, associate regional planner
Matthew Hampton, senior GIS specialist and cartographer
Lisa Hunrichs, director’s assistant
Dan Kaempff, principal transportation planner
Ben Kahn, intern
Frankie Lewington, communications specialist
Ken Lobeck, senior transportation planner
Andre’ Lightsey-Walker, assistant regional planner
Lake McTighe, senior regional planner
John Mermin, senior regional planner
Marie Miller, program assistant
Peggy Morell, senior public affairs specialist
Tim O’Brien, principal planner
Jeff Raker, economic development planner
Eliot Rose, senior technology and transportation planner
Jamie Snook, principal transportation planner
Julie Stringham, intern
Caleb Winter, senior transportation planner
If you picnic at Blue Lake or take your kids to the Oregon Zoo, enjoy symphonies at the Schnitz or auto shows at the convention center, put out your trash or drive your car – we’ve already crossed paths.

So, hello. We’re Metro – nice to meet you.

In a metropolitan area as big as Portland, we can do a lot of things better together. Join us to help the region prepare for a happy, healthy future.

Metro Council President
Tom Hughes

Metro Councilors
Shirley Craddick, District 1
Betty Dominguez, District 2
Craig Dirksen, District 3
Kathryn Harrington, District 4
Sam Chase, District 5
Bob Stacey, District 6

Auditor
Brian Evans

Stay in touch with news, stories and things to do.
oregonmetro.gov/news

If you have a disability and need accommodations, call 503-220-2781, or call Metro’s TDD line at 503-797-1804. If you require a sign language interpreter, call at least 48 hours in advance.

Metro
600 NE Grand Ave.
Portland, OR 97232-2736
503-797-1700
503-797-1804 TDD
503-797-1795 fax

2018 Regional Transportation Plan

safe • reliable • healthy • affordable

For more information, visit
oregonmetro.gov/rtp