APPENDIX P

2018 Regional Transportation Plan

East Metro Connections Plan

December 6, 2018

oregonmetro.gov/rtp

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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.

East Metro Connections Plan June 2012

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.

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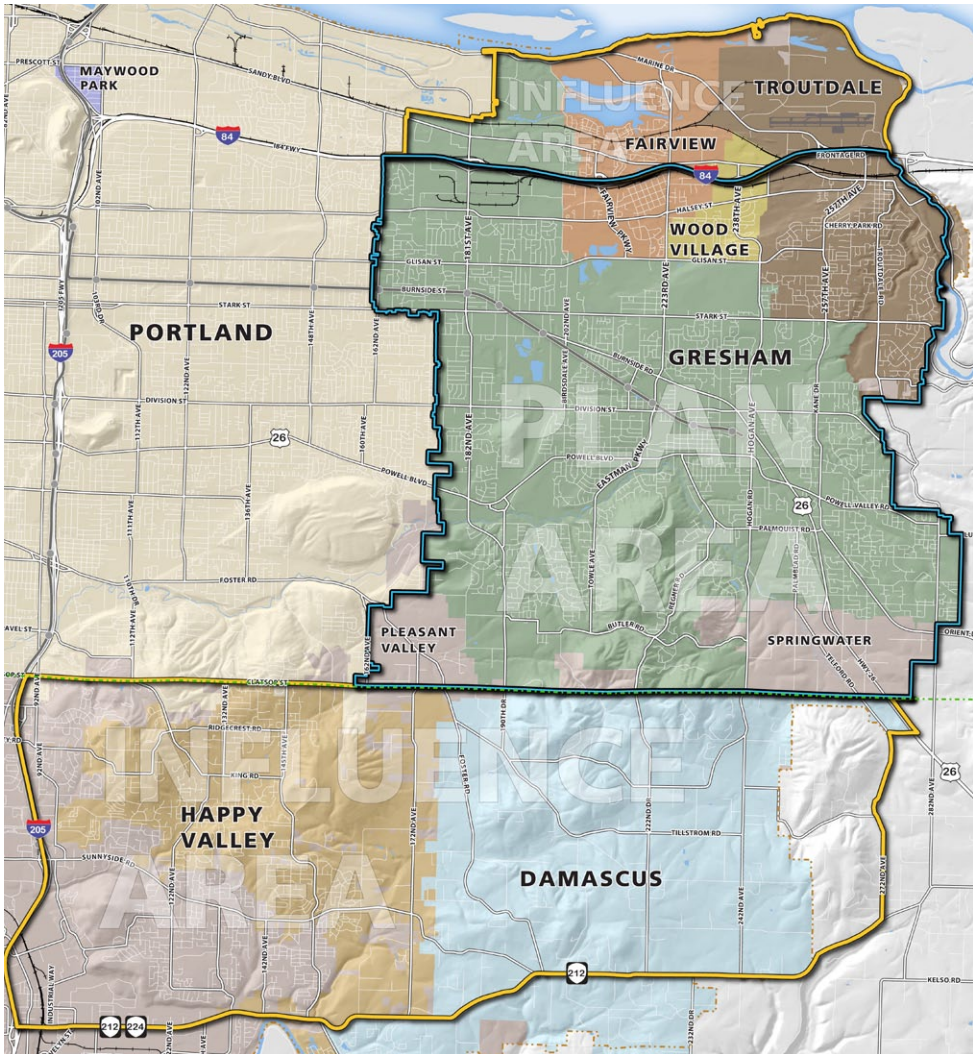
The four cities of east Multnomah County will work closely with state, county, regional and federal partners to implement solutions in the plan area.

Development will be closely coordinated with the Columbia Cascade River District, a critical regional employment area along the Columbia River, as well as ongoing projects in east Portland and Clackamas County.



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.

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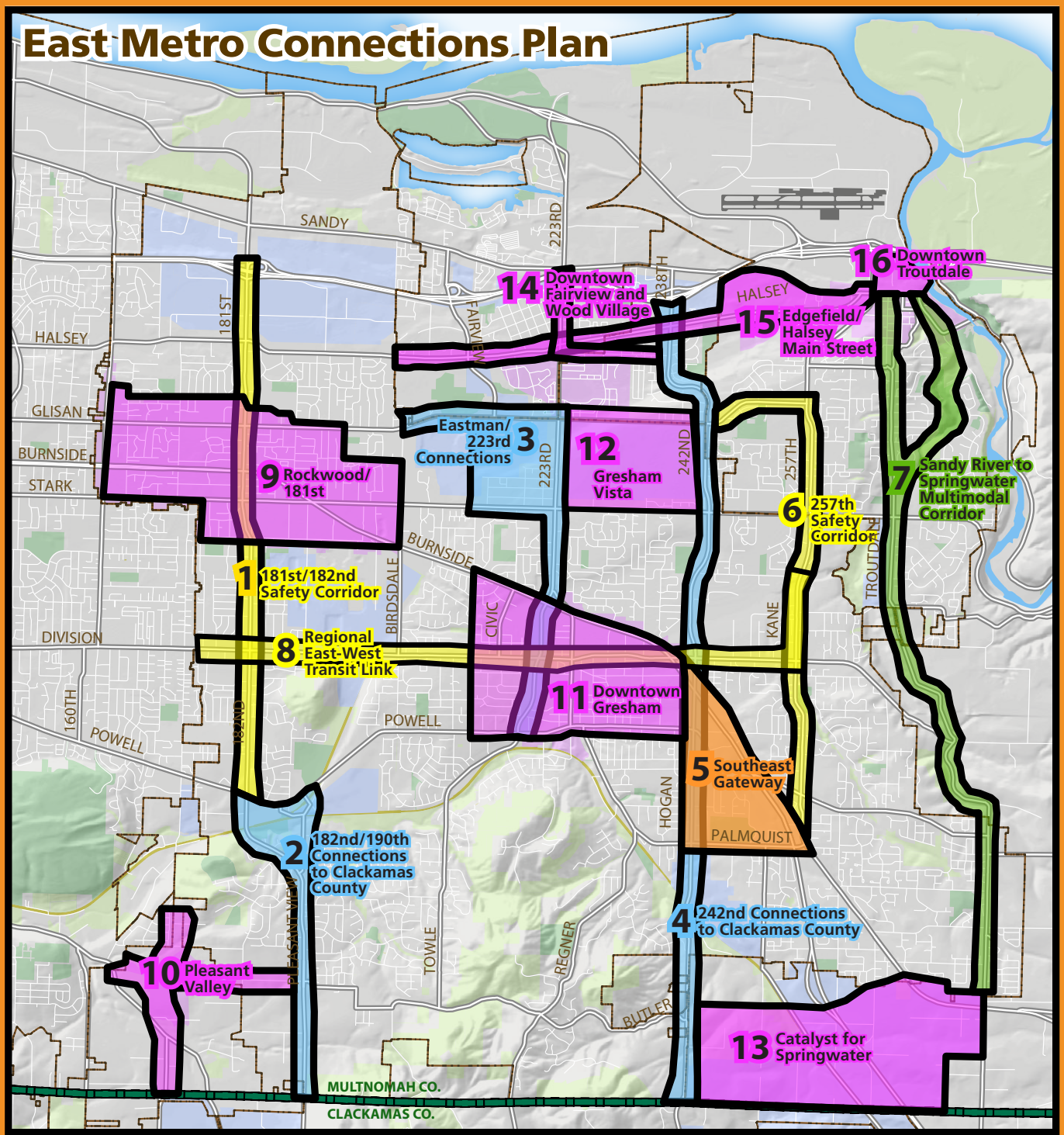
East Metro Connections Plan
Action Plan



Recommended Investment Packages

June 6, 2012

- **Access & mobility**
- **Safety**
- **Economic development**
- **Multimodal**
- **Regional gateway**

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

1 Mile

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

Integrated Strategies

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.

		North/South connections						Regional mobility		
		181st/182nd safety corridor	182nd/190th connections to Clackamas County	Eastman/ 223rd connections	242nd connections to Clackamas County	Southeast gateway	257th safety, walking and biking connection	Sandy River to Springwater multi-modal connection	Regional east-west transit link	Managing the System
Timing and phasing	Phase I	{L} Complete new crossings and sidewalk widening on 181st between Glisan and Yamhill, Stark {L} Complete new crossings near Centennial schools {R} Improve transit service to 'one-seat' ride between Sandy and Powell	{L} Advance system management along entire corridor	{L} Advance system management {L} Complete pedestrian crossing at Eastman/25th	{L} Advance system management {L} Complete improvement to 238th/242nd based on steering committee recommendation	{S} Advance system management, including improved signage, and potential variable messaging {L} Advance road improvements to Hogan/Burnside/ Powell {L} Complete safety project in gateway	{L} Advance system management {L} Complete safety improvements on 257th and Cherry Park {L} Reconstruct Stark to arterial standards	{R} Begin trail master plan to define alignment	{R} Initiate FTA Alternatives Analysis {R} TriMet updates TIP per EMCP recommendations {L} Complete sidewalk and bike lane improvements	{S} Implement improved signalization on all arterials, invest in adaptive signal improvements on Burnside and Kane Road, implement variable signage on the four north/south arterials
	Phase II	{L} Complete sidewalk connections between I-84 and San Rafael	{L} Complete arterial improvements along Highland/190th and Pleasant View to Clackamas County line; coordination with 172/190th Corridor Plan	{L} Complete intersection at 223rd/Stark {L} Complete improvements to Glisan between 201st and Fairview Parkway	{L} Complete arterial improvements on Hogan between Division and Clackamas County line	{L} Complete improvements to Palmquist {S} Complete multi-modal improvements to US 26 {L} Reconstruct Bull Run Rd {L} Complete Powell Valley improvements			{R} Implement preferred transit alternative	
	Phase III			{L} Complete improvements on Powell and Eastman {L} Consider extension of 207th as a 2-lane collector			{L} Complete improvements to Division between 257th and 268th	{L} Construct multimodal corridor		
potential funding sources		HB 2001, RFFA	CIP, SDC	RFFA, CIP	RFFA, CIP	ODOT, RFFA	HB 2001, RFFA	RFFA, TE	HB 2001, FTA, RFFA	ODOT, Metro, Gresham
East Metro Connections Partners		Gresham, TriMet	Gresham	Gresham, Multnomah County, Fairview, ODOT	Multnomah County, Gresham, Wood Village, Troutdale	Metro, ODOT, Gresham	Multnomah County, Troutdale, Gresham	Multnomah County, Metro, Troutdale, Gresham. Mount Hood Community College	Metro, TriMet, Multnomah County, Gresham, Mt Hood Community College	ODOT, Metro, Multnomah County, Gresham

{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

CIP = 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.
RFFA = Regional flexible funds

SDC = system development charges
URA = Urban Renewal Area Funds
TIP = Transportation Improvement Program
TE = Transportation enhancement funds

Downtowns and employment areas								Related Actions	
Rockwood/ 181st	**Pleasant Valley**	**Downtown Gresham/ Civic**	**Gresham Vista Business Park**	**Catalyst for Springwater District**	**Downtown Fairview and Wood Village**	**Edgefield/ Halsey main street implementation**	**Downtown Troutdale**	**Policies**	**Related Projects**
{L} Complete street improvements, including pedestrian enhancements on 181st, Stark, Burnside		**{R}** Complete MAX Trail **{L}** Complete street improvements to Cleveland, Hood in downtown and collector streets in Civic		**{S}** Implement components of Interchange Access Management Plan (IAMP), including safety improvements	**{L}** Complete Arata Blvd improvements **{L}** Complete Faiview improvements between I84 and Arata	**{L}** Complete main street improvements to Halsey	**{L}** Build local streets to urban renewal area on Sandy River **{L}** Extend regional trail from Reynolds Troutdale Industrial Park to urban renewal area.	**{R}** Metro amends Regional Transporation Plan (RTP) **{R}** Metro updates regional trail system **{R}** TriMet updates TIP per EMCP recommendation **{L}** Cities and county update local Transportation System Plans (TSP)	**{L}** coordination on roadway and improvements per Columbia Cascade River District Strategic Planning **{L}** coordination with Port of Portland on improvements in Troutdale Reynolds Industrial Park **{L}** coordination with City of Portland on Powell/Foster **{L}** Coordination with Clackamas County on 172nd/190th Corridor Plan improvements
{L} Complete pedestrian and bike improvements on Stark and Burnside	**{L}** Complete arterial improvements to Jenne/Foster/ 174th	**{L}** Complete sidewalks and crossings to Burnisde and Powell	**{L}**Complete intersection improvements **{L}** Complete new crossings on Glisan **{L}** Complete intersection at 223rd/Stark **{L}** Complete intersection at Hogan/Stark	**{S}** Construct new interchange and related projects of Interchange Access Management Plan (IAMP)	**{L}** Complete Wood Village Boulevard extension to Halsey				
	{L} Complete arterial improvements to Giese Rd/ 172nd			**{L}** Complete arterial/street network per Springwater Plan					
URA, RFFA	SDC	RFFA, CIP	SDC, RFFA, CIP	FHWA, SDC	RFFA, CIP	SDC	URA , CIP		
Gresham	Metro,Gresham	Metro, TriMet, Gresham	Multnomah County, Gresham, 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.

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

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

				Timeline				
Investment	RTP ID	Actions	catalyst?	funded	Phase I	Phase II	Phase III	cost
Managing the existing system								
	99141	System management: 181st/182nd {I-84 - Powell}			X			$
	99142	System management: Fairview Pkwy/Glisan/223rd/Eastman {I-84 - Powell}			X			$
	99143	System management: 238th/242nd/Hogan {I-84 - Powell}			X			$
	99144	System management: 257th/Kane {I-84 - Palmquist}			X			$
	99145	System management: Burnside {Eastman - Palmquist}			X			$
	99146	System management: Division St. transit prioirity {162nd - 257th}		X				$
(9) Rockwood/181st								
	10454	181st Ave. improvements Glisan - Yamhill - complete blvd design			X			$$$
	10459	Burnside SC pedestrian imps. 172,197, Glisan, Stark +intersecting sts			X			$
	10519	Pedestrian enhancements {Burnside: 162nd-181st}			X			$
	99109	Widen and buffer sidewalks and improve crossings {Stark: 181st-Burnside}				X		$
	99110	Widen and buffer sidewalks; add bicycle facilities {Burnside: 181st-197th}				X		$
	99111	Widen and buffer sidewalks; add bicycle facilities {Burnside: 171st-181st}				X		$
(10) Pleasant Valley								
	10460	SE 174th N/S Improvements Giese - 174/Jenne				X		$$$$
	10463	Foster Rd. Extension (north) Jenne - 172nd				X		$$$
	10464	Giese Rd. Extension {182 - 172}					X	$$$
	10465	172nd Ave. Improvements {Giese to Foster}					X	$$$
	10466	172nd Ave. Improvements {Foster to Cheldelin}					X	$$
(11) Downtown Gresham/Civic								
	10423	Cleveland Ave. reconstruction {Powell - Stark}		X				$
	10434	Burnside Rd. improvements {Wallula to Hogan}				X		$$$$
	10436	Max Trail {Rockwood to Gresham downtown}		X				$
	10504	Ped to Max: Hood Ave. {Powell - Division on Hood Ave.}		X				$
	10505	Civic collector streets, new signal Eastman/16th {Civic Drive - Eastman Prkwy}			X			$$
	99115	Division ped imps - widen sidewalks, improve crossings {Wallula - Hogan}			X			$
	99116	Powell ped imps - widen sidewalks, improve crossings {Eastman - Main}				X		$
	99117	Powell ped imps - widen sidewalks, improve crossings {Hood - Hogan}				X		$
	99152	Eastman bikelane/stormwater improvements {Division - Powell}			X			$
(12) Gresham Vista								
	10473	223rd/Stark {intersection improvements} new turn lanes				X		$
	10511	Hogan Dr. at Stark St. {Stark - add RT lanes, 2nd NB and SB turn lanes}				X		$$
	99154	Hogan at Glisan				X		$
(13) Catalyst for Springwater District								
	10864	New interchange on US 26 to serve industrial area.				X		$$$$
	10474	Rugg Rd. ext. {new arterial per Springwater plan} Orient to US 26				X		$$$$
	10475	Rugg Rd. ext. {new arterial per Springwater plan} US 26 to 252nd				X		$$$$
	10476	Rugg Rd. ext. {new arterial per Springwater plan} 252nd -242nd				X		$$$
	10477	Springwater Road section 4 242nd - 252nd					X	$$$
	10478	252nd Ave. {Springwater to Palmquist collector}					X	$$$$
	10479	252nd Ave. {Rugg Road to new collector}					X	$$
	10480	Springwater Road Section 7 {new collector Hogan-Orient} 242nd					X	$$
	10481	Springwater Road Section 8 {new collector Hogan-Orient} 242nd					X	$$
	10482	Springwater Road Section 9 {new collector Hogan-Orient} 252nd					X	$$
	10483	Springwater Road Section 10 {new collector Hogan-Orient} 252-Telford					X	$$$
	10484	Springwater Road Section 11 {new collector Hogan-Orient} Telford-Orient					X	$$$
(14) Downtown Fairview & Wood Village								
	10387	Reconstruct Arata Rd.		X				$$
	10398	Wood Village Blvd extension				X		$
	99129	Wood Village extension - multi use path		X				$
	99130	Fairview Ave multi-modal improvements {I-84 to Arata}			X			$$
(15) Edgefield / Halsey main street implementation								
	11287	Halsey St improvements {223rd to 238th}			X			$
	10385	Reconstruct Halsey St. with improvements			X			$
(16) Downtown Troutdale								
	10408	40 Mile Loop Trail {Reynolds to downtown Troutdale}			X			$$
	99148	Troutdale urban renewal access			X			$

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:** Intersection improvements on Stark and Glisan.

(13) Catalyst for Springwater 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

East Metro Policy Updates

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.

2035 Regional Transportation Plan
The RTP represents the overarching policies, and goals, system concepts for all modes of travel, funding strategies and local implementation. The plan recommends how to spend federal, state, and local transportation funding to projects throughout the region.

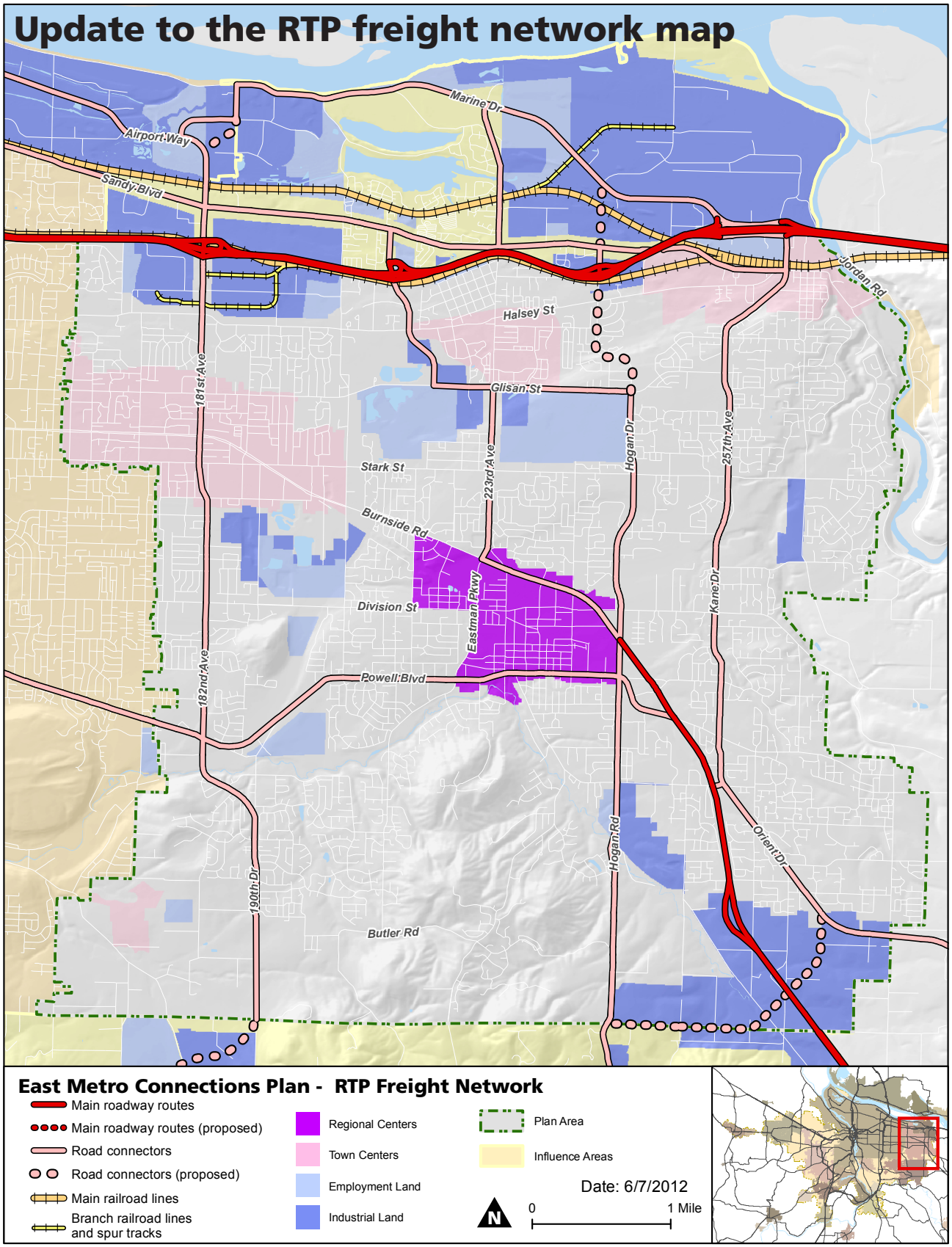
East Metro Connections Plan
Analysis considers land use, local aspirations, pedestrian, bike, management and operations, freight, highway, road and transit solutions to address identified needs and issues.
- Updated projects
- Updated system policy maps

Local Transportation System Plans
Updates to local system plans to be consistent with the findings in the Regional Transportation Plan and East Metro Connections Plan.

- Multnomah County
- Fairview
- Wood Village
- Gresham
- Troutdale

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?

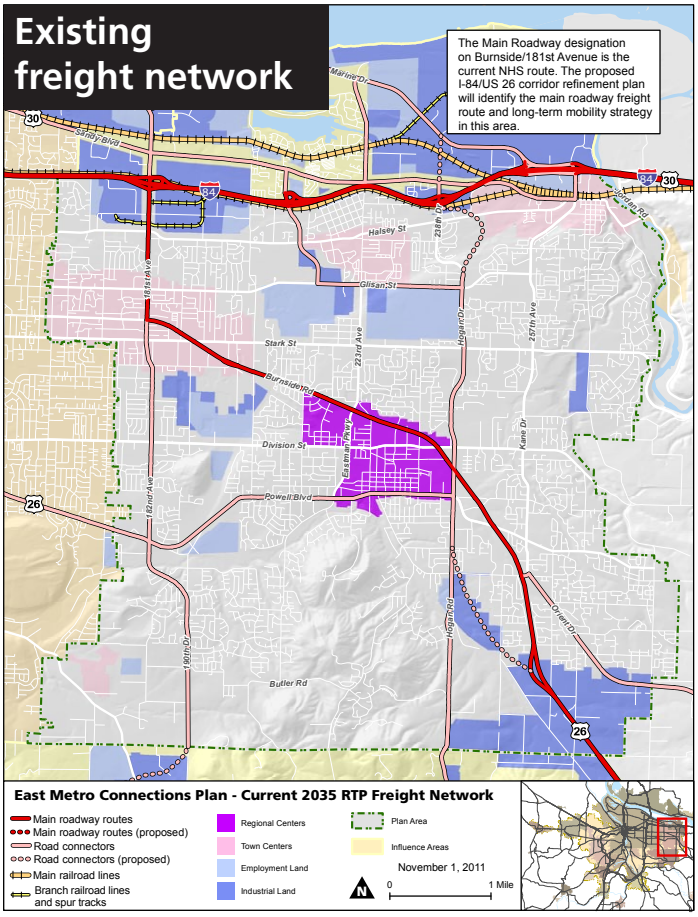
• Remove, from the RTP freight network, Burnside between 181st and 223rd to reflect its actual usage and resolve safety issues.
• Broaden the RTP freight network to include the following routes as road connectors: 223rd between Glisan and Burnside; 257th/Kane from I-84 to US 26 (Note: projects would 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).

Endorsement Schedule

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

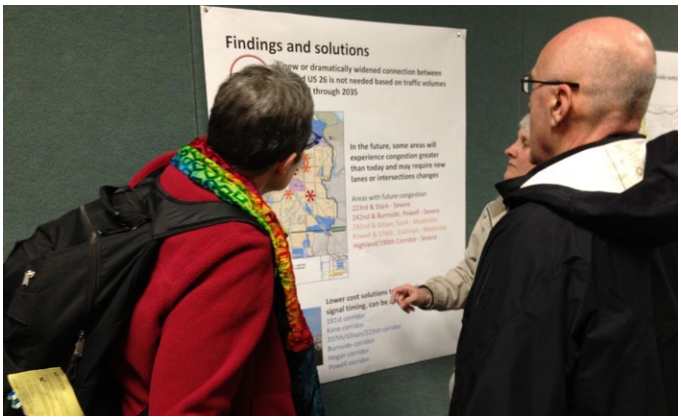
Wood Village City Council
6 p.m. on Tuesday, July 10
2055 NE 238th Drive, Wood Village

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.

Funding East Metro

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.

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.**

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:

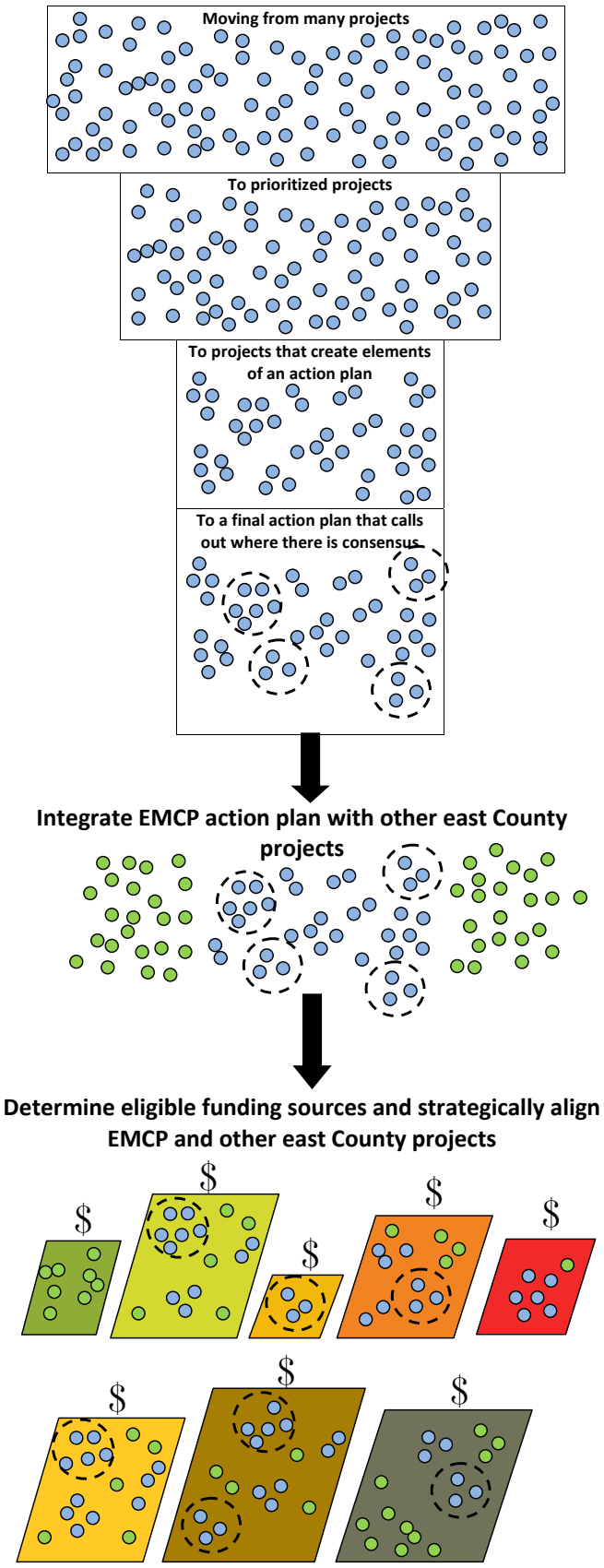
- Transportation system development charges (SDCs) levied on new development
- Traffic impact fees (TIFs) on commercial properties
- Urban renewal funding in designated districts
- Developer contributions

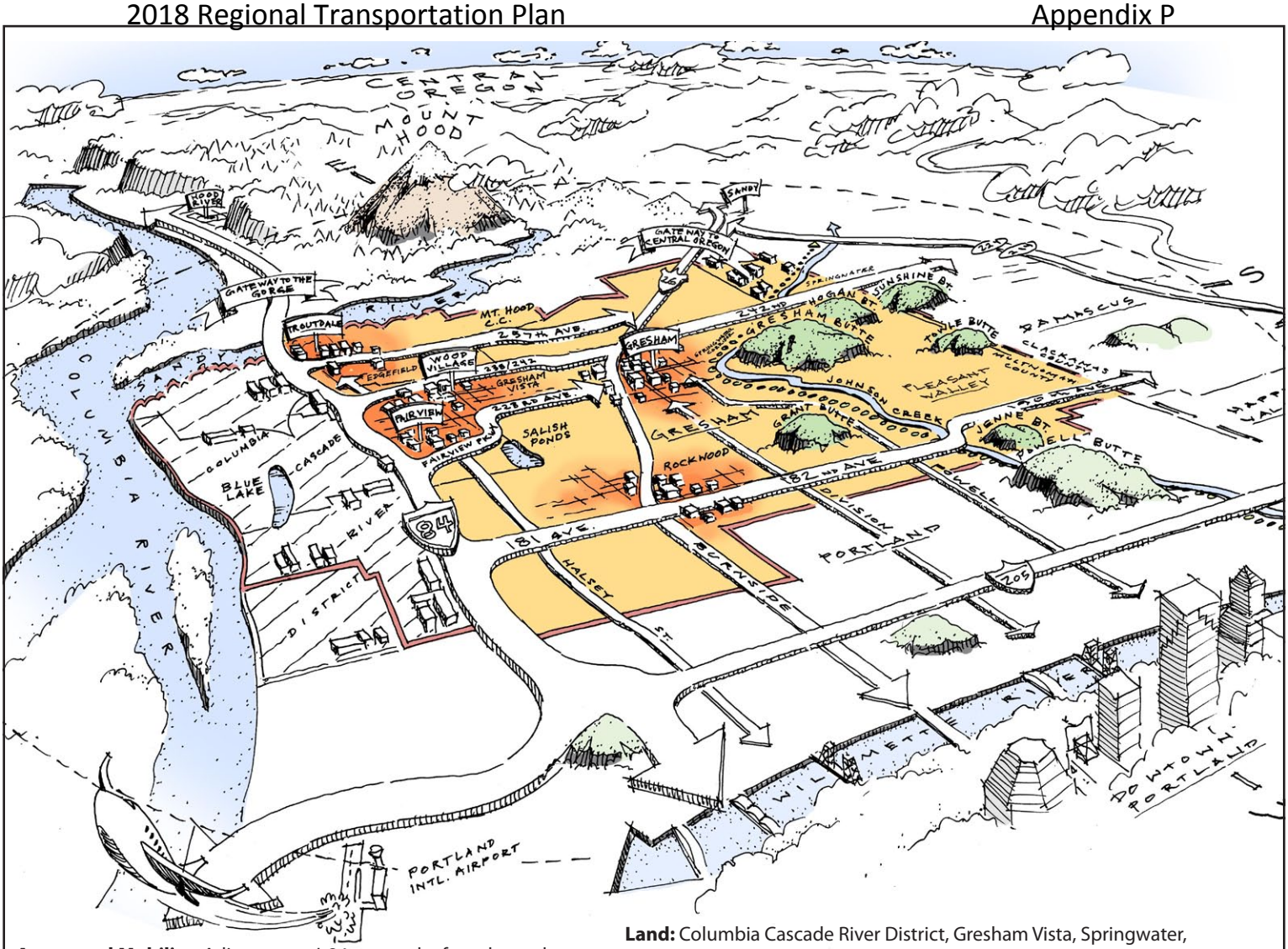
Future Project Development

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.

Dec 14 2011	**Initial strategies** Ties anticipated future conditions to potential solutions and local aspirations and identifies framework for evaluating tradeoffs. **Steering committee decision: Provide input on the evaluation framework, list of candidate projects to be developed and options for study at 238th/242nd.**
April 2 2012	**Preferred strategies** Narrows solutions based on technical evaluation and steering committee weighting of evaluation factors. Begins to prioritize investments. **Steering committee decision: Establish how projects will be prioritized through weighting of evaluation factors. Establish an approach the preliminary action plan.**
April 18 012	**Preliminary action plan** 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. **Steering committee decision: Refine and confirm projects and other components of action plan.**
June 6 2012	**Final action plan and steering committee recommendation** 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. **Steering committee decision: Refine and confirm action plan. Recommend action plan for endorsement by local and regional elected councils.**
Summer 2012 and beyond	**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.





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

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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
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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.

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