

Attachment 1

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF AMENDING THE 2023	)	ORDINANCE NO. 26-1536
REGIONAL TRANSPORTATION PLAN TO	)	
INCLUDE THE LOCALLY PREFERRED	)	Introduced by Chief Operating Officer
ALTERNATIVE FOR THE 82 ND AVENUE	)	Marissa Madrigal in concurrence with
TRANSIT PROJECT	)	Deputy Council President Duncan
		Hwang

WHEREAS, the Regional Transportation Plan (RTP) is the federally-recognized metropolitan transportation plan for the greater Portland region, and must be updated every five years; and

WHEREAS, the RTP fulfills statewide planning requirements to implement Statewide Planning Goal 12 (Transportation), as implemented through the Transportation Planning Rule and the Metropolitan Greenhouse Gas Reduction Targets Rule; and

WHEREAS, the RTP is a central tool for implementing the Region 2040 Growth Concept, and constitutes a policy component of the Regional Framework Plan; and

WHEREAS, transit is a key element of the Climate Smart Strategy and the RTP; and

WHEREAS, in June 2010, the Metro Council adopted Ordinance No. 10-1241B, amending the 2004 RTP to comply with federal and state law, which included adoption of the Regional High Capacity Transit (HCT) System Plan; and

WHEREAS, in 2018 the Metro Council adopted the Regional Transit Strategy (RTS), as a component of the RTP, via Resolution No. 18-4892, which established the regional vision to make transit more frequent, convenient, accessible and affordable for everyone; and

WHEREAS, the HCT Strategy is a component of the 2018 RTS which was updated by Resolution No. 23-5348 to include new high capacity transit-related policies and identified high capacity transit lines on the Regional Transit Network map to better reflect the RTS vision; and

WHEREAS, the 2023 HCT Strategy identified the 82nd Avenue corridor as a Tier 1 near-term priority investment which is included on the RTP 2030 financially constrained project list; and

WHEREAS, the most recent update to the RTP was completed on November 30, 2023, following approval by the Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Council; and

WHEREAS, JPACT and the Metro Council must approve any subsequent amendments to add new projects or policies or to substantially modify existing projects or policies in the RTP; and

WHEREAS, the public must be provided an opportunity to review and comment on proposed amendments to the RTP, consistent with the policies and procedures in Metro's Public Engagement Guide; and

WHEREAS, ongoing efforts to address congestion in the region include directing growth in designated centers and corridors served by high-quality transit in combination with investments in system and demand management strategies, improving transit service and reliability, increasing bicycle and pedestrian connections and adding roadway capacity in targeted ways; and

WHEREAS, the 82nd Avenue Transit Project was identified in the 2023 RTP's financially constrained list of projects and programs; and

WHEREAS, Metro's Transportation Funding Task Force also designated the 82nd Avenue Corridor as a Tier 1 priority in their 2019 Recommendation for Corridor Investments and underscored the need to complete corridor planning to facilitate longer-term corridor investments; and

WHEREAS, the City of Portland and the Oregon Department of Transportation have transferred the portion of 82nd Avenue between Clatsop Street and Killingsworth Street from state to city ownership, and the City of Portland has begun investing in safety and maintenance on 82nd Avenue and developed a plan to envision this part of the corridor; and

WHEREAS, in June 2022, Metro convened a Steering Committee led by Metro Councilors from District 2 and District 6 with local elected officials, representatives of project partner agencies and community members. The committee was charged with recommending a Locally Preferred Alternative (LPA) and funding strategy for high-capacity transit on the 82nd Avenue corridor; and

WHEREAS, the 82nd Avenue Transit Project Steering Committee met numerous times, heard public input and testimony, and unanimously recommended the LPA for adoption on January 16, 2025; including the mode of transportation, alignment, and general station locations;

WHEREAS, the LPA was endorsed by the Board of Clackamas County Commissioners, the Oregon Department of Transportation, and the Port of Portland with letters of support dated June 10, 2025, May 5, 2025, and May 2, 2025, respectively; and

WHEREAS, the City of Portland City Council unanimously adopted Resolution Number 37706 on May 21, 2025 endorsing the LPA with Conditions of Approval; and

WHEREAS, the Multnomah County Board of Commissioners unanimously adopted Resolution Number 2025-023 on April 17, 2025, endorsing the LPA; and

WHEREAS, the TriMet Board of Directors unanimously adopted Resolution Number 25-03-15 on March 26, 2025, recommending confirmation of the LPA; and

WHEREAS, on June 12, 2025, JPACT approved Resolution Number 25-5495 for the purpose of endorsing the Locally Preferred Alternative for the 82nd Avenue Transit Project and submitted the resolution to the Metro Council for approval; and

WHEREAS, at its meeting on June 26, 2025, Metro Council approved Resolution No. 25-5495 endorsing the Locally Preferred Alternative for the 82nd Avenue Transit Project; and

WHEREAS, FTA requires that the Locally Preferred Alternative be included in the Financially Constrained RTP and the Metropolitan Transportation Improvement Plan in order to be considered for a Small Starts Capital Investment Grant project rating; and

WHEREAS, Metro held a 45-day public comment period on the requested amendment from November 3 to December 19, 2025; and

WHEREAS, the Metro Council held a public hearing on December 4, 2025 to accept public testimony and comments regarding the requested RTP amendment; and

WHEREAS, JPACT and MPAC have recommended approval of the requested RTP amendment by the Metro Council; and

WHEREAS, the Metro Council held an additional public hearing on the requested RTP amendment on March 5, 2026; now therefore,

THE METRO COUNCIL ORDAINS AS FOLLOWS:

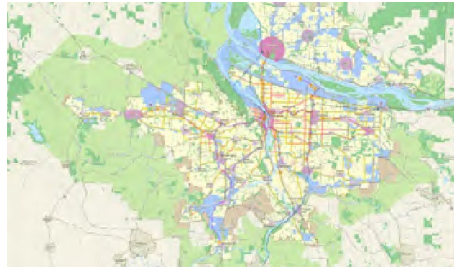
1. The 2023 Regional Transportation Plan is hereby amended, as indicated in attached Exhibit A, attached and incorporated into this ordinance.

ADOPTED by the Metro Council this 23 day of April, 2026.

Duncan Hwang, Deputy Council President

Approved as to Form:

Carrie MacLaren, Metro Attorney



Proposed amendments to the 2023 RTP to reflect the **82nd Avenue Locally Preferred Alternative**

oregonmetro.gov/rtp

This exhibit documents proposed amendments to the 2023 Regional Transportation Plan to reflect the 82nd Avenue Transit Project Locally Preferred Alternative endorsed by the Joint Policy Advisory Committee on Transportation and the Metro Council in June 2025.

The amendments are shown in ~~red strikethrough~~ and underscore and include:

- Appendix AA: 82nd Avenue Transit Project LPA (***new***)
- Chapter 3: System Policies to Achieve Our Vision
- Chapter 5: Our Transportation Funding Outlook
- Chapter 6: Regional Programs Projects to Achieve Our Vision
- Appendix A: Financially Constrained List of Projects and Programs
- Appendix W: Status of current major projects
- Appendix V: Future corridor refinement planning

Metro and regional partners have made significant progress on this project and are ready to take the next step in moving forward into project development and pursuing funding opportunities. To be eligible for federal and state funding, the Locally Preferred Alternative (LPA) must be adopted in the RTP. The requested amendments will bring the 82nd Avenue Transit Project LPA into the 2023 RTP to support the project moving forward into project development and make the project eligible to compete for federal and state funding opportunities now.



APPENDIX AA

2023 Regional Transportation Plan

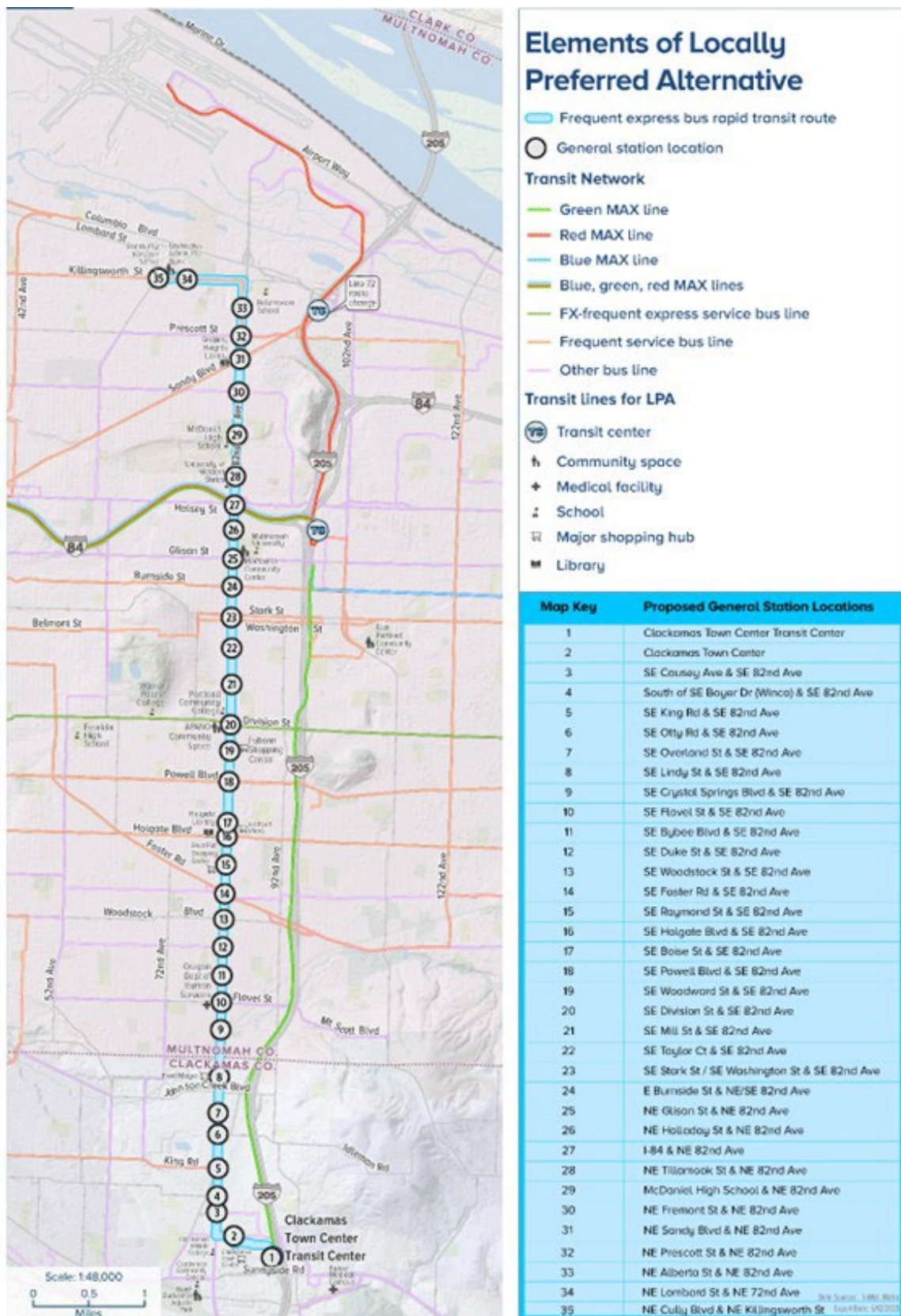
82nd Avenue Transit Project Locally Preferred Alternative

oregonmetro.gov/rtp

82nd Avenue Transit Project Steering Committee Locally Preferred Alternative

The recommended Locally Preferred Alternative for high-capacity transit in the 82nd Avenue corridor is Frequent Express (FX) bus rapid transit with general stations at the locations indicated on the attached map, operating between Clackamas Town Center Transit Center and the Cully Boulevard and Killingsworth Street area.

82nd Avenue Transit Project Locally Preferred Alternative



Proposed Amendments to 2023 Regional Transportation Plan Chapter 3

Amend Figure 3.24 Regional Transit Network Map to:

- Revise the northern extent and terminus of 82nd Avenue corridor high capacity transit to match the Locally Preferred Alternative (to NE Cully Blvd /NE Killingsworth St from Sandy Blvd/Parkrose Sumner Transit Center)

Proposed Amendments to 2023 Regional Transportation Plan Chapter 5

- Update **Figure 5.2 Flow of transportation revenues into the greater Portland region** to:
 - add \$77,500,000 to assumed “Regional and Local Sources \$39 billion”,
 - add \$630,000 to assumed “Federal Sources \$15 billion”, and
 - add \$43,930,000 to the “Transit Capital \$4.6B” total
 - add to figure “Source” note “additional Federal, state, and local dedicated funding from new revenue sources identified as part of the transit project Locally Preferred Alternative(s) (not accounted for in the revenue forecast)”.
- Update **Figure 5.4: Federal transportation revenue sources in the 2023 RTP** to add \$630,000.
- Update **Figure 5.6: Regional transportation revenue sources in the 2023 RTP** to add \$28,000,000.
- Update **Figure 5.7: Local transportation revenue sources in the 2023 RTP** to add \$49,500,000.
- Update **Table 5.5 RTP constrained revenue forecast for capital projects, 2023 to 2045 (YOE\$)** to reflect the addition of \$22,930,000 in revenue:
 - add a new row “Additional Federal, state, and local dedicated funding from new revenue sources available identified as part of recent transit project Locally Preferred Alternative processes (not accounted for above)”,
 - update “Total revenues available for capital projects in the 2023 RTP: \$28,130.45”, and
 - update page 5-26 paragraph 1 text to reflect updates to Table 5.5 totals.
- Update **Figure 5.9 2023 RTP total anticipated spending by investment category (YOE\$)** to add \$22,930,000 to “27.9B Capital Project Spending” and “69.3B Total RTP anticipated spending”.
- Update **Figure 5.10 Total anticipated capital and O&M investment spending, FY 2024 to FY 2045 (YOE\$)** to add \$22,930,000 to “69.3 billion 2023-2045 RTP Constrained List”.
- Update **Table 5.7 Estimated costs for RTP Constrained Project List in YOE\$, 2023-2045** to:
 - add \$43,930,000 to:
 - “Transit Capital Investments (YOE\$) Near Term 2023-2030: 1,575,610,000”,
 - “Transit Capital Investments (YOE\$) Total 2023-2045: 4,647,590,000”,
 - remove \$21,000,000 from:
 - “Roads and Bridges Near Term 2023-2030: 3,047,874,000” and
 - “Roads and Bridges Total 2023-2045: 3,047,874,000”.
 - add \$22,930,000 to:
 - “RTP Capital Projects and Programs (YOE\$) Total Estimated RTP Costs (YOE\$) Near Term 2023-2030: 8.57 billion”,
 - “RTP Capital Projects and Programs (YOE\$) Total Estimated RTP Costs (YOE\$) Total 2023-2045: 27.87 billion”,
 - “Total estimated RTP Costs (YOE\$) Near Term 2023-2030: 19.07 billion”, and
 - “Total estimated RTP Costs (YOE\$) Total 2023-2045: 69.3 billion”.
- Update **Figure 5.11: Cost and number of RTP constrained capital projects by investment area (YOE\$)** to add \$43,930,000 to “Transit Capital \$4.6B”

- Update **Table 5.8: Demonstration of financial constraint of the 2023 RTP, 2023-2045 (YOE\$)** to add \$22,930,000:
 - to “Capital projects Constrained revenues: \$28,130,454,000”,
 - to “Capital projects Constrained costs: \$27,872,866,000”,
 - to “Total Constrained revenues: \$70,385,197,000”,
 - to “Total Constrained costs: \$69,320,668,000”,
 - by updating the table note to reflect the new revenue sources, and
 - by updating page 5-34 paragraph 1 text to reflect updates to Table 5.8 totals.
- Update **Table 5.9: Road-related revenue forecast compared to total costs, 2023 - 2045 (YOE\$)** to remove \$21,000,000 from:
 - “Capital projects Constrained revenues: \$23,277,904,000”,
 - “Capital projects Constrained costs: \$23,225,276,000”,
 - “Total Constrained revenues: \$39,317,204,000”, and
 - “Total Constrained costs: \$38,509,965,000”.
- Update **Table 5.10: Transit-related revenue forecast compared to total costs, 2023 - 2045 (YOE\$)** to add \$43,930,000:
 - to “Capital projects Constrained revenues: \$4,852,550,000”,
 - to “Capital projects Constrained costs: \$4,647,590,000”,
 - to “Total Constrained revenues: \$31,067,993,000”,
 - to “Total Constrained costs: \$30,810,703,000”, and
 - by updating the table note to reflect the new revenue sources

Proposed Amendments to 2023 Regional Transportation Plan Chapter 6

- Update **Figure 6.3: Map of RTP Financially Constrained Projects, 2023-2045** to add \$22,930,000 to “27.9B Capital Project Spending”.
- Update **Table 6.3 : Estimated costs for Constrained RTP Project List** to:
 - add \$43,930,000 to:
 - “Transit Capital Near Term 2023-2030: \$1.58 billion”,
 - “Transit Capital Total 2023-2045: \$4.65 billion”,
 - remove \$21,000,000 from:
 - “Roads and bridges capital Near Term 2023-2030: \$3.05 billion” and
 - “Roads and bridges capital Total 2023-2045: \$7.41 billion”.
 - add \$22,930,000 to:
 - “RTP Capital Projects and Programs (YOE\$) Total Estimated RTP Costs (YOE\$) Near Term 2023-2030: 8.57 billion”,
 - “RTP Capital Projects and Programs (YOE\$) Total Estimated RTP Costs (YOE\$) Total 2023-2045: 27.87 billion”,
 - “Total estimated RTP Costs (YOE\$) Near Term 2023-2030: 19.07 billion”, and
 - “Total estimated RTP Costs (YOE\$) Total 2023-2045: 69.3 billion”.
- Update **Figure 6.4: Total estimated investment by 2045 (YOE\$)** to add \$22,930,000 to “27.9B Capital Project Spending” and “69.3B Total RTP anticipated spending”.
 - Update page 6-16 paragraph 1 to reflect these updates to Figure 6.4 totals.
- Update **Figure 6.6: Greater Portland region: Cost and number of RTP constrained list projects by investment category, 2023-2045** to add \$43,930,000 to “Transit Capital \$4.6B”
- Update **Figure 6.8: TriMet: Cost and number of RTP constrained list capital projects by investment category, 2023-2045** to add \$43,930,000 to “\$4.33B total constrained capital RTP spending [YOE \$]”
- Update **Figure 6.10: City of Portland and Port of Portland: Cost of RTP constrained list capital projects by investment category, 2023-2045** to remove \$21,000,000 from “\$2.20B total constrained capital RTP spending [YOE \$]”
- Update **Table 6.5: Summary of RTP constrained list transit capital projects and planned service** to add \$43,930,000 to “Estimated capital cost in YOE dollars Near-term Constrained List (2023-2030): \$1.58 billion”.
- Update **Figure 6.18: Greater Portland region: Map of RTP constrained list transit capital projects and planned service, 2030** to revise the northern extent and terminus of project #12029 to match the Locally Preferred Alternative (to NE Cully Blvd /NE Killingsworth St from Sandy Blvd/Parkrose Sumner Transit Center).
- Update **Figure 6.19: Greater Portland region: Map of RTP constrained list transit capital projects and planned service, 2045** to revise the northern extent and terminus of project #12029 to match the Locally Preferred Alternative (to NE Cully Blvd /NE Killingsworth St from Sandy Blvd/Parkrose Sumner Transit Center).

- Update **Table 6.7: Summary of RTP constrained list roads and bridges projects** to remove \$21,000,000 from “Estimated capital cost in YOE dollars Near-term Constrained List (2023-2030): \$3.05 billion”.

Proposed Amendments to Appendix A to the 2023 Regional Transportation Plan



(shown in red ~~strikethrough~~ and underscore)

RTP Investment Category	County or counties	Nominating Agency	Primary Owner	RTP ID	Project Name	Start Location	End Location	Description	Estimated cost (in YOE dollars)	Time Period	Financially Constrained
Transit - High Capacity	Multnomah County	TriMet	TriMet	12029	HCT: 82nd Ave Transit Project	Clackamas Town Center	TBD <u>NE Cully Blvd and NE Killingsworth Street</u>	Contingent on federal, state and local funding commitments, the 82nd Ave Transit Project will improve travel between Clackamas Town Center and important destinations in NE Portland with easier, faster and more reliable bus service as well as necessary safety and accessibility improvements, paving and signals. Planning work will include identifying and prioritizing complementary multimodal safety improvements to make 82nd Avenue safer for all travel modes. <u>The 82nd Avenue Transit Project would implement a new bus rapid transit line and related improvements in a 10-mile corridor in Portland and unincorporated Clackamas County, Oregon. The line would connect the NE Cully Boulevard and NE Killingsworth Street area in Portland and the Clackamas Town Center Transit Center in Clackamas County, running primarily along NE/SE 82nd Avenue.</u>	\$ 300,000,000 <u>\$ 344,000,000</u>	2023-2030	Yes
Roadway (Capital)	Multnomah County	Portland	Portland	11844	82nd Ave Corridor Improvements	NE Lombard St	SE Clatsop St	Design and implement multimodal improvements to sidewalks, crossings, transit stops, striping, and signals to enhance ped/bike safety, access to transit, and transit operations. Address major asset needs including pavement, ADA ramps, and traffic signals.	\$ 150,000,000 <u>\$ 129,000,000</u>	2023-2030	Yes

Projects submitted to RTP by nominating agency.

Download the project data in excel at: www.oregonmetro.gov/rtp

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Proposed Amendments to Appendix W to the 2023 Regional Transportation Plan (~~shown in red strikethrough and underscore~~)

~~Metro, TriMet, the City of Portland, Clackamas County, ODOT, Multnomah County, and the Port of Portland as well as community members are collaborating to~~ develop a rapid bus transit project in the 82nd Avenue corridor between Clackamas Town Center and a northern terminus yet-to-be-determined. In addition, Metro is working to support a community-led equitable development strategy (EDS) that will address community priorities outside of, but often related to the transit project investment.

The 82nd Avenue corridor is a major route for the region connecting key destinations and communities in Clackamas County and Portland, Oregon and supporting the movement of people and goods in a diverse and growing area. The corridor serves many people who are part of BIPOC, limited English proficiency, and low-income communities, zero car households, or living with a disability. 82nd Avenue was once the primary north-south highway for the area before Interstate 205 was opened in 1983. Since then, the primary function of 82nd Avenue as a regional thoroughway has diminished, but its importance as a transit and pedestrian corridor has grown. The roadway continues to carry substantial amount of freight, auto, and bus traffic.

TriMet's Line 2 – Killingsworth/82 serves the 82nd Avenue corridor and is the highest ridership bus line in TriMet's system, and exceeds ridership on the Orange and Yellow Max light rail lines. However, unlike light rail transit, the bus runs in mixed traffic and is often delayed.

Line 72 is a frequent service route connecting riders to major destinations, high-capacity transit lines (the new Division FX2 and the MAX Green, Blue, and Red Lines), and over 20 bus routes just in the corridor.

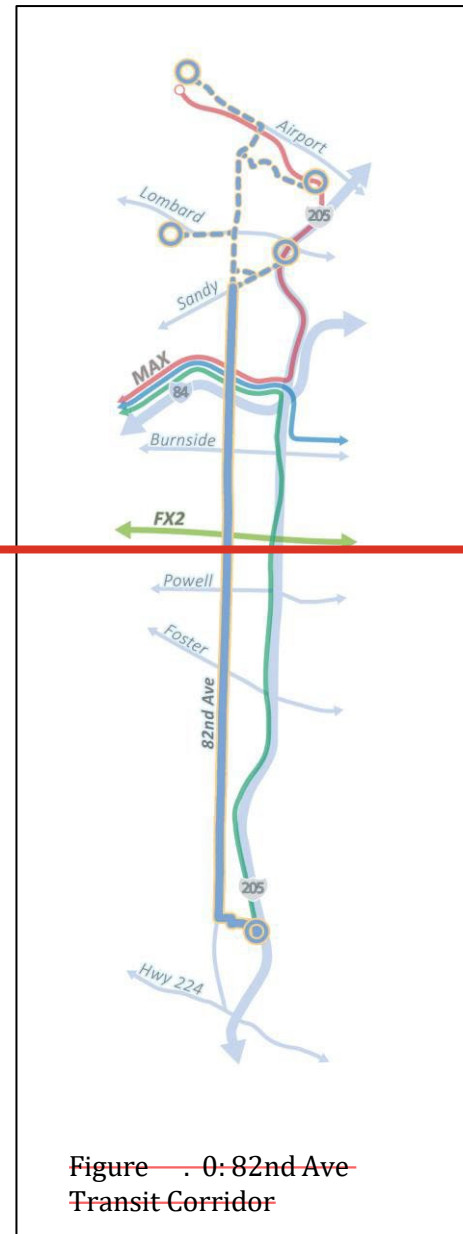


Figure . 0: 82nd Ave Transit Corridor

It is a workhorse with high ridership all day and weekends and saw relatively high retention of riders during the pandemic.

The need for a major transit improvement has been identified in multiple plans including the 2010 High Capacity Transit (HCT) System Plan, the 2018 Regional Transportation Plan (RTP), and the 2018 Regional Transit Strategy. In 2019, Metro's Transportation Funding Task Force selected 82nd Avenue as a Tier 1 priority to include a bus rapid transit project investment. The steering committee has called for the project to address transit speed and reliability, safety, needs of transit-dependent communities in the corridor, and to reduce pollution and greenhouse gas emissions, while designing for a constrained physical environment.

The 82nd Avenue Transit Project would improve transit in the corridor by adding: new buses with greater capacity, improved pedestrian facilities and access, better lighting, transit signal priority and physical bus priority in the roadway to move the bus through congestion, and better stations with shelters, seating, lighting and real time bus arrival information. The work will be integrated with the streetscape improvements both planned and underway.

The need is urgent with an unprecedented opportunity for an 82nd Avenue bus rapid transit project to leverage and complement a \$185 million investment that the City of Portland, the State of Oregon, and regional partners are making as part of the 82nd Avenue jurisdictional transfer. These investments provide the opportunity to reimagine the corridor to improve safety and pedestrian facilities in conjunction with high-quality, frequent, reliable Bus Rapid Transit service. The City of Portland and ODOT are already making near-term safety, paving, and maintenance fixes that will improve access to transit. A second phase of that work is underway through the City's Building a Better 82nd Avenue program to identify additional improvements within Portland for the corridor. These improvements would complement/support the transit investment and could be delivered with the transit project. The project will be further bolstered by receiving a \$630,000 planning grant from the FTA's Areas of Persistent Poverty program.

The people who live along 82nd Avenue are more likely to rely on transit than the general population with a high number of equity communities in greater representation than the region as a whole. These include people that are low-income, BIPOC, have limited English proficiency, live with a disability, or live in zero-car households or in affordable housing. In addition, 82nd Avenue is high injury corridor with inadequate pedestrian facilities, lighting, and limited signalized crosswalks and few transit shelters.

The project anticipates having an approved locally preferred alternative demonstrating regional consensus around the transit mode, general station locations, and alignment in winter of 2023/24. The NEPA phase of the project would begin post approval of the LPA and after early corridor design is underway.

82nd Avenue supports the movement of people and goods in a diverse and growing area, connecting people to essential jobs, education facilities, shopping and community services from Clackamas Town Center to Portland's Cully neighborhood. Once the area's primary north-south highway before Interstate 205 opened in 1983, 82nd Avenue has long been a critical regional mobility corridor, and the importance of transit and pedestrian connections has only grown since that time. A substantial number of people continue to travel the corridor each day to get where they need to go and more people are anticipated to do so in the future.

The 82nd Avenue Transit Project would implement a new bus rapid transit (BRT) line and related improvements in a 10-mile corridor in Portland and unincorporated Clackamas County, Oregon. The BRT line would be built and operated by TriMet. The line would connect the NE Cully Boulevard and NE Killingsworth Street area in Portland and the Clackamas Town Center Transit Center in Clackamas County, running primarily along NE/SE 82nd Avenue. It would operate as Frequent Express service, TriMet's brand of BRT, and would replace a portion of the existing 72-Killingsworth/82nd TriMet bus line.

The purpose of the transit project is to improve transit speed, reliability, capacity, safety, comfort, and access on 82nd Avenue, which is one of the most important transit corridors in the region. The Project seeks to address the needs of people who live, work, learn, shop, and travel within the corridor both today and in the future through context-sensitive transit improvements in a constrained corridor. Currently, 82nd Avenue is served by TriMet's Line 72, which is the highest ridership bus line in Oregon and experiences the greatest passenger travel delay of all TriMet bus lines.

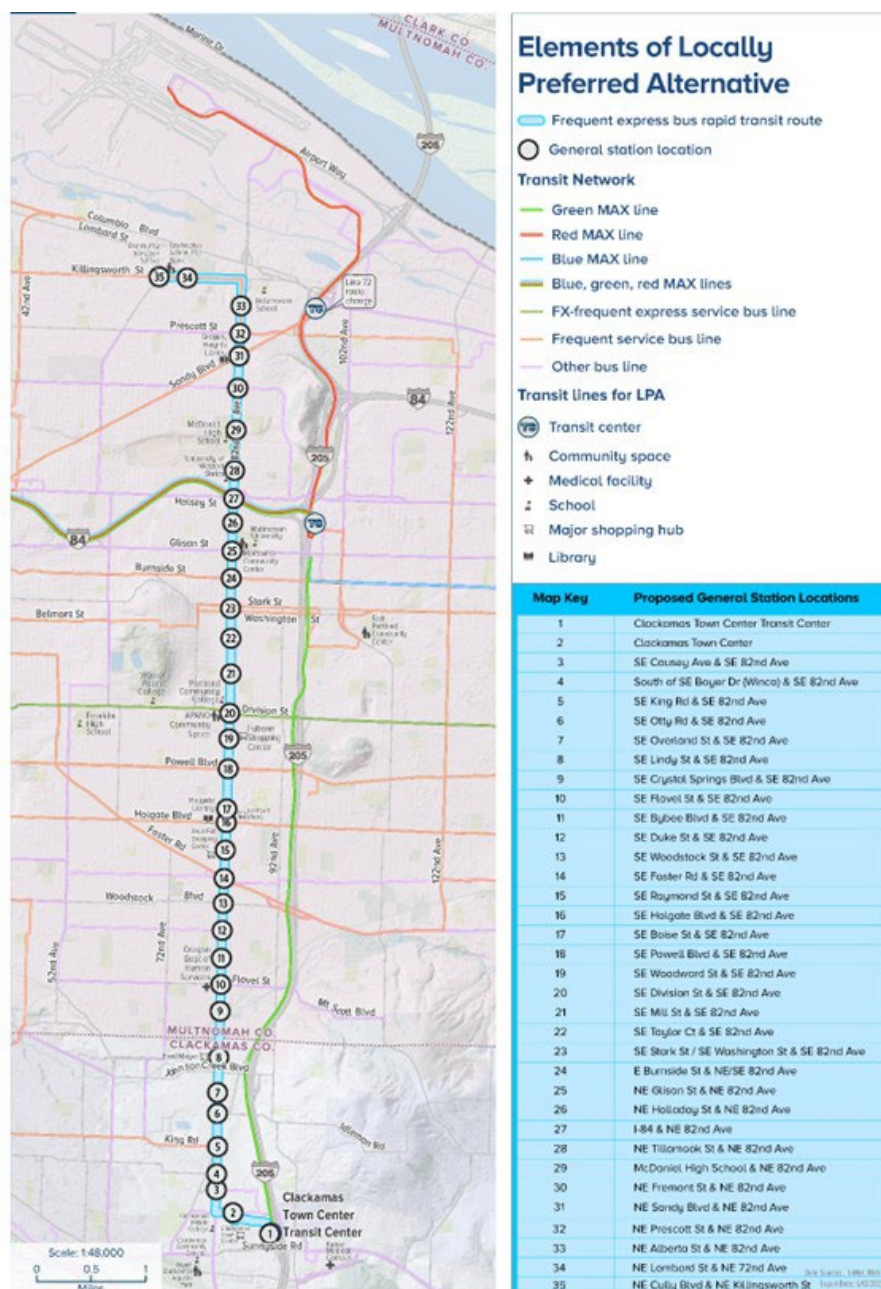
82nd Avenue has long been recognized as a priority corridor for high-capacity transit (HCT) investment. It was included in the 2009 HCT Plan, the 2018 RTP and the 2018 Regional Transit Strategy. In 2019, Metro's Transportation Funding Task Force selected 82nd Avenue as a Tier 1 priority to include a bus rapid transit project. The 82nd Avenue corridor is included in the current 2023 RTP and was identified as a priority for high-capacity transit investment in the 2023 HCT Strategy.

In 2022, following years of community advocacy and a series of fatalities, the Oregon Department of Transportation transferred ownership of most of 82nd Avenue within the City of Portland to the Portland Bureau of Transportation. This transfer created a unique opportunity to coordinate transit and corridor investments to leverage local funds and advance the goals of transit riders, safety advocates, pedestrians, and local communities. In June 2022, Metro convened a Steering Committee composed of local agency partners and representatives from four community-based organizations—Oregon Walks, Clackamas Resource Center, Unite Oregon, and the 82nd Avenue Business Alliance. This committee was established to guide the project toward a Locally Preferred Alternative (LPA) that reflects regional consensus on the project parameters of the initiative. After extensive public engagement, technical analysis, collaboration across agencies, and direction from the steering committee, the Steering Committee unanimously recommended an LPA on January 16, 2025.

Next steps for the project include completing NEPA environmental review, advancing preliminary engineering and design, developing a finance plan, and preparing construction documents. Based on the current timeline, the project is estimated to open in Summer 2029.

Additional project information is available at: <https://trimet.org/82nd/>.

Figure W.10: 82nd Avenue Transit Project Locally Preferred Alternative



Proposed Amendments to Appendix V to the 2023 Regional Transportation Plan (~~shown in red strikethrough and underscore~~)

Clark County to I-5 via Gateway, Oregon City and Tualatin (Mobility Corridors 7, 8 and 10)

Improvements are needed in this corridor to address existing gaps and deficiencies and expected growth in travel demand in Clark, Multnomah and Clackamas counties. Construction of upgrades to the I-205/Abernethy Bridge are underway and anticipated to be complete in 2025.

Transportation solutions in this corridor should address the following needs and opportunities:

- Maintain peak period and off-peak mobility and reliability from I-5 to Clark County for freight and longer trips, with an emphasis on connections to OR 213, OR 224 and the Sunrise Corridor.
- Maintain an acceptable level of access to the Oregon City, Clackamas and Gateway regional centers and Sunrise industrial area.
- Maintain acceptable levels of access to PDX, including air cargo access.
- Coordinate refinement planning activities with planning for the Stafford area.
- Adding general purpose lanes to I-205 should be considered to meet state and regional policies to bring the freeway up to three through lanes in each direction in the southern section from Oregon City to I-5 and to allow for potential of bus-on-shoulder operations for bypassing of traffic queues on I-205 during peak periods.
- Expanded transit service in the corridor including provision of I-205 express bus service between Clackamas regional center and Bridgeport in Tualatin, and frequent bus service between Clackamas regional center and Clackamas Community College via downtown Oregon City. The 82nd Avenue Transit Project currently underway will add high capacity transit to this corridor.

