

A G E N D A

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**METRO**

**Agenda**

MEETING: METRO COUNCIL REGULAR MEETING  
DATE: October 20, 2005  
DAY: Thursday  
TIME: 2:00 PM  
PLACE: Metro Council Chamber

**CALL TO ORDER AND ROLL CALL**

**1. INTRODUCTIONS**

**2. CITIZEN COMMUNICATIONS**

**3. SOLID WASTE ADVISORY COMMITTEE PRESENTATION ON SUSTAINABILITY GOALS FOR SOLID WASTE SYSTEM** Matthews

**4. HWY 217 CORRIDOR STUDY FINDINGS** Wieghart

**5. DEMONSTRATION OF THE WEB SITE'S NEW PAN/ZOOM MAPS OF REGIONAL TOWN CENTERS** Gemmell

**6. CONSENT AGENDA**

6.1 Consideration of Minutes for the October 13, 2005 Metro Council Regular Meeting.

6.2 **Resolution No. 05-3625**, For the Purpose of Approving the Release of a Request For Proposal and Award of a Contract For Concert Promotion at the Oregon Zoo.

**7. RESOLUTIONS**

7.1 **Resolution No. 05-3616**, For the Purpose of Updating the Work Program for Corridor Refinement Planning Through 2020 Burkholder

**8. CHIEF OPERATING OFFICER COMMUNICATION**

**9. COUNCILOR COMMUNICATION**

**ADJOURN**

**Television schedule for Oct. 20, 2005 Metro Council meeting**

<p><b>Clackamas, Multnomah and Washington counties, and Vancouver, Wash.</b>          Channel 11 -- Community Access Network  <a href="http://www.yourtv.org">www.yourtv.org</a> -- (503) 629-8534          2 p.m. Thursday, Oct. 20 (live)</p>	<p><b>Portland</b>          Channel 30 (CityNet 30) -- Portland Community Media  <a href="http://www.pcmtv.org">www.pcmtv.org</a> -- (503) 288-1515          8:30 p.m. Sunday, Oct. 23          2 p.m. Monday, Oct. 24</p>
<p><b>Gresham</b>          Channel 30 -- MCTV  <a href="http://www.mctv.org">www.mctv.org</a> -- (503) 491-7636          2 p.m. Monday, Oct. 24</p>	<p><b>Washington County</b>          Channel 30 -- TVC-TV  <a href="http://www.tvctv.org">www.tvctv.org</a> -- (503) 629-8534          11 p.m. Saturday, Oct. 22          11 p.m. Sunday, Oct. 23          6 a.m. Tuesday, Oct. 24          4 p.m. Wednesday, Oct. 26</p>
<p><b>Oregon City, Gladstone</b>          Channel 28 -- Willamette Falls Television  <a href="http://www.wftvaccess.com">www.wftvaccess.com</a> -- (503) 650-0275          Call or visit website for program times.</p>	<p><b>West Linn</b>          Channel 30 -- Willamette Falls Television  <a href="http://www.wftvaccess.com">www.wftvaccess.com</a> -- (503) 650-0275          Call or visit website for program times.</p>

**PLEASE NOTE: Show times are tentative and in some cases the entire meeting may not be shown due to length. Call or check your community access station web site to confirm program times.**

Agenda items may not be considered in the exact order. For questions about the agenda, call Clerk of the Council, Chris Billington, (503) 797-1542. Public hearings are held on all ordinances second read and on resolutions upon request of the public. Documents for the record must be submitted to the Clerk of the Council to be considered included in the decision record. Documents can be submitted by e-mail, fax or mail or in person to the Clerk of the Council. For additional information about testifying before the Metro Council please go to the Metro website [www.metro-region.org](http://www.metro-region.org) and click on public comment opportunities. For assistance per the American Disabilities Act (ADA), dial TDD 797-1804 or 797-1540 (Council Office).

# Highway 217 Corridor Study

*Phase II Overview Report - Study Findings  
and Preliminary Recommendation*

September 28, 2005



*Beaverton-Hillsdale Highway*



*Scholls Ferry Road*



*Allen Boulevard*



**METRO**

PEOPLE PLACES  
OPEN SPACES

[www.metro-region.org](http://www.metro-region.org)

# Background And Overview

## Study purpose

Highway 217 is the major north-south transportation route for the urbanized portion of Washington County. Traffic volumes have doubled in the past 20 years as the county has grown into a booming high-tech and residential center. Peak corridor travel is expected to increase an additional 30 percent during the next 20 years.

Every transportation planning effort that has looked at this part of the region has identified the need for additional capacity on Highway 217.

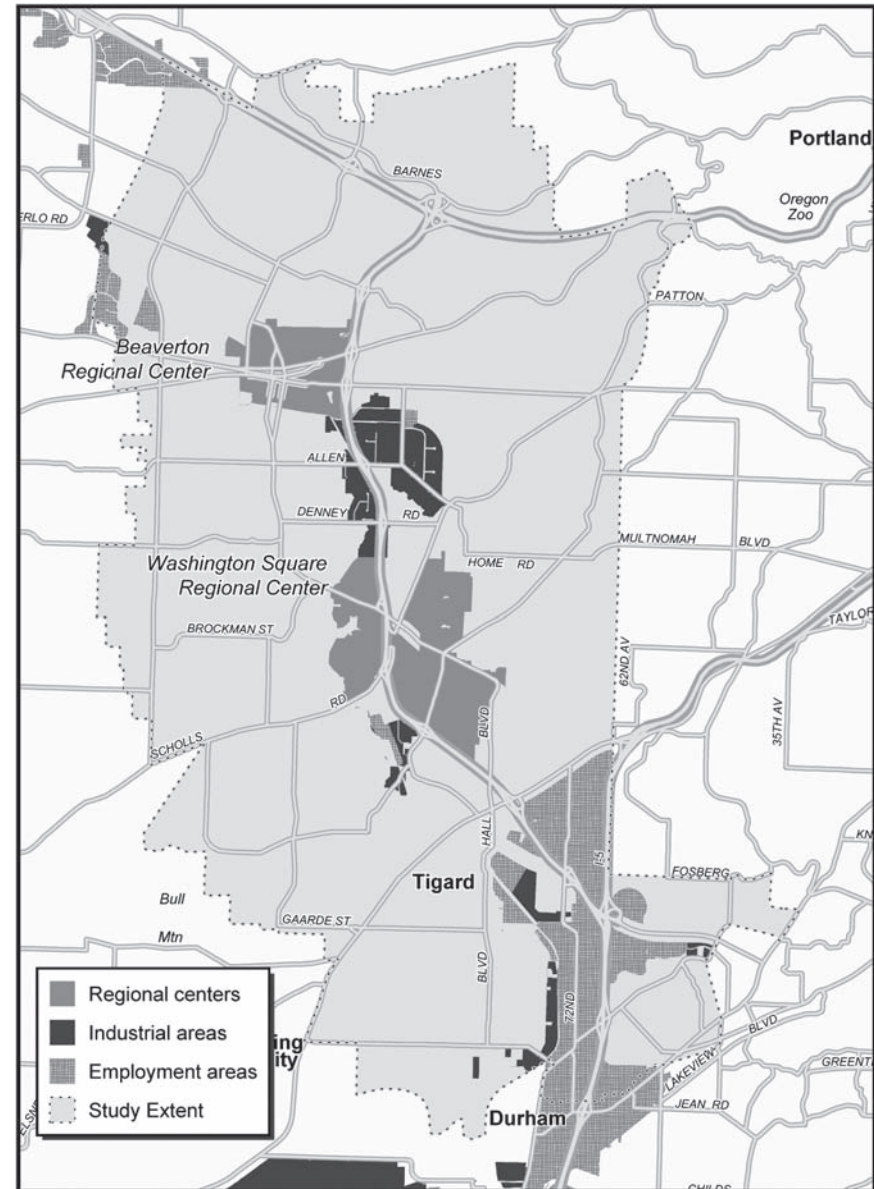
## Study goals and objectives

The goal of the Highway 217 Corridor Study is to develop transportation improvements that will be implemented in the next 20 years to provide for efficient movement of people and goods through and within the corridor while supporting economically dynamic and attractive regional and town centers and retaining the livability of nearby communities.

### Objectives:

1. Provide a proactive, comprehensive and engaging public involvement effort.
2. Enhance effectiveness of the transportation system.
3. Provide a feasibility assessment of each alternative.
4. Support neighborhoods, businesses and the natural environment.
5. Ensure that benefits and impacts associated with selected strategies are equitable to minority and low-income communities in the corridor.
6. Conduct a conclusive and thorough study with results that can be implemented.

The study, which began in 2003, is a cooperative effort by Metro, Washington County, the Oregon Department of Transportation, TriMet, and the cities of Beaverton, Lake Oswego and Tigard.



## Critical issues

- **Increased transportation needs** have resulted from employment and residential growth in Washington County.
- Highway 217 is the **principal north/south access** to Beaverton and Washington Square regional centers, five town centers, and industrial and employment areas in Kruse Way, Hillsboro, Tualatin, and Wilsonville.
- Today's **peak hours of congestion** will nearly triple by 2025 (from 2.5 to 8 hours).
- **Safety concerns** are the result of short distances between interchanges.
- **Freight traffic** has doubled in the past ten years (8 percent of current traffic volume).
- The cities of Beaverton and Tigard have developed a series of **trails, paths and bikeways** which need to be linked together to connect regional centers and community resources.
- **Pedestrian trails** and walks in the corridor have notable gaps that need to be completed.

## Policy advisory committee (PAC)


A committee comprised of 20 elected officials, business representatives and area residents has been providing guidance throughout the study process. Final committee recommendations on options to move forward and other next steps will be presented to regional elected officials later this fall.

## Study approach

The Highway 217 Corridor Study is being completed in two phases. Phase I developed and analyzed a wide range of multi-modal alternatives in the fall of 2004. Alternatives were evaluated as to how well they addressed the study objectives in terms of travel performance, environmental and neighborhood effects, financial feasibility and cost effectiveness. Based on this evaluation, the alternatives were refined to three options that have been studied in more detail. This report summarizes the findings of the Phase II evaluation, and the preliminary PAC recommendation.

### Highway 217 Alternatives

	Phase I	Phase II
<b>Option 1</b>	Arterial, transit and interchange improvements	Selected arterials to be included with all options
<b>Option 2</b>	Six lane without interchange improvements	Not considered for further action
<b>Option 3</b>	<b>Six lane plus interchange improvements</b>	<b>Moved forward to Phase II as Option A</b>
<b>Option 4</b>	Six lane with carpool lanes	Not considered for further action
<b>Option 5</b>	<b>Six lane with express toll lanes</b>	<b>Moved forward to Phase II as Option B</b>
<b>Option 6</b>	<b>Six lane with tolled ramp meter bypass</b>	<b>Moved forward to Phase II as Option C</b>

 = options moved forward to Phase II

# Phase II Options And Findings

## Key study elements common to all options

### Interchange improvements\*

#### **Braided Ramps:**

Walker/Canyon  
Beaverton-Hillsdale/Allen  
Scholls Ferry/Greenburg

#### **Split Diamond:**

Allen/Denney

#### **Other:**

Barnes Road  
SW 72nd Ave.  
Hall Blvd.  
Highway 99W

\* Potentially preferred interchange designs

### Arterial improvements\*

Parts of:

Walker Road  
Cedar Hills  
Canyon Road  
125th Ave.  
Oleson Road  
Allen Blvd.  
Greenburg Road  
SW 72nd Ave.  
Gaarde Street  
Dartmouth Street  
Nimbus Road

\* Included in the RTP Financially Constrained list

### Transit improvements

Bus service enhancements  
Commuter rail from  
Wilsonville to Beaverton

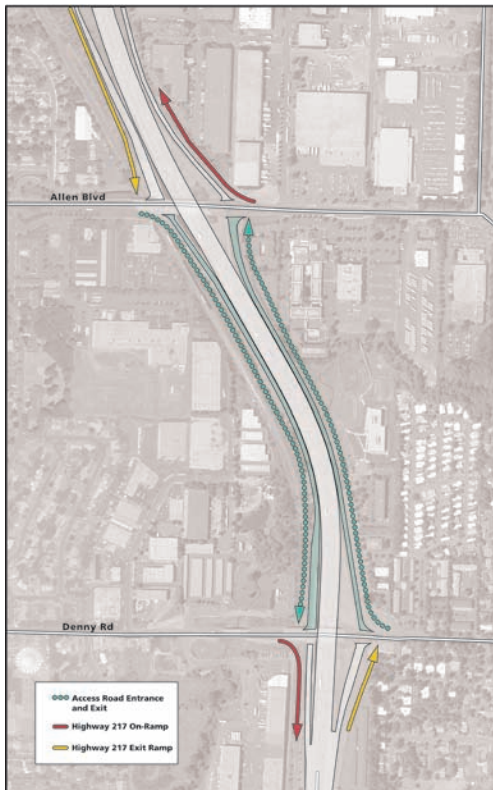
### Bicycle/pedestrian improvements

Parts of:

Cedar Hills Blvd.  
Watson Ave.  
Beaverton Creek Greenway  
Hunziker Street  
Hall Blvd.  
Multi-use path between  
I-5 and Hwy. 217

### Regional trails improvements

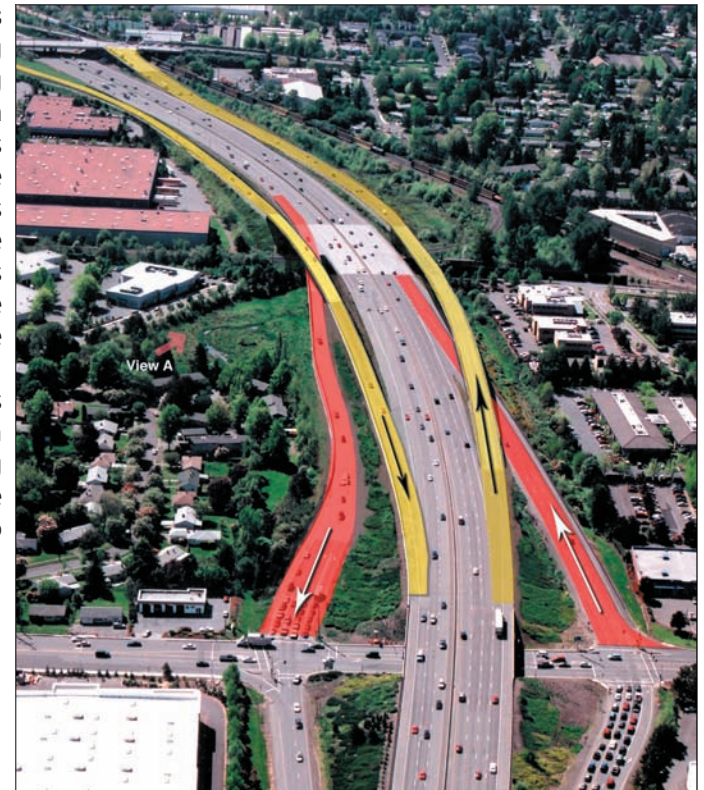
Fanno Creek Trail  
(crossing of Hwy. 217)  
Washington Square Greenbelt



### Split diamonds

address the merge/weave conflict by reducing the number of interchanges and connecting them with frontage roads. This solution was applied at Canyon Road and Beaverton-Hillsdale Highway on Highway 217 where access to two streets is combined into one interchange. Drivers entering Highway 217 going north from Beaverton-Hillsdale Highway use a frontage road to enter at the Canyon Road entrance.

**Braided ramps** separate exiting traffic from entering traffic by creating a bridge for vehicles entering the freeway that does not descend to the lane of traffic exiting the freeway. In this way, traffic engineers "braid" ramps with some traffic crossing over and some crossing under to prevent accidents.



## Phase II Options And Findings

### Overall findings

**Access to regional centers:** All options would improve access to regional centers within the study corridor. However, the study has identified a series of north-south arterial improvements that would significantly enhance local access. These include improvements and extensions to portions of Greenburg Road, Nimbus Avenue, Hall Boulevard and SW 103 Avenue.

**Bicycle/pedestrian recommendations:** After several months of study, meetings with the bicycle/pedestrian community, and an open house, a series of bike lane and multi-use trail improvements were identified to complete a north-south route about a half-mile west of Highway 217. Bicycle/pedestrian recommendations are included in all options.

**Transportation opportunities/limitations:** All options include intersection improvements that significantly improve both the flow and safety on Highway 217. All of the options currently under consideration draw more traffic to the bottleneck on I-5, south of Highway 217.

**Freight:** Highway 217 is a critical connection for the movement of goods and services from and to industrial areas in Hillsboro and Tualatin and to the centers of Beaverton, Tigard, Lake Oswego and Washington Square. All of the options provide time savings for trucks. The general purpose lane options provide overall congestion relief for all vehicles. The express toll lane offers the most benefits to small trucks who were assumed to have access to a fast and reliable trip on the toll lanes. The tolled ramp meter bypasses offer benefits to small and large trucks who could pay to bypass the queue.

**Base case:** In the evaluation of all multi-modal portions of this study, the Base Case assumed the current 4-lane highway design and existing intersections evaluated with 2025 levels of residential and employment development. It also includes arterial and transit service improvements which are anticipated to be built by 2025.

**Level of study analysis:** Approximately one to three percent of actual engineering for each option has been completed. More detailed design and environmental analysis is needed before a final alternative can be selected and built.

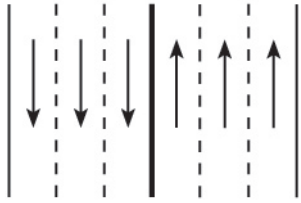
**Funding considerations:** Due to a lack of state transportation funds available, funding considerations have been a major focus of the study. State and regional policy requires every major project to consider tolling. In the proposed options, tolls are a “user fee” charged only to people who use the new tolled lane and/or ramp meter bypass. Other funding options have been and will continue to be considered. Due to the large funding gaps and the size of the project, a phased project is likely.

**Phasing of construction:** Given traditional funding amounts, a combination of interchange reconstructions and arterial street improvements could be made prior to the construction of new through lanes on Highway 217. Making these improvements first will address some immediate congestion and safety problems and will assist in reducing construction disruption. If additional funds become available, the project could be constructed in geographic segments. Priority interchange improvements include Beaverton-Hillsdale, Allen and Denney. The earliest completion date has been calculated to be 2014, however this assumes an immediate start to a preliminary engineering/environmental impact statement as well as securing funding.

**Equity for all users:** Results from other tolling projects around the country indicate that all income groups use and favor an express toll lane, although it is used more often by those in higher income groups. With a tolled lane, everyone has travel choices including using the regular (untolled) lane, driving on the tolled lane at a reduced fee during less congested times of the day, carpooling to share the fee and taking transit.

Congestion is greatest during traditional commuting hours (early morning and late afternoon). Studies of existing tolling projects show that higher income drivers tend to travel more during these peak hours. Unlike a peak toll, the gas tax requires everyone to pay the same fee, even if they are traveling during uncongested hours.

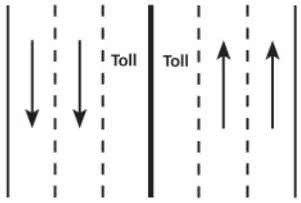
## Option A – Six Lanes



**Overview:** This option would include an additional travel lane in each direction that will be open to all traffic on Highway 217. Like all options, includes substantial interchange improvements to resolve merge and weave conflicts which create safety and congestion problems.

- This option offers the most overall congestion relief and fastest average drive times for all drivers on Highway 217 (saves 3 minutes over base case).
- Wetland impacts: approximately 2.8 acres.
- Largest funding gap – capital cost \$523 million with an estimated funding gap of \$504 million (in 2014).
- Without supplemental revenues, estimated construction completed in 2089.
- Overall congestion relief benefits all trucks.
- Public acceptance: prefer ease of general purpose lane but concerns about projected construction timeline with traditional funding sources.

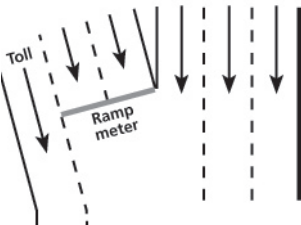
## Option B – Six Lanes With Express Toll Lanes



**Overview:** This option would include a rush-hour toll lane in each direction in addition to the existing lanes of Hwy 217. Drivers would be able to enter and leave the express lane at I-5 and US 26 as well as at one intermediate point between the Washington Square and Beaverton regional centers. Tolls would be collected electronically without requiring stopping at a tollbooth. It also includes bypasses of ramp meters for toll lane users. Express bus service has been provided to take advantage of time savings on toll lanes and ramps.

- Fastest travel time in toll lanes (saves 8.5 minutes over base case).
- Saves travel time in general purpose lanes (saves 1 minute).
- Express trip incentive for transit and carpools.
- Wetland impacts: approximately 3.2 acres.
- Smallest funding gap – capital cost \$581 million with an estimated funding gap of \$332 million (in 2014).
- Without supplemental revenues, estimated construction completed in 2028.
- Small trucks access toll lane and all trucks use ramp meter bypasses.
- Public acceptance: more acceptable as funding mechanism but reservations about complexity and feasibility of tolled facilities and about equity for all users.

## Option C – Six Lanes With Tolled Ramp Meter Bypass



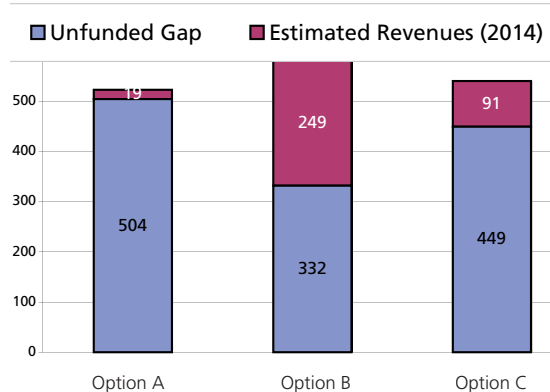
**Overview:** This option would include an additional unrestricted travel lane in each direction on Highway 217 in addition to a new lane on the entrance ramps. Drivers who choose to use the new express ramp lane to bypass the queue at the ramp meter would pay a toll. Trucks would be allowed to use the bypass lanes. Express bus service has been provided to take advantage of time savings on toll lanes and ramps.

- This option offers the most overall congestion relief and fastest average drive times for all drivers on Highway 217 (saves 3 minutes over base case).
- Wetland impacts: approximately 2.8 acres.
- Significant funding gap – capital cost \$540 million with an estimated funding gap of \$449 million (in 2014).
- All trucks can access ramp meter bypasses.
- Without supplemental revenues, estimated construction completed in 2042.
- Public acceptance: limited toll revenue and negative perception of ramp bypass concept reduces the attractiveness of this option.

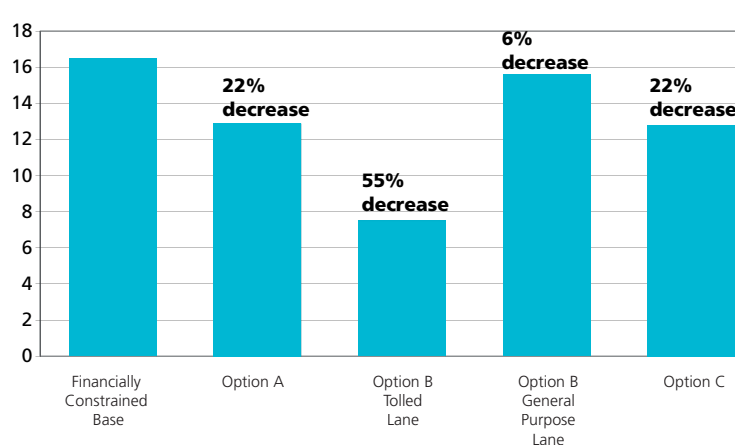
*Note: All capital costs are in 2005 dollars.*



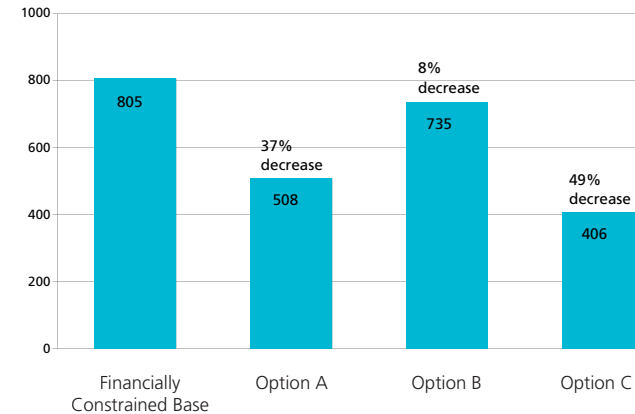
**Estimated Construction Costs and Funding Gap (2014)**  
Phase II Alternatives



**Average Auto Travel Time on Highway 217 (in minutes)**  
Southbound from US 26 to I-5



**Hours of Vehicle Delay on Highway 217**



**Summary of key findings**

	Transportation		Environmental	Financial feasibility	Public opinion
	Over-all congestion relief and drive time on Highway 217	Fastest possible drive time	Potential impact to identified wetlands	Projected funding gap in 2014	Acceptance
<b>Option A</b> Six lanes	optimal	moderate	moderate	least optimal	moderate
<b>Option B</b> Six lanes with express toll lanes	moderate	optimal	moderate	optimal	moderate
<b>Option C</b> Six lanes with tolled ramp meter bypass	optimal	moderate	moderate	moderate	least optimal



\*From Phase I analysis

For more detailed information on key findings, see the following reports: "Transportation Performance Report", Metro, July 27, 2005, Memo: "Phase II - Potential Environmental Impacts", Metro, August 26, 2005, Memo: "When Could Highway 217 Alternatives Be Built with Traditional Funding?", ECONorthwest, August 29, 2005, "Phase II Public Involvement Summary", Metro, September 2005

# Highway 217 Corridor Study Preliminary PAC Recommendation

The Highway 217 Policy Advisory Committee approved the following preliminary recommendation for public review on September 21, 2005. After considering public comments, the PAC will make a final recommendation in November. The final PAC recommendation will be forwarded to JPACT and the Metro Council for approval. Conclusions from corridor studies are drawn without the level of engineering analysis and detailed environmental analysis that is completed as part of an Environmental Impact Statement (EIS). The EIS would be the next logical step for many projects identified or proposed in this document.

## Overall Recommendations for Regional Consideration

*The PAC recognizes that the region needs additional transportation funding and supports efforts to increase funding at federal, state and local levels.*

*Due to the large funding gaps under all options, in the near term, seek higher funding priority for Highway 217 improvements at federal, state and local levels.*

- ODOT, Metro and local jurisdictions should seek to amend the list of Highways of Statewide Significance to include the Highway 217 project. In terms of construction cost, volume of freight and commuter travel, congestion and importance to the economy, Highway 217 appears to be comparable to other facilities on the list of statewide priorities.
- ODOT, Metro and the local jurisdictions should include priority interchanges or other appropriate elements of the Highway 217 project in any state, regional or local transportation funding measures.
- ODOT, Metro and local jurisdictions should consider seeking a federal earmark for Highway 217 in the next federal transportation reauthorization.

*Seek long term solution to the congestion on I-5 south of the study area.*

- In the near term, commence a corridor study of the section of I-5 between Highway 217 and Wilsonville. The Highway 217 study highlighted the severity of the future bottleneck at this location. Each of the options worsened this bottleneck, particularly Options A and C, which drew the most new traffic to the corridor.

## Highway 217 Traffic Lanes

### Summary conclusion

The evaluation found that congestion within the corridor will increase from three to eight hours a day if no improvements are made over the next twenty years. There is a need and support for a new through lane in each direction south of Canyon Road on Highway 217.

- The general purpose lane (Option A) offers the most overall congestion relief and the fastest average drive time on Highway 217. However, it is anticipated to have the largest funding gap in 2014.\*
- The express toll lane (Option B) offers some overall congestion relief and the fastest travel time on Highway 217 for toll lane travelers. It offers an incentive for carpool travel and possible transit and would have the smallest funding gap in 2014.\*
- The general purpose lane with ramp meter bypass (Option C) has similar travel benefits as the general purpose lane, but projections show limited revenue potential – approximately one-third that of the express toll lane option in 2014.\*

Public comments were much more negative about Option C (the tolled ramp meter bypasses option). There was a perception that the ramp meter bypasses are unfair and that people will respond negatively to those who travel on them. The public reaction to the general purpose and express toll lane was much more positive. Many people preferred the traditional general purpose lane to the tolled lane from a transportation perspective. However, due to concerns about the potential timeline for improvements for the general purpose option and the sense that tolling is a fair way to pay for improvements (i.e. those that benefit pay for it), most people expressed support for further study of the toll lane.

### Recommendation

All of the options improve transportation performance on the corridor. The PAC recommends that the general purpose and express toll lane options be carried forward because of greater public acceptance and the importance of keeping potential financing options open. The tolled ramp meter bypass option should not continue as a separate option due to lack of public acceptance, limited potential revenues and the lack of projected usage for many of the tolled ramp meter bypass locations. Tolled ramp meter bypass locations that have potential should be evaluated further in the EIS process as part of the tolled lane option.

\* Based on currently anticipated funding sources.

# Highway 217 Corridor Study Preliminary PAC Recommendation

## Highway 217 Interchanges

### Summary conclusion

Due to the close spacing of interchanges and the growth in traffic volumes, major interchange improvements are needed to avoid serious congestion and safety problems on the highway and adjacent intersections. None of the interchanges meet current highway spacing standards and interchange improvements are necessary to meet level of service standards in 2025.

### Recommendation

In the short term, the PAC recommends further developing and evaluating the following interchange improvements as part of a National Environmental Protection Act (NEPA) process (along with other appropriate options). The following list provides a general order of priority for the recommended interchange improvements, but implementation of these projects should respond to funding opportunities and local transportation needs and could occur in a different order. Engineering and specific design of the improvements should be evaluated in the NEPA process.

#### First Tier Priority

Beaverton-Hillsdale/Allen Blvd. ramp braids  
Allen/Denney Road split diamond interchange

#### Second Tier Priority

Canyon/Walker Road ramp braids  
Scholls Ferry/Greenburg Road ramp braids  
Greenburg Road (major interchange improvement possibly single point interchange)

#### Third Tier Priority

SW 72nd Avenue (additional turn lanes with major interchange improvement – design to be determined)  
Barnes Road (widening with additional turn lanes)  
Progress Interchange (interchange improvements including widening and additional turn lanes)  
Highway 99W (revised access lanes to/from Highway 217, widening and additional turn lanes)

## Arterials

### Summary conclusion

The arterial improvements in proximity to the corridor in the RTP Financially Constrained System are critical for access to regional centers. These are listed on page four of the Phase II overview report. The evaluation also identified a series of north-south arterial improvements and extensions to Greenburg Road, Hall Boulevard, Nimbus Avenue and SW 103rd Avenue, which support the corridor travel needs. While these are not part of the recommended Highway 217 options, the north-south arterials significantly enhanced local access to regional and town centers, reduced congestion on Highway 217 and were better at reducing congestion than a package that also included several east-west arterial improvements.

### Recommendation

In the short term, design and construct the arterial improvements within the financially constrained plans. The PAC recommends that local jurisdictions identify the following north-south improvements as priorities in their Transportation System Plan process. These projects are:

- Greenburg Road Improvement (RTP 6031) – widens to 5 lanes from Tiedeman to Highway 99W.
- Nimbus Avenue Extension (RTP 6053) – a two-lane roadway extension from Nimbus to Greenburg.
- Hall Boulevard Extension (RTP “I”) – a new five-lane arterial north of Center Street to connect with Jenkins Road at Cedar Hills Blvd.
- 103rd Avenue (RTP 6012) – improve existing roadway on SW 103rd and construct new intersection alignments to provide a connection from Western Avenue to Walker Road.
- Nimbus Road Extension (RTP 3037) – a two-lane roadway extension of Nimbus Road from Hall Boulevard to Denney Road.
- Hall Boulevard Improvement (RTP 6013 and 6030 North) – widen to 5 lanes from Scholls Ferry Road to Highway 99W.

# Highway 217 Corridor Study Preliminary PAC Recommendation

## Bicycle and pedestrian facilities

### Summary conclusion

The study found a need for a north-south route to the west of Highway 217. A series of bikeways have been planned on the west side of Highway 217 in the cities of Beaverton and Tigard; however, several portions of that bikeway have not been constructed. The completion of the bikeway trails would provide a continuous route to the west of Highway 217.

Additionally, there is a recognized need to provide a route for the Fanno Creek Regional Trail where it crosses Highway 217 (between Denney Road and Allen Blvd.). Phase I considered a trail underneath Highway 217. However this is not desirable due to seasonal flooding and safety issues. Therefore, improvements should be made to the Denney over-crossing or a separate overpass should be provided. A connection of the Washington Square Greenbelt is also needed. Both of these projects will be included in future studies and are included in all alternatives considered in the Phase II evaluation.

### Recommendation

The PAC recommends that priority be given to the following projects that complete a north-south route:

- Cedar Hills Blvd. Improvement (RTP 3075) – Butner Road to Walker Rd.
- Hall Blvd. Bikeway (RTP 3046) - Beaverton-Hillsdale Hwy. to Cedar Hills Blvd.
- Watson Ave. Bikeway (RTP 3047) - Beaverton-Hillsdale Hwy. to Hall Blvd.
- Hall Blvd. Bikeway (RTP 3074) - gap at Allen Blvd.
- Nimbus Ave. Extension (RTP 6053) - replacement for Cascade Blvd.
- Hunziker St. (new project) - Hall Blvd. to 72nd Ave.
- Multi-use path (new project) - I-5 to SW 72nd Ave.
- The pedestrian path/walk improvements on all improved viaducts crossing Highway 217 and a bicycle/pedestrian connection over Highway 217, or associated with the over crossing improvements on Denney Road, to the Fanno Creek Region Trail; and a connection to the Washington Square Greenbelt trail.

## Transit service

### Summary conclusion

Peak hour commuter rail service between Wilsonville and Beaverton was assumed in all options. This and other transit improvements in the financially constrained system are needed to provide travel options and reduce congestion. Express bus service assumed to be provided on Highway 217 in the tolled alternatives attracted good ridership and achieved significant time savings over existing planned service.

### Recommendation

The PAC recommends continued increases in transit service in the corridor study area over the next twenty years per the RTP. Express bus service on Highway 217, expanded commuter rail service, and other appropriate transit service increases should be examined as part of future RTP updates and in the EIS process.

# Highway 217 Corridor Study Phase II Proposed Timeline - 2005



DRAFT

**September 22 to  
October 28**  
Public Comment Period

**October 19**  
Policy Advisory Committee  
Public forum  
Beaverton Library  
12375 SW Fifth Street  
Beaverton, OR  
Meeting Room A  
5:00 - 7:30 p.m.

**November 16**  
**Policy Advisory  
Committee  
Final  
Recommendations**

- *Selection of two or more Highway 217 options for next phase of development.*
- *Provide revisions to the Regional Transportation Plan.*
- *Modify local project lists.*
- *Propose next steps for funding.*

**December/January**  
Policy Advisory Committee  
recommendation reviewed  
by JPACT and Metro Council

More information and an online survey is available at [www.hw217.org](http://www.hw217.org).

Public input is important to this process. Please send comments or requests for information by e-mail to [trans@metro.dst.or.us](mailto:trans@metro.dst.or.us) or call Metro Transportation Planning at (503) 797-1757.

BEFORE THE METRO CONTRACT REVIEW BOARD

FOR THE PURPOSE OF APPROVING THE	)	RESOLUTION NO. 05-3625
RELEASE OF A REQUEST FOR PROPOSALS	)	
AND AWARD OF A CONTRACT FOR	)	Introduced by Chief Operating Officer
CONCERT PROMOTION AT THE OREGON	)	Michael J. Jordan, with the concurrence of
ZOO	)	Council President David Bragdon

WHEREAS, Metro operates the Oregon Zoo; and,

WHEREAS, the Oregon Zoo operates a concert series in the summer months; and,

WHEREAS, the current contract for concert promotion expires on October 31, 2005; and,

WHEREAS, the Oregon Zoo wishes to release a Request for Proposals to select and enter into a contract with a concert promoter for five (5) years with an annual opt-out clause; and,

WHEREAS, Metro Code 2.04.026 states any contract for personal services for a term greater than twelve (12) months and greater than \$50,000 requires Council authorization; and,

BE IT RESOLVED that the Metro Contract Review Board authorizes the Chief Operating Officer to release a Request for Proposals substantially similar to that attached as Exhibit A and execute a contract with the most responsive proposer.

ADOPTED by the Metro Council this \_\_\_\_\_ day of \_\_\_\_\_, 2005.

\_\_\_\_\_  
David Bragdon, Council President

Approved as to Form:

\_\_\_\_\_  
Daniel B. Cooper, Metro Attorney

**Resolution No. 05-3625**  
**Exhibit A**  
**REQUEST FOR PROPOSALS**  
**CONCERT PROMOTER**  
**RFP 06-1158-ZOO**

**I. INTRODUCTION**

Oregon Zoo, a service of Metro, is requesting proposals for an independent Concert Promoter for a five-year contract, subject to annual review. Proposals must be submitted no later than 3:00 PM «DATE», 2005. Please send proposals in a sealed envelope to the attention of Cinna' Mon Williams, Purchasing/Contract, Metro, 600 NE Grand Avenue, Portland, Oregon 97232-2736 (postmarks and facsimiles are not acceptable). Details concerning this project and proposal are contained in this document.

**II. BACKGROUND OF PROJECT**

2006 will be the 28th season of summer concerts at the zoo. There will be 18-26 total concerts each season, in a combination of Wednesday "Plus" concerts and hard ticket "Premium" concerts. Concert times are from 7:00 to 10:00 PM. Concerts have featured mostly nationally-recognized artists that can draw significant crowds (2,700-5,000 people). Concerts are held at the zoo's amphitheatre, with general admission seating on the lawn. Maximum capacity of the venue is 5,000.

The concerts are provided through the zoo's Events Team. The contracted Promoter will work under the direction of the zoo's Event Coordinator.

**III. PROPOSED SCOPE OF WORK**

See Attachment A.

**IV. QUALIFICATIONS/EXPERIENCE**

A successful proposal must demonstrate that the applicant possesses the following qualifications and experience:

- A. Experience/expertise in booking national/international touring acts, with examples of successful, revenue-generating concerts.
- B. Experience/expertise with stage management.
- C. Experience/expertise in business management.
- D. Experience/expertise in sound systems and sound level monitoring.
- E. Experience/expertise with outdoor concert lighting
- F. Experience/expertise with concert publicity.
- G. Experience/expertise with concert security.
- H. Experience/expertise with problem solving, especially in a non-profit situation.

- I. Experience/expertise in working with a government agency.
- J. Demonstrated understanding of corporate sponsor relationships.
- K. Demonstrated understanding of volunteer dynamics.

**V. PROPOSAL INSTRUCTIONS**

**A. Submission of Proposals**

A copy of the proposal shall be furnished to the project manager:

METRO  
Cinna' Mon Williams, Purchasing/Contracts  
600 NE Grand Avenue  
Portland, Oregon 97232-2736

**B. Deadline**

Proposals will not be considered if received after 3 PM, «DATE», 2005. Postmarks and facsimiles are not acceptable.

**C. Minority and Women-Owned Business Program**

In the event that any subcontracts are to be utilized in the performance of this agreement, the proposing coordinator's attention is directed to Metro Code provisions 2.04.100.

Copies of this document are available from Purchasing and Contracts Division of Finance and Administrative Services, Metro, Metro Regional Center, 600 NE Grand Avenue, Portland, Oregon 97232-2736 or call (503) 797-1816.

**D. Proposal Contents**

The proposals should contain information describing the ability of the Promoter to perform the work requested, as outlined below. The proposal should be submitted electronically, or on recyclable, double-sided recycled paper (post-consumer content). No waxed page dividers or non-recyclable materials should be included in the proposal.

1. How Proposer would perform the services requested.
2. Promoter's resume and resumes of other key personnel.
3. Information on firms with which you will be subcontracting, including resumes/qualifications of their key personnel.
4. Approximate number of hours each key person will be involved with the activities described in the attached scope of work.
5. History of work completed for similar clients.
6. Three or more references from clients.



7. Promoter's proposed annual compensation plan, to include:
  - a. Promoter's proposed fee structure for services performed (Please see Attachment B "Promoter's Fee" document.)
  - b. List of any expenses to be reimbursed to Promoter by the Oregon Zoo (e.g. lighting, sound, event insurance, or other technical services), based on actual invoiced charges. Provide an annual estimate of such expenses.
8. Itemized list of expenses for each concert season to be paid directly by the Oregon Zoo (e.g., artists booking fees, transportation, or hospitality).

## **VI. GENERAL PROPOSAL/CONTRACT CONDITIONS**

- A.** This RFP does not commit Metro to the award of a contract, nor to pay any costs incurred in the preparation and submission of proposals in anticipation of a contract. Metro reserves the right to accept or reject any or all proposals received in response to this request, to negotiate with qualified applicants, or to cancel all or part of this RFP.
- B.** An applicant filing a proposal thereby certifies that no officer, agent, or employee of Metro has a pecuniary interest in this proposal or has participated in contract negotiations on behalf of Metro; that the proposal is made in good faith without fraud, collusion, or connection of any kind with any other Applicant for the same call for proposals; the applicant is competing solely in its own behalf without connection with, or obligation to, any undisclosed person or firm.
- C.** Metro intends to award a Personal Services Contract with the selected person/firm for this project. A copy of the standard form contract, which the successful consultant will be required to execute, is attached (see Attachment C).
- D.** Contractor shall purchase and maintain at the contractor's expense the following types of insurance covering the contractor, its employees and agents.
  1. Broad form comprehensive general liability insurance covering personal injury, property damage, and personal injury with automatic coverage for premises and operations and product liability. The policy must be endorsed with contractual liability coverage.
  2. Automobile bodily injury and property damage liability insurance. Insurance coverage shall be a minimum of \$500,000 per occurrence. If coverage is written with an annual aggregate limit, the aggregate limit shall not be less than \$1,000,000. Insurance coverage shall include Commercial General Liability insurance covering each concert event for bodily injury and property damage, with automatic coverage for premises, operations, and product liability with a minimum of \$1,000,000 per occurrence naming Metro as an Additional Insured. Coverage and the insurer must be approved by Metro. The policy must be endorsed with contractual liability coverage.

Metro, its elected officials, departments, employees, and agents shall be named as an additional insured. Notice of any material change or policy cancellation shall be provided to Metro thirty (30) days prior to the change.

Contractor shall comply with ORS 656.017 for all employees who work in the State of Oregon for more than 10 days. The contractor shall provide Metro with certification of workers' compensation insurance including employer's liability.

- E. Prospective coordinators are informed that the billing procedures of the selected firm are subject to the review and prior approval of Metro before reimbursement of services can occur. Billing, accompanied by itemized expenses and a progress report, will be prepared for review and approval.
- F. The proposal shall be considered valid for a period of at least ninety (90) days and shall contain a statement to that effect. The proposal shall contain the name, title, address and telephone number of an individual or individuals with authority to bind any company contacted during the period in which Metro is evaluating the proposal.

**VII. EVALUATION OF PROPOSALS**

- A. Proposals that conform to the proposal instructions will be evaluated. A selection committee will review proposals. Oral interviews with finalists may be conducted in the selection process.

**B. Evaluation Criteria**

This section provides a description of the criteria that will be used to evaluate proposals submitted to accomplish the work defined in the RFP.

Experience/expertise in booking, demonstrating proven relationships with agents and artists .....	25 %
Experience/expertise with stage management/production.....	25 %
Experience/expertise with concert publicity, with examples.....	15 %
Fee .....	25 %
References .....	5 %
Experience/expertise in working with a government agency .....	5 %

**Resolution No. 05-3625  
STAFF REPORT**

IN CONSIDERATION OF RESOLUTION NO. 05-3625, FOR THE PURPOSE OF APPROVING THE RELEASE OF A REQUEST FOR PROPOSALS AND AWARD OF A CONTRACT FOR CONCERT PROMOTION AT THE OREGON ZOO

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Date: September 27, 2005

Prepared by: Cinna' Mon Williams

**BACKGROUND**

The 2006 concert series will be the 28th season of summer concerts at the Zoo. There are up to 26 total concerts each season, with a combination of Wednesday "Plus" concerts and hard ticket "Premium" concerts. Concert times are from 7:00 to 10:00 PM. Concerts have featured mainly nationally-recognized artists that can draw significant crowds. Expected attendance at each concert is between 2,700-5,000 people. Concerts are held at the Zoo's amphitheatre, with general admission seating on the lawn.

The concerts are provided through the Zoo's Events Team. The contracted Promoter will work under the direction of the Zoo's Event Coordinator.

The summer concert series is a major revenue source for the Oregon Zoo. The gross revenue for the 2005 summer concert series was \$494,744.

**ANALYSIS/INFORMATION**

- 1. Known Opposition:** There is no known opposition.
- 2. Legal Antecedents:** Metro Code 2.04.026 states any contract for personal services for a term greater than twelve (12) months and greater than \$50,000 must be authorized by the Metro Council.
- 3. Anticipated Effects:** The release of a request for proposals will result in a multi-year contract.
- 4. Budget Impacts:** The Oregon Zoo has budgeted for this item.

**RECOMMENDED ACTION**

Authorizes the Chief Operating Officer to release a Request for Proposals substantially similar to that attached as Exhibit A and execute a contract with the most responsive Proposer.

**Resolution No. 05-3625**  
**Attachment 1**  
**Oregon Zoo**  
**Concert Promoter**

**I. SCOPE OF WORK**

**A.** Contractor shall provide the following goods and services:

1. Develop program and musical presentation goals in keeping with the with the zoo's 27 year history of presenting premier outdoor concerts. Program shall be developed in coordination with the zoo and shall be subject to approval by the zoo's Event Coordinator. Program shall be finalized by April 15 of each year. (See Attachment B – Concert Program Budget History.) All goods and services to be paid by the zoo must be approved in advance and in writing by the zoo's Event Coordinator.
2. Book all artists and provide performers, sound, lighting, stage equipment and technicians necessary to present a maximum total of 26 Oregon Zoo summer concerts. This includes a combination of Wednesday night "free" concerts and hard-ticket "premium" concerts. The ratio of Wednesday to Premium concerts may change from year to year.
3. Enter into contracts necessary to produce all components of concerts on behalf of the zoo, and provide copies of these contracts to the zoo with invoices.
4. Pay all artist, technical and production costs and fulfill contract obligations with funds included in this contract.
5. Act as liaison between artists & the zoo.
6. Consult with zoo staff on hiring of ticketing agency. Work with zoo and ticketing agency as needed to ensure proper selling of tickets.
7. Submit to the Event Coordinator monthly reports on concert expenses; including receipts, invoices, contracts, and records of payment for all expenses (artist and technical fees, labor, rental, sound systems, lighting and equipment fees and production costs). Final reports and invoices are due within 30 days after the final concert.
8. Assist Oregon Zoo with the development of long range planning for concerts.
9. Make recommendations to the Event Coordinator each September on concert production budget for the following summer concert season.

**B.** In the following areas of interaction, concert Promoter will work directly with zoo staff pursuant to the direction of the Event Coordinator.

## **II. ARTISTS/PROGRAMMING**

- A.** Maintain a current roster of agencies representing artists to retain the highest level of performance possible within the budget available.
- B.** Book and enter into contracts with all artist/presenters for concerts as requested by the Event Coordinator.

## **III. TECHNICAL**

### **A. Sound/Lights**

Employ state of the art sound and light companies to fulfill artists' contract riders while adhering to needs of the zoo such as budget, noise variance and coordination with other events.

### **B. Equipment**

Rent pianos and band back-line gear as required by artists' riders.

### **C. Labor**

Contract all labor required for successful concert presentation. Labor may include stage management and stage hands, piano tuner, concert runners, sound and lighting technician (outside scope of contracted sound/light company), merchandising, ticketing, and security personnel (as necessary to fulfill artists' riders) if not provided by the zoo.

## **IV. MARKETING**

- A.** Develop marketing plan within the zoo's budget for advertising and promotions, to be approved by Event Coordinator. Work with Event Coordinator to implement the marketing plan.
- B.** Work with zoo staff and/or other contractees to develop graphic images for all concerts and special events under the scope of this contract as requested. Provide promotional materials and support to ad designers as requested in a timely manner.
- C.** Work with the zoo photographer to obtain photos of concerts for publicity purposes and documentation for sponsors.
- D.** Assist Media Relations Officer with preparing press releases and public service announcements; consult with Media Relations Officer to develop a media relations workplan.
- E.** Promote concerts for art, entertainment and cultural coverage through direct media contact.

- F. Attend and participate in planning and debriefing meetings with zoo staff as requested.

**V. DEVELOPMENT/ADMINISTRATION**

- A. Work with the Oregon Zoo Foundation Corporate Relations Manager as well as the monetary and media sponsors to solicit motel/hotel accommodations on a complimentary/sponsorship basis when housing accommodations are required in artists' contract riders.
- B. When appropriate, solicit piano/musical gear donations in exchange for tickets, as approved by the Event Coordinator.
- C. As requested, consult with zoo security personnel and volunteers in areas of crowd control, parking lot and shuttle services to alleviate traffic congestion during concerts.
- D. As requested, consult with security and animal management to ensure animal safety before, during and after concerts.
- E. Consult with Event Coordinator on concert admission and complimentary pass policies and ticketing arrangements.

**VI. GUEST SERVICES**

Work directly with guest services catering staff on artist and crew hospitality and backstage catering requirements within available budget as set by Event Coordinator.

**VII. FACILITIES SERVICES**

- A. Through the event coordinator, work with the zoo electrician to meet sound, light and technical power needs, such as shore power for artists' vehicles.
- B. Arrange for scheduling of zoo vehicles necessary for artists' and performers' transportation needs.
- C. Arrange scheduling of zoo forklifts per schedule provided by sound & lights contractors.
- D. Support facilities services staff to ensure public use of, and participation in, recycling efforts at concerts.

**VIII. EDUCATION**

Work directly with Event Coordinator and other personnel to insure smooth transition of bandshell programming such as Birds of Prey shows, children's summer camp classes and other educational activities.

**IX. INSURANCE**

In addition to coverage required under Section VI.D., Promoter shall maintain Commercial General Liability insurance covering each concert event for bodily injury and property damage, with automatic coverage for premises, operations, and product liability with a minimum of \$1,000,000 per occurrence naming Metro as an Additional Insured. Coverage and the insurer must be approved by Metro. The policy must be endorsed with contractual liability coverage.

**V. ANNUAL NOTIFICATION**

By October 31 of each year, Zoo will notify Promoter whether (a) Promoter may begin developing the concert program for the following season or (b) the zoo elects to terminate the agreement pursuant to Section 13.

**Resolution No. 05-3625**

**Attachment 2**

Oregon Zoo  
Concert Promoter

Staff Report

The Oregon Zoo seeks to enter into a mutually-beneficial partnership with the selected Concert Promoter.

Recognizing standard industry practices of percentage-based fees, we welcome your proposal for an incentive-based model. In the past, Oregon Zoo has paid our Concert Promoter a flat fee. Our goal is to move to a shared risk and shared profit model, creating an even greater incentive to produce successful shows.

**HISTORY OF PROMOTER FEES**

YEAR	WEEKDAY "PLUS" FEE	PREMIUM FEE	TOTAL FEES PAID
2003	34,608	38,192	\$74,803
2004	34,608	38,192	\$74,804
2005	35,646	40,549	\$78,200

**HISTORY OF TOTAL PROMOTER CONTRACT BUDGET (INCLUDING ABOVE FEES)**

YEAR	WEEKDAY "PLUS" BUDGET	PREMIUM BUDGET	TOTAL CONTRACT BUDGET
2003	125,473	331,982	\$459,458
2004	125,473	331,982	\$459,459
2005	128,983	441,285	\$572,273

**HISTORY OF CONCERT ATTENDANCE & TICKET SALES REVENUE**

YEAR	TYPE OF SHOW	No. OF SHOWS	ATTENDEES*	GROSS TICKET SALES REVENUE
2003	Weekday "Plus"	14	34,537	\$117,101
2003	Premium	12	25,836	\$377,643
2004	Weekday "Plus"	12	31,809	\$91,036
2004	Premium	9	31,435	\$684,617
2005	Weekday "Plus"	9	25,890	\$64,521
2005	Premium	10	35,793	\$808,483

\* Maximum capacity for Weekday "Plus" Concerts is 5,000. Maximum capacity for Premium Concerts is approximately 3,750.



BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF UPDATING THE )  
WORK PROGRAM FOR CORRIDOR )  
REFINEMENT PLANNING THROUGH 2020. )  
)

RESOLUTION NO. 05-3616

Introduced by Councilor Rex Burkholder

WHEREAS, The Oregon Transportation Planning Rule requires metropolitan planning agencies to identify areas where refinement planning is required to develop needed transportation projects and programs not included in the Transportation System Plan; and

WHEREAS, Chapter 6 of the 2004 Regional Transportation Plan (RTP), sections 6.7.5 and 6.7.6, identifies transportation corridors where multi-modal refinement planning is needed before specific projects and actions that meet the identified need can be adopted by the Regional Transportation Plan (RTP); and

WHEREAS, on July 26, 2001 the Metro Council adopted Resolution No 01-3089, for the purpose of endorsing the findings and recommendations of the Corridor Initiatives Project, which developed a work program that prioritized corridor refinement studies; and

WHEREAS, the Corridor Refinement Work Program was adopted as an amendment to the RTP in the fall of 2001; and

WHEREAS, the resolution called for monitoring and updating of Corridor Refinement Work Program as part of the Unified Work Program process; and

WHEREAS, significant work has been completed on a number of corridors. In addition, decisions regarding the urban growth boundary and other significant land use changes over the past several years make it timely to revisit the corridor planning priorities for future planning periods; and

WHEREAS, in the fall of 2004, Metro convened a working group of the Transportation Policy Alternatives Committee (TPAC) to update the work program for the 2006-2010 planning period; and

WHEREAS, there was involvement by the jurisdictions in the process. The TPAC working group consisted of representatives from the Washington, Multnomah and Clackamas Counties, the Cities of Portland, Gresham and Wilsonville, the Oregon Department of Transportation (ODOT), the Port of Portland and TriMet; and

WHEREAS, the TPAC working group reviewed the status of corridor planning throughout the region, considered the technical evaluation that was completed in 2001 and discussed changes that might affect corridor planning priorities for the 2006-2010 planning period; and

WHEREAS, the Exhibit "A" of this resolution contains the Updated Work Program for Corridor Refinement Planning through 2020; now therefore,

BE IT RESOLVED that the Metro Council,

1. That the Updated Work Program for Corridor Refinement Planning through 2020 (Exhibit "A") is hereby approved and adopted as a guideline for planning work in these corridors. It will be monitored and updated as part of the Unified Work Program. The work program also includes

references proposed project development work (e.g. Environmental Impact Studies and Engineeringengineering), which are approved and funded through the Metropolitan Transportation Improvement Program (MTIP) and the Statewide Transportation Improvement Program (STIP) processes. It will be monitored and updated as part of the Unified Work Program.

2. Directs staff to prepare a proposed amendment to the RTP to add the I-405 Loop Corridor to the list of corridors needing major refinement plans in Chapter 6 of Metro's RTP by a future RTP amendment. The City of Portland will bring the recommendations of the recently completed I-405 Loop Analysis to TPAC, the Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Council for review and study steps will be agreed to as part of that process
3. Recognizes that the 2006-2010 planning period will include major new planning initiatives for the I-205 South Corridor, the Outer Southwest Area Transportation study, the I-405 Loop Corridor and East Multnomah County I-84/US 26 Connector Corridor. The northern terminus of the I-205 corridor will be determined by the current corridor reconnaissance and JPACT and may result in a decision to merge the north and south corridor studies into a single corridor.
4. Directs that the East Multnomah County I-84/US 26 Connector Corridor may be completed in conjunction with Phase II of the Powell/Foster Corridor and will be coordinated with the Damascus and Springwater area concept planning studies.
5. Concurs that Metro and ODOT will lead planning for the I-205, the Outer Southwest area and the East Multnomah County I-84/US 26 Connector corridor studies and the City of Portland and ODOT will lead the I-405 Loop Corridor Study. ~~Corridor, ODOT and Metro will co-lead the Outer Southwest Area Transportation Study, the City of Portland and ODOT will lead the I-405 Loop Corridor and Metro will lead planning for the East Multnomah County I-84/US 26 Connector study.~~ The lead agencies will provide staff support, will include appropriate jurisdictions in the planning process and will develop a work program and budget. The commencement of the I-405 corridor planning work is dependent upon the City of Portland obtaining needed funds.
6. Directs staff to work with TriMet and other jurisdictions to develop a transit system plan and transit corridor priorities in the 2006-2010 time frame.
7. Concurs that Corridor Planning has important land use and transportation implications. Therefore, the Metro Policy Advisory Committee (MPAC) and JPACT and their respective staff shall work together to coordinate the development of the studies to ensure achievement of regional and local land use and transportation objectives.

ADOPTED by the Metro Council this \_\_\_\_\_ day of \_\_\_\_\_, 2005.

\_\_\_\_\_  
David Bragdon, Council President

Approved as to Form:

\_\_\_\_\_  
Daniel B. Cooper, Metro Attorney

Corridor and Key Facilities	First Planning Period (2001 - 2005)	Second Planning Period (2006 - 2010)	Third Planning Period (2011 - 2020)
<b>Corridor Planning On-Going</b>			
<b>I-5 (North) Corridor</b> - I-5 from I-84 to Vancouver	I - 5 Trade Corridor Study <i>Completed</i>	Financial Plan/EIS/Preliminary Engineering <i>Study Initiated</i>	
<b>Powell/Foster Corridor</b> - Powell Blvd. from the west end of Ross Island Bridge to Gresham. Foster Road from Powell to Hwy. 212 Damascus.	Corridor Planning - Phase I <i>Study Completed</i>	Phase II Planning, Powell Street design, Environmental Impact Study and Preliminary Engineering of I-205 Interchange*	
<b>Highway 217 Corridor</b> - Hwy. 217 from Sunset Hwy. To I-5	Corridor Planning <i>Study Initiated</i>	Environmental Impact Study and Preliminary Engineering*	
<b>Sunrise Corridor</b> - Hwy. 212/224 from I-205 to US 26.	Complete Refinement Planning and EIS for Unit 1 <i>Study Initiated</i>	Begin Unit Two Environmental Study*	
<b>Willamette Shoreline/Highway 43 Corridor</b> - Portland to Oregon City.	Transit/Pedestrian/Bike Transportation Demand Management Study/South of the Sellwood Bridge <i>Study Initiated</i>	Environmental Assessment/DEIS and Preliminary Engineering to Lake Oswego	
<b>I-5 to Highway 99W Connector</b> - Tualatin- Sherwood Road from I-5 to Hwy. 99W. Hwy. 99W from Tualatin-Sherwood Road to Bell Road.	Southern Alignment Study; Complete Exceptions; Right-of-Way Preservation Analysis; Corridor Planning <i>Initiated</i>	Complete Corridor Plan and Environmental Impact Study	
<b>McLoughlin and Hwy. 224 Corridor</b> - Hwy. 99E from Hawthorne Blvd to Oregon City. Hwy. 224 from McLoughlin Blvd. To I - 205.	South Transit Corridor EIS and Preliminary Engineering <i>Initiated</i>	Complete South Corridor Phase II EIS/PE	Corridor Planning for Highway Improvements
<b>New Major Corridor Refinements Recommended in the Second Period</b>			
<b>East Multnomah County I-84 to US 26 Connector Corridor</b> - Identify major connection from I - 84 to US 26 between 181st and 257th Avenues.	Freight Data Collection Study <i>Initiated</i> , North-South reconnaissance <i>Completed</i> .	Corridor Planning; National Highway and System Truck Designation	Preserve Right of Way; Environmental study & design of arterial improvements
<b>I-205 (South) Corridor</b> from I-5 to Johnson Crk. Blvd.	Corridor Reconnaissance Planning <i>Initiated</i>	Complete Corridor Planning; Possible Environmental Impact Study	
<b>Outer Southwest Area</b> - I-5 from Hwy. 99W in Tigard to Wilsonville, surrounding area and facility connections.	Boeckman Road Interchange Study <i>Study Completed</i>	Reconnaissance and Corridor Planning	Environmental Impact Study*
<b>I-405 Loop</b> - I-5 and I-405 from Freemont to Ross Island Bridges and adjacent land use districts.	Corridor Reconnaissance Study Completed Transit AA <i>initiated</i>	Corridor Planning; Initiate Environmental study of priority improvements	
<b>LRT and Streetcar System Plan &amp; Corridor Priorities (2006-2010)</b>			
		Transit System Plan	
<b>Other Corridors</b>			
<b>North Willamette Crossing Corridor</b> - Study new crossing near St. Johns Bridge (Hwy. 30 from NW Newberry Road to BN Railroad Bridge).			Corridor Planning
<b>Highway 213 Corridor</b> - Hwy. 213 from I-205 to Leland Road.	Construct Southbound Turning lane on Highway 213 <i>Study Completed</i>	Implement Funded Recommendations of Highway 213 Design Study	Refine Corridor Planning and Design
<b>Barbur Blvd./I-5 Corridor</b> - Hwy. 99W and I-5 from I - 405 to Tigard.	Implement Transit Service Improvements and Elements of the Barbur Streetscape Plan (not all streetscape) <i>Study Initiated</i>		Initiate Corridor Planning. Begin Environmental Assessment/Environmental Impact Statement Process
<b>TV Highway Corridor</b> - Tualatin Valley Hwy. from Hwy. 217 to downtown Hillsboro.		Refine scope of work in next RTP update.	Corridor Planning (if required)
<b>Sunset Highway Corridor</b> - US 26 from I-405 to Cornelius Pass Road	Refinement and Environmental Assessment of Hwy. 26 Widening to Cornell. Barnes Road design/construction. <i>Design Complete/Construction started</i>	Engineering of US 26 Widening west of Murray Boulevard, feasibility study for widening from HWY 217 to Cornelius Pass Rd	
<b>NE Portland Highway Corridor</b> - Columbia Blvd. from Burgard to Killingsworth, Lombard from I - 5 to Killingsworth, and Killingsworth from Lombard to I - 205.	East End Connector Environmental Assessment; Begin Refinement Planning through I-5 Trade Corridor; Adopt St. Johns Truck Access Study <i>Study Completed</i>	Implement St Johns Truck Access Study Recommendations; Environmental Assessment and Engineering on I-5 Trade Corridor Recommendations <i>Construction Commenced</i>	
<b>I-205 (North) Corridor</b> - I - 205 from Hwy. 224 to Vancouver.	South Transit Corridor Study and I-5 Trade Corridor Study (transit only) <i>Completed</i>	Reconnaissance Planning for highway improvements <i>Initiated</i> . South Corridor Phase I Construction	Corridor Planning for Roadway Widening
<b>Banfield (I-84) Corridor</b> - I - 84 from I - 5 to Troutdale.	Light Rail Capacity Analysis <i>Completed</i>	Transit, Transportation System Management Corridor Plan	Transit Improvements and/or Transportation System management Projects

\* Environmental work would be next logical setp of project development process. Initiation of the EIS process will be determined through funding decisions made during updates of the MTIP and STIP.

## STAFF REPORT

### IN CONSIDERATION OF RESOLUTION NO. 05-3616, FOR THE PURPOSE OF UPDATING THE WORK PROGRAM FOR CORRIDOR REFINEMENT PLANNING THROUGH 2020.

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Date: August 26, 2005

Presented by: Bridget Wieghart

## BACKGROUND

The Transportation Planning Rule (TPR) (section 660-12-020) requires that regional transportation system plans establish a coordinated network of transportation facilities adequate to serve regional transportation needs. Section 660-12-025 of the TPR allows a Metropolitan Planning Organization (MPO) to defer decisions regarding function, general location and mode as long if it can demonstrate that the refinement effort will be completed within three years. On June 15, 2001, the 2000 Regional Transportation Plan (RTP) was acknowledged by the Land Conservation and Development Commission (LCDC). As part of the acknowledgement process, LCDC continued a decision to amend the TPR to allow Metro to adopt an action plan that exceeds the current three-year timeframe.

Chapter 6, section 6.7.4 of the 2004 RTP identifies transportation corridors where two types of multi-modal refinement planning is warranted before specific projects and actions that meet the identified need can be adopted by the RTP. In Chapter 6, section 6.7.5 lists specific corridors where a transportation need has been identified but a major corridor planning study is needed to determine the function, mode and general location of an improvement before a project can be fully defined for implementation. Section 6.7.6 lists specific corridors where both the need and mode for a transportation improvement have been identified, but proposed transportation projects must be developed to a more detailed level before construction can occur.

Due to the large number of corridors that require additional planning work and the resources required to undertake these studies, Metro undertook a regional effort in 2001 to develop a strategy for their completion as part of the Corridor Initiatives Project. In 2001, a technical advisory committee and a project management group comprised of representatives from the Multnomah, Clackamas, Washington, and Clark counties, and the cities of Multnomah, Clackamas and Washington county, ODOT, the City of Portland, Port of Portland and Tri-Met was established.

Metro staff and the Technical Advisory Committee (TAC) developed and implemented a technical evaluation process. The Project Management Group (PMG) reviewed and approved the criteria and results of the technical evaluation. The evaluation assessed and compared the corridors with respect to five major criteria:

- Support of key 2040 land uses
- Congestion
- Support of 2040 transit plans
- Support of 2040 freight goals
- Safety and reliability

In addition to the technical evaluation, Metro staff, the TAC and the PMG considered non-technical factors such as relation to other planning efforts, community interest and available resources for each corridor. Metro staff and Councilors met with Multnomah, Washington, and Clackamas County Coordinating Committees, the City of Portland Transportation System Planning Committees, and the Clackamas County Mayors and Managers. Feedback regarding non-technical issues was received from

each committee and incorporated as a general ranking under “Jurisdictional Interest” and was considered for determining which tier the corridor was put in. A public meeting was held on June 18, 2001 where information was provided to, and feedback was solicited from, the general public.

A summary of the corridor initiative findings, including a ranking of the corridors into tiers is contained in Attachment 1 to this staff report.

Since 2001, much corridor planning anticipated in the original work program has been completed. For example, the I-5 Trade Corridor Study, the Sunset Highway Corridor refinement and environmental assessment, the South Corridor transit study and Phase I of the Powell-Foster Corridor Transportation Plan have all been completed. Phase I of the Highway 217 Corridor Study has been completed and Phase II will wrap up this fall.

In the fall of 2004, Metro convened a subgroup of the Transportation Planning Alternatives Committee (TPAC) to update the work program for multi-modal refinement planning for the period from 2006 to 2010. The working group review work completed. In addition, it revisited previous technical work regarding corridor priorities and considered any changes that might affect priorities going forward.

The working group determined that, since the 2001, the importance of some of the corridors has changed. New Urban Growth Boundary (UGB) expansions have put additional pressure on certain corridors, which the group now considers to be of higher importance.

The recent explosive growth in Tualatin and Wilsonville, along with recent urban growth boundary expansion and higher usage of industrial lands in the area, make the Outer Southwest Area Transportation Study a higher priority from a land use perspective. In addition, a number of connecting corridors including Highway 217, I-5/99W and I-205 South are currently under study for improvements, which increases the urgency of studying this critical link. Further, all of the connecting corridors are considering value pricing as an option, which makes this corridor a hub of a potential value pricing network. All of these factors have also increased the level of jurisdictional interest in this corridor study.

I-205 South was a priority from a technical and jurisdictional perspective in 2001. The Oregon Department of Transportation (ODOT) has recently initiated a reconnaissance study of the entire I-205 Corridor and has issued an Regional Framework Plan (RFP) to solicit private interest as part of its Innovative Partnerships Program. These actions, combined with the growth plans for Damascus and Clackamas Regional Center, heightens the importance of corridor planning in this area.

The City of Portland led I-405 Loop study has highlighted the need for a separate corridor which focuses on the downtown freeway facilities and their relationship with land uses in the Central Eastside, Lloyd and Macadam districts.

Recent urban growth boundary decisions have significantly increased the importance of the East Multnomah County I-84/US 26 Corridor from both a land use and transportation standpoint. The planned industrial and employment growth in the Springwater area, along with planned household and employment growth in the Pleasant Valley and Damascus areas, increases the urgency of planning for north south transportation connections between these areas and the Columbia Corridor. The North South Transportation study recently completed by Gresham identifies serious future congestion and transit needs for this area.

After review from the TPAC subgroup and conferring with the local jurisdictions, a 2005 work program for corridor refinement planning through 2020 was created and is attached to the Metro Council resolution as Exhibit “A”. The 2005 work program highlights five potential “major new corridor refinements” for the 2006 – 2010 planning period. Metro has partial funding for two of the proposed “major new corridor refinements” during that period. The City of Portland is seeking funding to complete the I-405/I-5 Loop study and the commencement of that study is dependent upon their ability to obtain

needed funds. ODOT has some funding and is seeking additional funding for the I-205 (South) corridor study.

There is also a need to identify, define and prioritize high capacity transit corridors for further planning work during the 2006-2010 timeframe. Metro will work with TriMet and other jurisdictions on this effort.

Three of the “new major corridor refinements recommended in the 2006-2010 planning period” from Exhibit A are already identified in the RTP. For those corridors, the description of the major facility and specific considerations that must be incorporated into corridor refinement studies derived from Chapter 6 of the RTP is attached for reference (Attachment 2 to this staff report). The City of Portland is bringing findings and recommendations regarding the I-405 loop analysis to TPAC, the Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Council for review this fall. Based on those discussions, an RTP amendment to adopt a corridor description and required study element will be developed.

### **ANALYSIS/INFORMATION**

1. **Known Opposition** – None.
2. **Legal Antecedents** – None.
3. **Anticipated Effects** – This resolution would update the work program for corridor refinement planning through 2020. It would serve as a guide for planning for corridors identified in Chapter 6 of the RTP that need additional work prior to adoption of improvements or actions to meet the identified transportation need, as required by the Oregon State TPR. It identifies new corridor planning priorities for the 2006-2010 planning period. This resolution also directs staff to add the I-405 Loop Corridor to the major corridor refinements in chapter 6, section 6.7.5, of the 2004 RTP as part of the next update to the RTP.
4. **Budget Impacts** – None.

### **RECOMMENDED ACTION**

It is recommended that the updated 2005 Work Program for Corridor Refinement Planning (Exhibit “A” to the Council resolution) through 2020 be adopted as a guideline for planning work in these corridors. It is recommended that the 2006 - 2010 planning period will include the following four major new planning efforts: I-205 (South) Corridor, I-5 (South) Area Corridor, I-405 Loop Corridor, and I-84/US 26 Connector Corridor. It is also recommended that the I-84/US 26 Connector Corridor be completed in conjunction with Phase II of the Powell/Foster Corridor and the Damascus and Springwater area concept planning studies.

It is anticipated that Metro staff resources currently budgeted for corridor planning purposes would be allocated to complete two of these multi-modal corridor planning efforts within the next five years. Separate funds from other sources are being sought to provide necessary resources for materials and professional services and any additional staff needs.

# 2001 Corridor Initiative Findings

## Technical Evaluation Summary

## Jurisdictional Interest

### Purpose

In conjunction with jurisdictional and community interest, the technical evaluation will help prioritize corridor planning studies described in the Regional Transportation Plan for long-term transit, highway, pedestrian and bicycle improvements

### Criterion Description

#### Support of Key Land Uses

Measures access to, and growth in, key land uses called out in the 2040 plan (regional centers, downtowns and industrial areas).

#### Congestion

Measures ability to get around in the region.

#### Support of 2040 Transit Goals

Assessment of future transit needs and deficiencies in each corridor.

#### Support of 2040 Freight Goals

Measures the importance of corridor to freight movement.

#### Safety and Reliability

Identified areas with more significant safety problems based on a 5-year accident history

Key: Black = High, Grey = Medium, White = Low

### Corridors Proposed for Study

#### First Tier Corridors

	Land Use	Congestion	Transit	Freight	Reliability
I- 5 (North) Corridor	Black	Black	Black	Black	Black
Banfield (I - 84) Corridor	Black	Grey	Black	Black	White
Powell/Foster Corridor	Black	Black	Black	White	Black
Sunset Highway Corridor	Black	Grey	Black	Black	Grey
McLoughlin and Hwy 224 Corridor	Black	Black	Black	Grey	Black
Barbur Blvd./I - 5 Corridor	Grey	Black	Black	Black	Black

#### Second Tier Corridor

I - 205 (South) Corridor	Grey	Black	White	Black	White
I - 5 (South) Corridor	White	Black	Grey	Black	White
I - 205 (North) Corridor	Black	White	Black	Grey	White
Highway 217 Corridor	Grey	Grey	Grey	Grey	Grey
Macadam/Highway 43 Corridor	Grey	Grey	Grey	Grey	Black
TV Highway Corridor	Grey	Grey	Grey	White	Black
Sunrise Corridor	White	Black	White	White	Grey

#### Third Tier Corridor

NE Portland Highway Corridor	Grey	White	White	Black	Black
Highway 213 Corridor	White	Black	White	White	Grey
I - 5 to Hwy 99W Connection Corridor	White	White	White	Black	White
North Willamette Crossing Corridor	Grey	White	White	White	White
I - 84 to US 26 Corridor	White	White	Grey	White	White

High

Low

High

High

High

Medium

High

Low

Medium

High

Medium

Medium

Medium

Medium

Medium

Medium

Low

Medium

## **Attachment 2 to Staff Report, Resolution No. 05-3616** (derived from Chapter 6 of the 2004 Regional Transportation Plan)

### **Outer Southwest Area Transportation Study –**

The I-5 facility from Highway 217 to the Willamette River/Boones Bridge serves as the major southern access to and from the central city. The route also serves as an important freight corridor, where Willamette Valley traffic enters the region at the Wilsonville gateway” and provides access to Washington County via Highway 217. Projections for this facility indicate that growth in traffic between the Metro region and the Willamette Valley will account for as much as 80 percent of the traffic volume along the southern portion of I-5, in the Tualatin and Wilsonville area. A joint Oregon Department of Transportation (ODOT) and Wilsonville study concludes that in 2030 widening of I-5 to eight lanes would be required to meet interstate freeway capacity standards set by Metro and ODOT and that freeway access capacity would not be adequate with an improved I-5/Wilsonville Road interchange. For these reasons, the appropriate improvements in this corridor are unclear at this time. However, I-5 serves as a critical gateway for regional travel and commerce, and an acceptable transportation strategy in of this facility and its interconnection with surrounding facilities and land uses has statewide significance. A major corridor study is proposed to address the following issues:

- the effects of widening I-205 and Highway 217 on the I-5 South corridor
- the effects of the I-5 to 99W Connector on the Stafford Road interchange and the resultant need for increased freeway access
- the effects of peak period congestion in this area on regional freight mobility and travel patterns
- the ability of inter-city transit service, to/from neighboring cities in the Willamette Valley, including commuter rail, to slow traffic growth in the I-5 corridor
- the ability to maintain off-peak freight mobility with capacity improvements
- the potential for better coordination between the Metro region and valley jurisdictions on land-use policies
- the effects of a planned long-term strategy for managing increased travel along I-5 in the Willamette Valley
- the effects of UGB expansion and Industrial Lands Evaluation studies on regional freight mobility and the need for industrial access improvements
- the effects to freight mobility and local circulation due to diminished freeway access capacity in the I-5/Wilsonville corridor
- the ability to effectively serve major Town Centers in Tigard, Tualatin and Wilsonville



In addition, the following design elements should be considered as part of the corridor study:

- peak period pricing and High Occupancy Vehicle (HOV) lanes for expanded capacity and potential networks with other value pricing facilities under consideration in the area
- provide rapid bus service on parallel Barbur route, connecting Wilsonville to the central city
- provide additional overcrossings in West Portland town center to improve local circulation and interchange access
- add capacity to parallel arterial routes, including 72nd Avenue, Boones Ferry, Lower Boones Ferry and Carmen Drive
- add overcrossings in vicinity of Tigard Triangle to improve local circulation
- extend commuter rail service from Salem to the central city, Tualatin transit center and Milwaukie, primarily along existing heavy rail tracks
- additional I-5 mainline capacity (2030 demand on I-5 would exceed capacity)
- provision of auxiliary lanes between all I-5 freeway on- and off-ramps in Wilsonville.

### **Interstate 205**

Improvements are needed in this corridor to address existing deficiencies and expected growth in travel demand in Clark, Multnomah and Clackamas counties. Transportation solutions in this corridor should address the following needs and opportunities:

- provide for some peak period mobility for longer trips
- preserve freight mobility from I-5 to Clark County, with an emphasis on connections to Highway 213, Highway 224 and 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 Portland International Airport, including air cargo access

Potential transportation solutions in this corridor should evaluate the potential of the following design concepts:

- auxiliary lanes added from Airport Way to I-84 East

- consider express, peak period pricing or HOV lanes as a strategy for expanding capacity
- relative value of specific ramp, overcrossing and parallel route improvements
- eastbound HOV lane from I-5 to the Oregon City Bridge
- truck climbing lane south of Oregon City
- potential for rapid bus service or light rail from Oregon City to Gateway
- potential for extension of rapid bus service or light rail north from Gateway into Clark County
- potential for refinements to 2040 land-use assumptions in this area to expand potential employment in the subarea and improve jobs/housing imbalance
- potential for re-evaluating the suitability of the Beaver Creek area for urban growth boundary expansion, based on ability to serve the area with adequate regional transportation infrastructure

### **East Multnomah County Interstate-84 to US 26 Connector**

The long-term need to develop a highway link between I-84 and Highway 26 exists, but a series of interim improvements to Hogan Road are adequate to meet projected demand through 2020. The RTP calls for a series of interim improvements that will better connect Hogan Road to both I-84 on the north, and Highway 26 to the south.

These improvements are needed to ensure continued development of the Gresham regional center and expected freight mobility demands of through traffic. They also benefit transit-oriented development along the MAX light rail corridor, as they would move freight traffic from its current route along Burnside, where it conflicts with development of the Rockwood town center and adjacent station communities. In addition to planned improvements to the Hogan Road corridor, local plans or a corridor study should address:

- more aggressive access management between Stark Street and Powell Boulevard on 181st, 207th and 257th avenues
- redesigned intersections improvements on Hogan at Stark, Burnside, Division and Powell to streamline through-flow
- the need for a long-term primary freight route in the corridor
- the potential for a new alignment south of Powell Boulevard to US 26.

- the provision of adequate regional access between and to the Gresham Regional Center, the Springwater Industrial Area, the new city of Damascus and the Columbia Corridor Industrial Area.