



METRO

Agenda

MEETING: METRO COUNCIL WORK SESSION
DATE: July 24, 2007
DAY: Tuesday
TIME: 2:00 PM
PLACE: Metro Council Chamber

CALL TO ORDER AND ROLL CALL

- | | | | |
|----------------|-----------|--|---------|
| 2:00 PM | 1. | ADMINISTRATIVE/CHIEF OPERATING OFFICER COMMUNICATIONS | |
| 2:15 PM | 2. | NATURAL AREAS PROGRAM TARGET AREA REFINEMENTS | Desmond |
| 3:15 PM | 3. | BREAK | |
| 3:20 PM | 4. | 2035 REGIONAL TRANSPORTATION PLAN UPDATE | Ellis |
| 4:20 PM | 5. | COUNCIL BRIEFINGS/COMMUNICATION | |

ADJOURN

Agenda Item Number 2.0

**NATURAL AREAS PROGRAM TARGET AREA
REFINEMENTS**

Metro Council Work Session
Tuesday, July 24, 2007
Metro Council Chamber

METRO COUNCIL

Work Session Worksheet

Presentation Date: **July 24, 2007**

Time:

Length:

Presentation Title: **Westside Trail**

Department: **Metro Parks and Greenspaces**

Presenters: **Jim Desmond and Kathleen Brennan-Hunter**

ISSUE & BACKGROUND

The 2006 Natural Areas bond states:

This 16-mile north/south alignment stretches from the Tualatin River in Tigard north through Beaverton, unincorporated Washington and Multnomah Counties through Forest Park to the Willamette River. The corridor, located within one mile of over 120,000 residents, and near numerous parks, schools, regional centers and the MAX line, could become a primary westside recreation and commuter spine.

There are several regionally significant natural areas adjacent to or nearby the Westside Trail corridor including Forest Park at the northern end, Cooper Mountain Nature Park in the middle near Beaverton and the Tualatin River Greenway to the south. Preserving this connection is important for both people and wildlife from throughout the region. In addition, opportunities exist throughout the Westside Trail's powerline corridor to preserve habitat, wetlands, riparian buffers and sensitive lands.

Some right-of-way necessary for completion of the trail is in public ownership, and some remains to be acquired. Securing this right-of-way is the primary focus within the Target Area.

Since the April and May work sessions, more information has become available about the Westside Trail target area as a result of stakeholder input and public open houses. We are presenting a preliminary synthesis of proposed acquisition priorities to receive direction on policy issues prior to completing a refinement plan for this target area.

OPPORTUNITIES AND CHALLENGES

Opportunities	Challenges
<ul style="list-style-type: none">• The City of Tigard, Tualatin Hills Park and Recreation District, Washington County, the City of Portland, Multnomah County and PGE are all supportive of Metro's desire to secure the necessary right of way for the Westside Trail.• Multiple parks, open spaces, greenways and trails are adjacent or near the Westside Trail alignment, providing multiple opportunities for pedestrian and bicycle access.• The Westside Trail will be the only north/south regional trail to provide connections from the Tualatin River north to Forest Park and east to the Willamette River and 40-Mile Loop Trail.	<ul style="list-style-type: none">• The West Hills Rural Area Plan requires a zoning change or a conditional use permit to allow for trail construction north of Springville Road through Multnomah County.• The City of Portland's Forest Park Natural Areas Management Plan will not allow trail construction in the North End Management Unit of Forest Park. An alternate alignment south through the Central Management Unit will need to be considered.• The western slope of the Tualatin Mountains (e.g. north end of the power line corridor) provide elk migratory corridors which will require sensitive planning for trail crossing.

Opportunities	Challenges
<ul style="list-style-type: none"> The Westside Trail crosses many sensitive habitats, wetlands, riparian buffers and sensitive lands which will benefit from restoration and stewardship. Trail segments that include wide buffers or other habitat-friendly features can also protect native plants and wildlife. 	<ul style="list-style-type: none"> Various homeowner associations and private landowners with easements may oppose public use in proximity to private property. The rail line north of Forest Park has an accessible route to cross the Tualatin Mountains; however, easement acquisition may not be available from ODOT and the Portland & Western Railroad Company. Acquisition within the Westside Trail Corridor will require an application process and cooperation with the Bonneville Power Administration (U.S. Department of Energy) to obtain a land use agreement for the BPA right of way.

SURVEY RESULTS

In June, Metro hosted eight open houses throughout the region and a virtual open house on the Metro website. A total of 527 people attended the regional open houses. More than 700 surveys were submitted either in person or online. The online open house had 6,363 visits from 3,419 unique visitors. 40 people responded to the Westside Trail questionnaire. Additional commentary was provided orally at the open house, most of which was consistent with the written responses. In rank order, the public priorities matched the order they appear on the map areas:

1. *Map area A* – Securing a regional trail corridor for recreational and commuter uses for the entire Westside Trail corridor.
2. *Map arrows B* – Connecting the Westside Trail and the communities along the trail to Forest Park.

Respondents favored providing access to the trail for people at regional or local trailhead locations and preserving natural areas along the trail to enhance the experience for trail users.

The complete results are attached.

IMPLICATIONS AND SUGGESTIONS

The proposed prioritization is based on information gathered from several sources including the research that preceded the 2006 Natural Areas Ballot Measure, the bond measure language that voters approved, best scientific information available, input from knowledgeable regional experts and stakeholders, and public survey feedback.

Tier I Objective

- Develop a continuous trail corridor by acquiring needed ROW and easements for a regional trail that connects the Tualatin River to the Willamette River and onward to the 40-Mile Loop Trail (at St. Johns Bridge).

Tier II Objective

- Acquire properties that enhance the trail experience for users, including habitat areas, lands that protect scenic vistas, and associated lands that provide natural areas for neighborhoods along the trail corridor.

QUESTION(S) PRESENTED FOR CONSIDERATION

- Should regional bond funds be used to acquire properties adjacent to the Westside Trail corridor that are not necessary for trail right of way but which provide a natural areas experience for trail users?

LEGISLATION WOULD BE REQUIRED FOR COUNCIL ACTION Yes No

DRAFT IS ATTACHED Yes No*

* Complete Refinement Plans will be submitted to Metro Council in September 2007.

SCHEDULE FOR WORK SESSION

Department Director/Head Approval _____

Chief Operating Officer Approval _____

Westside Trail Survey Results

1. Beginning in 2009, a master plan will be developed for the Westside Trail providing more specifics about the future trail alignment. The Metro Council has two main priorities in this target area. Rank in order of importance to you.

	most important	least important	Rating Average	Response Count
Securing a regional trail corridor for recreational and commuter uses for the entire Westside Trail corridor. (Map area A)	86.8% (33)	13.2% (5)	1.13	38
Connecting the Westside Trail and the communities along the trail to Forest Park. (Map arrows B)	14.7% (5)	85.3% (29)	1.85	34
	<i>answered question</i>			38
	<i>skipped question</i>			2

2. In addition to securing the trail corridor, what else should be emphasized in the Westside Trail target area? Rank in order of importance to you.

	most important		least important	Rating Average	Response Count
Preserving natural areas along the trail to enhance the experience for trail users.	50.0% (20)	27.5% (11)	22.5% (9)	1.73	40
Creating buffers between private property owners and the trail corridor.	2.6% (1)	44.7% (17)	52.6% (20)	2.50	38
Providing access to the trail for people at regional or local trailhead locations.	48.7% (19)	25.6% (10)	25.6% (10)	1.77	39
	<i>answered question</i>				40
	<i>skipped question</i>				0

3. Are there other priorities that the Metro Council should consider in this target area? If so, please specify.

A sufficient multi-use path to support and promote bicycle commuting to relieve congestion on West side roads and highways... or at least to relieve tension for the person who chooses to use it.

The "Arrows B, Southern Trail Route," from NW Springville Rd. at the BPA powerline, up the hill to Skyline Blvd./Springville Rd. entrance to Forest Park, makes lots of sense in that it completes as westside trail connection to and through Forest Park, to the St. Johns Bridge/40 Mile Loop, with just a short connection up along or near Springville Rd. Major water crossing at the Abbey Creek floodplain, and very steep slopes are avoided.

Save easy crossings over busy streets.

Please provide MAX Blue Line Station and Washington County Commuter Railroad station connections to the nearest stations to where the trail crosses the tracks.

The rail to trail conversion in the northern portion of the target area would make a tremendous contribution to the Metro trails network. I could see this linking Gresham to the coast, via Portland, and eventually becoming one of the best destinations for hiking and cycling in the country! Very exciting!

Early improvements or acquisition to make the most of our investment resulting in the greatest completion of a system as possible.

Because this trail will match the Wilsonville Commuter Train route, it will be critical to encouraging train commuters to bike to stations instead of driving, and allowing better connections to worksites once train commuters are in Wilsonville. Also, improving bike access along Boones Ferry Road south of the Bridgeport development is critical to regional bike connectivity and biker safety, and should be done ASAP.

Tek Woods, while probably very challenging to incorporate due to its ownership and political complications, is a unique opportunity in the Beaverton area and would give added value to the adjacent natural area.

2009!?? Accelerate the master plan and get this project built before I'm too old to use it...

Increase blob A to cover N. Bethany, Lori Waldo - I would love a response

Four season bicycle commuting options off roads. We love Forest Park but do not ride it in the winter to protect the trail.

A more appropriate name - "Westside" could be anywhere in Washington County.

Protect habitats for state and federal listed species and songbirds - create LARGE buffers!

Both are equally important. Has any consideration been given to the historical route(?) for Saltzman Rd. between Laidlaw and Skyline as an alternative/additional route for the Westside Trail.

Work with communities/cities to provide bike lanes to trail. Filling in the trails gaps - Bary trail alignment w/vegetation, follow contours, come closer to streams.

But keep out of wildlife areas!

Please leave dirt path for mountain bikers and trail runners.

Find a way to connect Cooper Mt. Natural area. Focus on filling gaps rather than building trail north of N. Bethany.

This could be the jewel of the westside, akin to the eastside's Springwater trail. the area it passes through is particularly challenging for cyclists & walkers, so a trail like this could be hugely popular. Plan & design the trail for very high levels of use, & to minimize user conflicts. Well-designed and safe arterial street crossings are also important.

Preserve and protect wildlife – don't sacrifice good quality habitat for human recreation.

4. Do you have suggestions about partnerships Metro should pursue or other innovative ways to leverage regional funding and enhance this natural area? If so, please specify.

We assume you are coordinating with the State of Oregon and Multnomah County transportation to seek federal, state, and/or local transportation related (bike lane?) moneys. Could some later improvements to an alignment(?) be funded in an extended or renewed (with voter approval) bond, in 2015? What about lottery revenues? A program for wealthy "honored donors"? (There are a few instances of considerable wealth on "the hill", but they'd have to be asked appropriately).

Metro should partner with Portland Park and Recreation to enhance the local share investment with Metro, e.g. trail completion from the Willamette River to the Westside Trail at Stephens Creek Nature Park. An enhanced, year-round crossing over Stephens Creek whereby Metro partners with PP&R and provides an elevated pedestrian foot bridge along this trail and then the improvements to the trail leading west to the Westside Trail would be a great investment.

N. Bethany Planning & THPRD trail planning -Call Joe Dills @ OTAK.

North and south trail routes (Map arrows B) should be all weather surface.

Conservation easements.

Federal earmarks for Portland's regional trails. Leverage \$ from transit providers and large employers who will benefit from safer commute routes.

For the southern route, I would use the P...(?) trail the THPRD has started parallel to Springville Rd.

There are so many volunteer groups that would help build trails and plant trees etc. - Audubon.

5. Do you have any other comments about this target area? If so, please specify.

I have some concerns about the connection to/thru Forest Park, particularly if it to be fully accessible for roadbikes.

We agree that the Westside Trail (in its entirety) is a key goal for future regional health. Full implementation can be gradual.

I personally think nature next door sounds great in theory but should be balanced against the costs of other restoration. If it cost 50k per mile to restore a stream in the city but only 5k per mile to restore a stream in a clearcut, use the money in the clearcut. The water all goes to the same place and it's a much bigger bang for the buck. I would rather have a healthy planet than a healthy neighborhood. The neighborhood I can live without, the planet I can't.

Implement the improvements called out in the Red Electric Trail Planning Study, <http://www.portlandonline.com/shared/cfm/image.cfm?id=155483>. Implementation of both Metro's and Portland trail efforts via the Metro Natural Areas bond efforts is the greatest complement that I would see as a property owner and property tax investor.

Making a safe way for bicyclists to get around is the key to encouraging more bicycling - one of the cheapest and least environmentally impactful modes. As a former Wilsonville worker, I knew many people who risked their lives daily to bike to Wilsonville because it was important to them. And I knew many more people who would have biked to Wilsonville, either all or part of the way, if there had been a safer route.

Providing 'bridges' over the major roads in the area both for people and wildlife will be challenging, but is an important aspect in a greenspace's continuity.

We believe that a path along Abbey Creek is practical. This could connect Rock Creek Trail to Westside Trail and to Forest Park. Much of it is just outside the UGB. Best to move quickly.

Sincere thanks for considering Westside bicycle commuters!

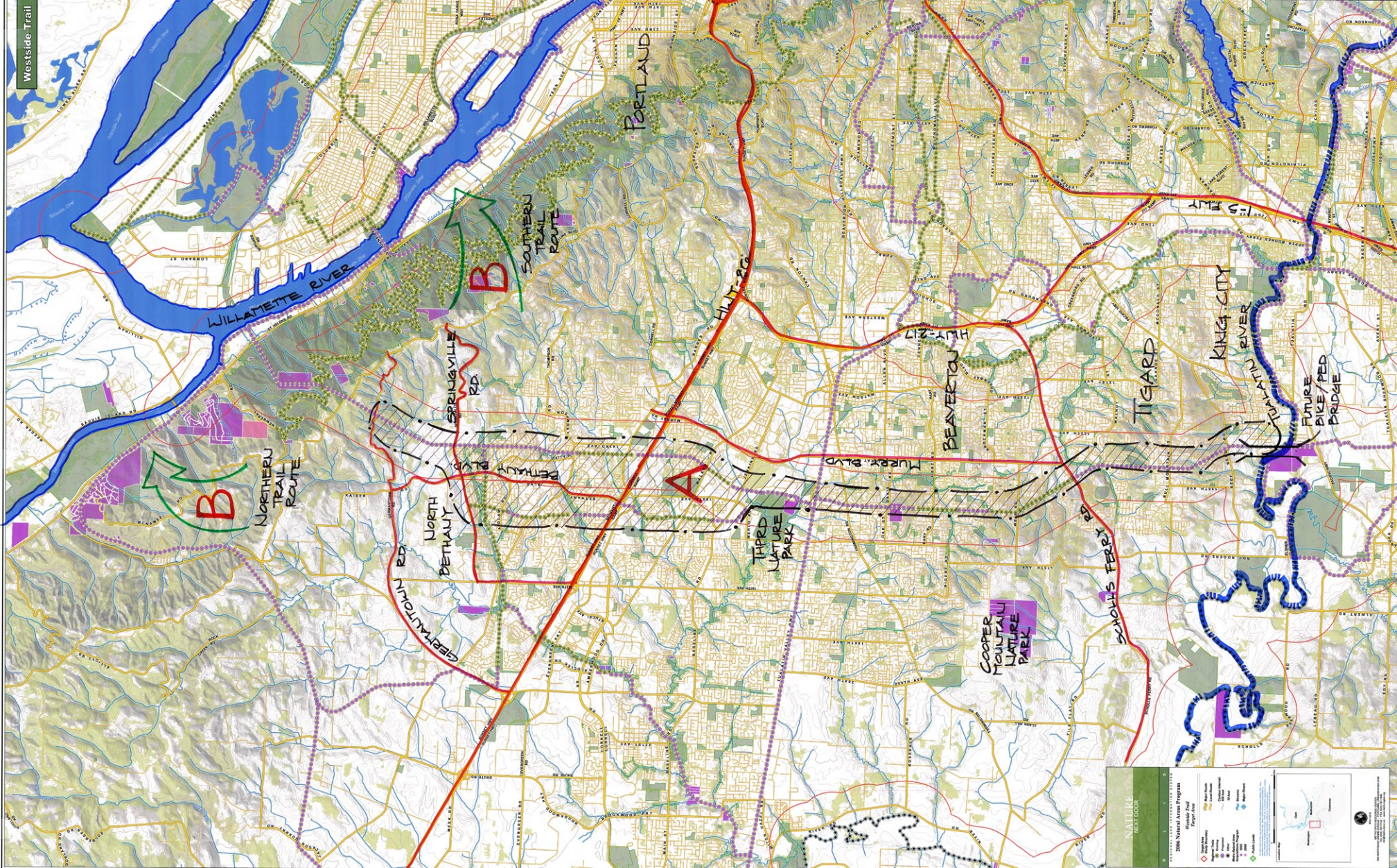
To loath(?) the name "Westside Trail," a contest should take place to rename "Heads to Tails" (headwater to tail water). This is my contest submittal.

Start early to secure funding for trail overcrossings or undercrossings at major roadways - maintain smooth trail alignment.

Please, NO TRAILS over the westside of the Tualatin Mountains! This is designated as prime wildlife CORRIDOR for elk, etc.

Would prefer more dirt trails and less paved trails.

It would be nice to find a route for the trail that could be used by bicyclists who commute over the hills, say from Bethany to Portland, I think the southern options near Springville would work better for users and for wildlife, and for park management.



B

NORTHERN TRAIL ROUTE

B

SOUTHERN TRAIL ROUTE

A

NATURE NEXT DOOR

2006 Natural Areas Program

- Trail
- Highway
- Road
- Water
- Forest
- Other

Legend

- Trail
- Highway
- Road
- Water
- Forest
- Other

Scale

North Arrow

Inset Map

METRO COUNCIL

Work Session Worksheet

Presentation Date: **July 24, 2007**

Time:

Length:

Presentation Title: **Cooper Mountain**

Department: **Metro Parks and Greenspaces**

Presenters: **Jim Desmond and Kathleen Brennan-Hunter**

ISSUE & BACKGROUND

The 1995 refinement goal for Cooper Mountain was 428 acres, and included providing wildlife corridors and trail linkages. To date 255.8 acres have been protected. The master plan for the Cooper Mountain Nature Park is complete and the design and engineering phase of development is underway.

The 2006 Natural Areas bond measure stated:

Acquiring remaining oak communities and streamside forests will build on the investment already made in protecting Oregon white oak and rare prairie habitat at Cooper Mountain near Beaverton.

Science research notes that the area's habitat supports several mammal species that are uncommon in urban settings, as well as an extremely diverse bird community. The regionally rare upland prairie and oak/madrone woodland habitat supports exceptional species including what is perhaps the largest remaining population of state endangered pale larkspur and breeding populations of the Northern red-legged frog.

Since the April and May work sessions, more information has become available about the Cooper Mountain target area as a result of stakeholder input and public open houses. We are presenting a preliminary synthesis of proposed acquisition priorities to receive direction on policy issues prior to completing a refinement plan for this target area.

OPPORTUNITIES AND CHALLENGES

Opportunities	Challenges
<ul style="list-style-type: none">• Undeveloped lands surrounding the Nature Park include riparian forests, oak communities, wildlife corridors and habitat that contributes to water quality protection.• Tualatin Hills Parks and Recreation District, Beaverton and Washington County are interested in pooling their local share money to work on trail connections between Westside/powerline trail and Cooper Mountain.	<ul style="list-style-type: none">• Wildlife/trail corridors were not included in the bond measure description, but were a high priority with stakeholders.• Additional acquisitions may be difficult due to development pressure and land speculation in the area.

SURVEY RESULTS

In June, Metro hosted eight open houses throughout the region and a virtual open house on the Metro website. A total of 527 people attended the regional open houses. More than 700 surveys were submitted either in person or online. The online open house had 6,363 visits from 3,419 unique visitors. 11 people responded to the Cooper Mountain survey. Additional commentary was provided orally at the open house, which was consistent with the written responses. In rank order, the public priorities were:

1. *Map area A* – Protect forested lands along tributaries to the Tualatin River to protect rare oak habitat and natural corridors for wildlife
2. *Map area C* – Protect lands adjacent to the planned Cooper Mountain Nature Park
3. *Map area B* – Secure a corridor between the planned Cooper Mountain Nature Park and other regional and local trails and natural areas.
4. *Map area D* – Expand the planned Cooper Mountain Nature Park to allow for additional recreational uses such as horseback riding and mountain biking and provide a regional trailhead off of Scholls Ferry Road.

Respondents also rated preserving lands along creeks and tributaries to protect water quality and wildlife habitat highly. Providing access to nature for people by connecting natural areas with local and regional trails ranked lower.

The complete results are attached.

IMPLICATIONS AND SUGGESTIONS

The proposed prioritization is based on information gathered from several sources including the research that preceded the 2006 Natural Areas Ballot Measure, the bond measure language that voters approved, best scientific information available, input from knowledgeable regional experts and stakeholders, and public survey feedback.

Metro achieved success in the Cooper Mountain target area with 1995 bond funds: though acquisitions fell well short of the total acreage goal a highly viable contiguous block of property was secured. The few gaps that remain could protect important habitat areas and enhance the public's ability to experience this site. No more than 25% of total regional bonds funds will be spent on target areas that are not new for 2006, including Cooper Mountain.

Tier 1 Objective

- Acquire and protect remaining forested lands around Cooper Mountain Nature Park to protect rare oak habitat and riparian corridors and to buffer the nature park from development, to close gaps and to secure inholdings. (Map areas A and C)

Tier 2 Objective

- Secure a corridor between the planned Cooper Mountain nature Park and other regional and local trails and natural areas (Map area B)

Tier 3 Objective

- Expand the planned Cooper Mountain nature Park to allow for additional recreational uses such as horseback riding and mountain biking and provide a regional trailhead off of Scholls Ferry Road. (Map area D)

Partnership Objectives

- Pursue partnership opportunities with the City of Beaverton, Tualatin Hills Park and Recreation District and Washington County to leverage regional bond dollars.

QUESTION(S) PRESENTED FOR CONSIDERATION

- Map area D was ranked last in the survey and in stakeholder interviews. Should it be dropped from the map?

LEGISLATION WOULD BE REQUIRED FOR COUNCIL ACTION Yes No

DRAFT IS ATTACHED Yes No*

* Complete Refinement Plans will be submitted to Metro Council in September 2007.

SCHEDULE FOR WORK SESSION

Department Director/Head Approval _____

Chief Operating Officer Approval _____

Cooper Mountain Survey Results

1. The following priorities were identified in the Cooper Mountain target area based on scientific information about benefits to water quality, habitat diversity, wildlife connectivity, restoration potential and/or public access and from information provided by key stakeholders in the area. Rank in order of importance to you.

	most important			least important	Rating Average	Response Count
Protecting forested lands along Lindow Creek and other tributaries of the Tualatin River to the south and west of the planned Cooper Mountain Nature Park to protect rare oak habitat and natural corridors for wildlife. (Map area A)	33.3% (5)	46.7% (7)	13.3% (2)	6.7% (1)	1.93	15
Securing a corridor between the planned Cooper Mountain Nature Park and other regional and local trails and natural areas. (Map arrows B)	28.6% (4)	14.3% (2)	57.1% (8)	0.0% (0)	2.29	14
Protecting lands adjacent to the planned Cooper Mountain Nature Park to buffer existing protected natural areas from development, close gaps or secure inholdings. (Map area C)	40.0% (6)	26.7% (4)	33.3% (5)	0.0% (0)	1.93	15
Expanding the planned Cooper Mountain Nature Park to allow for additional recreational uses such as horseback riding and mountain biking and provide a regional trailhead off of Scholls Ferry Road. (Map area D)	6.7% (1)	6.7% (1)	0.0% (0)	86.7% (13)	3.67	15
	<i>answered question</i>					16
	<i>skipped question</i>					3

2. In general what should be emphasized in the Cooper Mountain target area? Rank in order of importance to you.

	most important			least important	Rating Average	Response Count
Preserving lands along creeks and tributaries to protect water quality and wildlife habitat.	41.2% (7)	17.6% (3)	23.5% (4)	17.6% (3)	2.18	17
Preserving Oregon white oak and rare prairie habitat.	25.0% (4)	43.8% (7)	18.8% (3)	12.5% (2)	2.19	16
Buffering the natural area from urban development and farmland uses.	11.8% (2)	29.4% (5)	35.3% (6)	23.5% (4)	2.71	17
Providing access to nature for people by connecting natural areas with local and regional trails.	29.4% (5)	11.8% (2)	17.6% (3)	41.2% (7)	2.71	17
	<i>answered question</i>					18
	<i>skipped question</i>					1

3. Are there other priorities that the Metro Council should consider in the Cooper Mountain target area? Please be specific.

As much access from neighborhoods to trails as possible.
Question 1 above: "...such as horseback riding and mountain biking" - NO. Question 1 above: "...provide a regional trailhead off of Scholls" - YES
Be sure to find connection(s) between Westside Trail & Cooper Mt. Natural Area - otherwise most people will have to drive to the park.
Allow other uses, eg - star viewing parties on the parking lot like Jackson-Bottom does.
Would like mountain bike trails.
Enlarge the existing park in line with it's original vision in 1995 (450 acres).

4. Do you have suggestions about partnerships Metro should pursue or other innovative ways to leverage regional funding and enhance this natural area? If so, please specify.

Partner with neighborhood associations in the area to help set up trail access to Metro lands.
Partner with THPRD, Beaverton & Washington County to make connection to Westside Trail.
THPRD, State, County, Fed

5. Do you have any other comments about this target area? If so, please specify.

I am VERY concerned about so MANY proposed trails in open spaces. Too many trails will push all the wildlife OUT due to TOO much disturbance! We would rather see sidewalks used to AVOID wildlife habitat! Thanks!
We should look at what are compatible activities. Is horseback riding on the same trail compatible with hikers? Who wants to step on horse shit.
We live near this area and I welcome an opportunity to use my brawn or brain as a volunteer for the Cooper Mt. Park.
Please open more trails to mountain bikes

Hazledale

JENKINS ESTATE

COOPER MOUNTAIN NATURE PARK

FUTURE THRD PARK

WESTSIDE TRAIL

NATURE NEXT DOOR

REGIONAL LAND INFORMATION SYSTEM

2006 Natural Areas Program
Cooper Mountain Target Area

- Target Area Study Boundary
- Regional Trails
- Local Roads
- Cooper Interval
- Other
- Major Natural Area
- Acquisition Program
- 2006
- Public Lands

Legend:

- Major Roads
- Local Roads
- Cooper Interval
- Other
- Major Natural Area
- Acquisition Program
- 2006
- Public Lands

Location Map

Scale: 1 inch = 1 mile

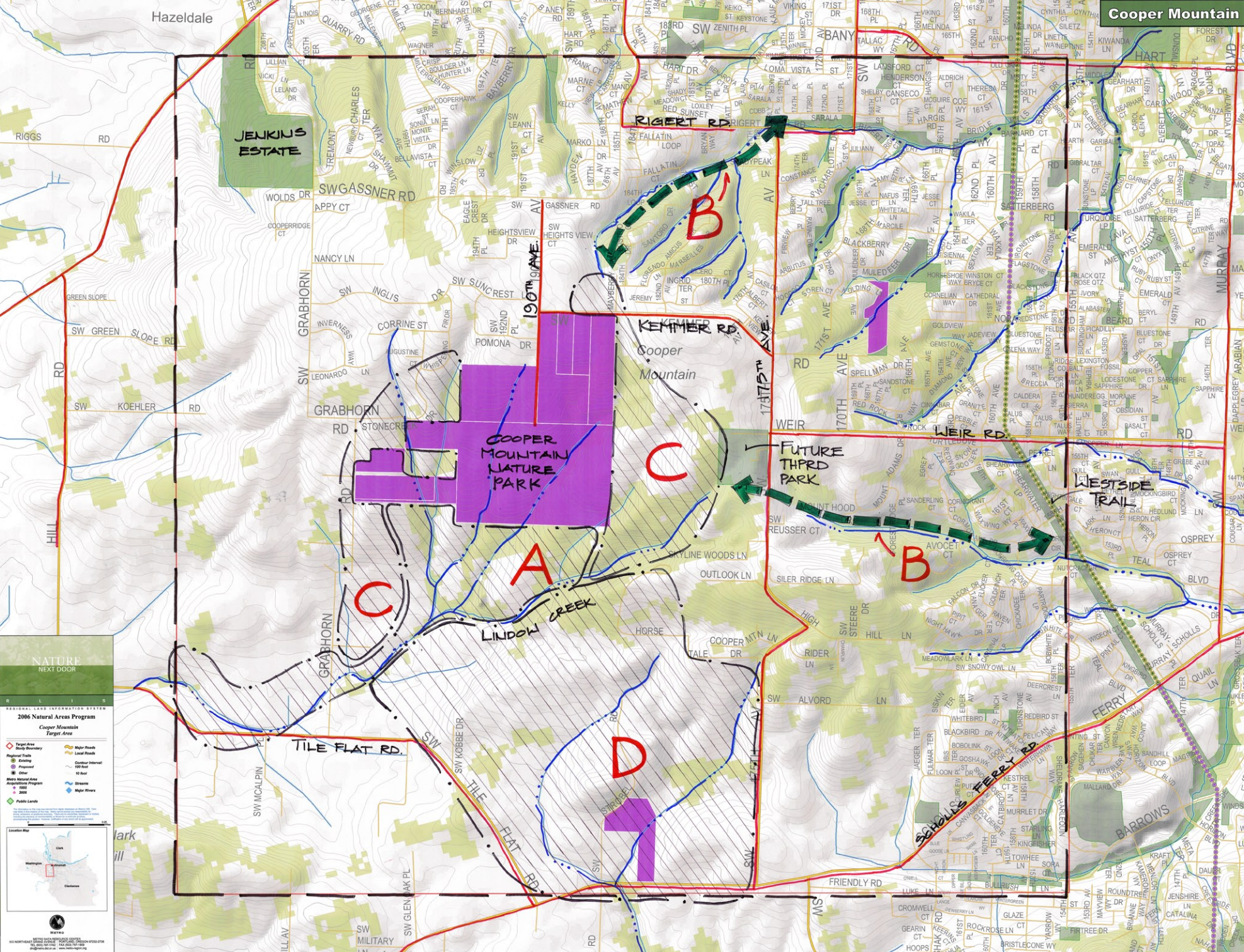
Map Date: 10/2006

Map Author: [illegible]

Map Reviewer: [illegible]

Map Checked: [illegible]

Map Approved: [illegible]



METRO COUNCIL

Work Session Worksheet

Presentation Date: **July 24, 2007**

Time:

Length:

Presentation Title: **Fanno Creek Linkages**

Department: **Metro Parks and Greenspaces**

Presenters: **Jim Desmond and Kathleen Brennan-Hunter**

ISSUE & BACKGROUND

The 1995 refinement goal was to establish 12 miles of greenway along Fanno Creek and its tributaries in order to protect water quality, fish and wildlife habitat and recreational values. Great progress was made in making purchases along Fanno Creek, and to date 39.08 acres have been protected by the Metro program.

The 2006 Natural Areas bond measure stated:

Additions to this existing west side greenway will extend the corridor from the Tualatin River into a highly urbanized, 'walker challenged' area of the city, and further protect water quality in one of our critical regional rivers.

The science report continues to show the importance of intact riparian areas for water quality and quantity protection, wildlife habitat and maintenance of overall watershed health along the main branch of Fanno Creek, as well as the following tributaries: Pendleton Creek, Woods Creek, Sylvan Creek, Vermont Creek and Ash Creek.

Since the April and May work sessions more information has become available about the Fanno Creek Linkages target area as a result of stakeholder input and public open houses. We are presenting a preliminary synthesis of proposed acquisition priorities to receive direction on policy issues prior to completing a refinement plan for this target area.

OPPORTUNITIES AND CHALLENGES

Opportunities	Challenges
<ul style="list-style-type: none">• Acquisition of riparian corridors along the main stem of Fanno Creek would contribute to water quality.• Key parcels along the proposed trail corridor within the City of Portland could connect the trail from the Garden Home Recreation Center to the Willamette River and fill in a key missing gap in this regional trail.• Multiple partnerships exist to help extend opportunities to purchase properties by leveraging the regional funds with local partner shares in the Fanno Creek target area including the City of Portland (Parks and Recreation and Bureau of Environmental Services), City of Tigard, City of Durham, Friends of Fanno Creek and Clean Water Services.	<ul style="list-style-type: none">• There are many small parcels within the Fanno Creek area, so ability to achieve trail linkages may be a challenge.

SURVEY RESULTS

In June, Metro hosted eight open houses throughout the region and a virtual open house on the Metro website. A total of 527 people attended the regional open houses. More than 700 surveys were submitted either in person or online. The online open house had 6,363 visits from 3,419 unique visitors. 33 people completed the survey about Fanno Creek Linkages. Additional commentary was provided orally at the open house, most of which was consistent with the written responses. In rank order, the public priorities were:

1. *Map area B* – Securing missing sections of the proposed regional trail corridor within the City of Portland connecting the trail from the Garden Home Recreation Center to the Willamette River (including along the former Red Electric railroad corridor)
2. *Map area A* – Securing missing sections of the proposed regional trail corridor connecting Cook Park with Woodard Park.

Respondents also rated securing a publicly owned regional trail corridor serving both recreational users and commuters highly. Protecting lands along the main tributaries of Fanno Creek scored lower among respondents.

The complete results are attached.

IMPLICATIONS AND SUGGESTIONS

The proposed prioritization is based on information gathered from several sources including the research that preceded the 2006 Natural Areas Ballot Measure, the bond measure language that voters approved, best scientific information available, input from knowledgeable regional experts and stakeholders, and public survey feedback.

Although there was strong public support for acquisition of trail connections within the Red Electric Corridor, in the Fanno Creek Target Area the opportunity to link the Tualatin River to Woodard Park along the main stem of Fanno Creek presents a more significant regional objective.

Tier I Objective

- Connect publicly-owned land along the mainstem of Fanno Creek between Cook Park and Woodard Park to complete the corridor and enhance habitat and water quality protection in this area. (Map area A)

Tier II Objective

- Acquire key trail linkages along the Red Electric Corridor to connect the Garden Home Recreation Center and the Willamette River. (Map area B)

Partnership Objectives

- Pursue partnership opportunities with the City of Portland (Parks and Recreation and Bureau of Environmental Services), City of Tigard, City of Durham, Friends of Fanno Creek and Clean Water Services to leverage the regional investment in the Fanno Creek Linkages target area with local shares and for management of purchased properties.
- Work with private landowners to explore opportunities for conservation easements.

QUESTION(S) PRESENTED FOR CONSIDERATION

- Should the primary focus of this Target Area be acquisition along the mainstem of Fanno Creek?

LEGISLATION WOULD BE REQUIRED FOR COUNCIL ACTION Yes No

DRAFT IS ATTACHED ___ Yes x No*

* Complete Refinement Plans will be submitted to Metro Council in September 2007.

SCHEDULE FOR WORK SESSION

Department Director/Head Approval _____

Chief Operating Officer Approval _____

Fanno Creek Linkages Survey Results

1. The following priorities were identified in the Fanno Creek Linkages target area based on information provided by key stakeholders in the area about the regional trail. Rank in order of importance to you.

	most important	least important	Rating Average	Response Count
Securing missing sections of the proposed regional trail corridor connecting Cook Park with Woodard Park. (Map area A)	31.3% (10)	68.8% (22)	1.69	32
Securing missing sections of the proposed regional trail corridor within the City of Portland connecting the trail from the Garden Home Recreation Center to the Willamette River (including along the former Red Electric railroad corridor). (Map area B)	74.2% (23)	25.8% (8)	1.26	31
	<i>answered question</i>			33
	<i>skipped question</i>			0

2. In general, what should be emphasized in the Fanno Creek Linkages target area?

	most important				least important	Rating Average	Response Count
Protecting lands along the main stem of Fanno Creek for water quality benefits.	10.0% (3)	20.0% (6)	6.7% (2)	20.0% (6)	43.3% (13)	3.67	30
Protecting water quality along the main tributaries of Fanno Creek, including Pendleton Creek, Vermont Creek, Woods Creek and Ash Creek.	3.3% (1)	16.7% (5)	26.7% (8)	30.0% (9)	23.3% (7)	3.53	30
Securing a publicly owned regional trail corridor serving both recreational users and commuters.	62.5% (20)	6.3% (2)	12.5% (4)	3.1% (1)	15.6% (5)	2.03	32
Preserving wetlands along Fanno Creek to benefit water quality and wildlife habitat.	12.9% (4)	9.7% (3)	51.6% (16)	16.1% (5)	9.7% (3)	3.00	31
Protecting areas adjacent to the trail corridor to benefit wildlife and to improve access and connectivity to and from adjacent parks, natural areas and other trails.	12.5% (4)	46.9% (15)	3.1% (1)	31.3% (10)	6.3% (2)	2.72	32
	<i>answered question</i>						32
	<i>skipped question</i>						1

3. Are there other priorities that the Metro Council should consider in the Fanno Creek Linkages target area? Please be specific.

Emphasize trail acquisition in Portland this round, since it was not a focus (due to route not being designated) in 1995 bond.

"Caution" signs when approach trail curves on weekend of heavy use. I have almost crashed on pedestrians who walk in the middle of the path. Instructions on path, etiquette at trail heads would be terrific.

Please, please, please connect the trail to the Willamette River Trail, and post adequate signs along the trail.

All of the above are important. Since southwest is so lacking in sidewalks, our trails system is particularly important. The more neighborhood connections the better, so that people can go for a walk from their doors. Improving walkability is also the best way to reduce traffic and its associated pollution. Of course the water quality issues are important too. The Garden Home and Raleigh Hills areas need much more pedestrian connectivity as well as green spaces.

Washington Square Regional Center Trail route east of 217 should be close to Oak St. to preserve largest possible greenspace (or lands LLP and Dr. Davis) without human impact, see map marking #1.

Please protect wildlife habitat for sensitive species such as turtles, red-legged frogs, etc. PLEASE make this a priority!

Fill gap between 92nd and HWY 217.

Would like to be able to bicycle from Fanno Headwaters to the Willamette.

In general, I think Metro's priorities for this funding are off the mark. The money should be used to purchase and conserve open space inside the urban growth boundary - in people' neighborhoods - for future use and enjoyment. Preserving water quality and wildlife habitat, especially on land outside of Metro's actual boundaries, is more properly the task of state agencies like the Department of Environmental Quality.

A pedestrian foot bridge across Stephens Creek in SW Portland at Stephens Creek Nature Park (SW Bertha Blvd. at SW Chestnut Drive and SW Capitol Hill Road).

3. Do you have suggestions about partnerships Metro should pursue or other innovative ways to leverage regional funding and enhance this natural area? If so, please specify.

Hit up Burlington Northern for donating tracks or land?

The Garden Home Recreation Center would be a good place to advertise your concerns.

Partner with Tualatin River Keepers, Clean Water Services, City of Tigard.

Work with Portland Parks for trail (Wash Square Rec. Center Trail) around perimeter of Redtail Golf Course.

Obviously, Metro should partner with existing local governments who better know the needs of their citizens. Entities with their own taxing authority could combine their own funding with Metro greenspace dollars to get the maximum benefit, both fiscally and in terms of land conservation.

Use a portion of Portland's local share to partner with Portland on this investment.

4. Do you have any other comments about this target area? If so, please specify.

The Fanno Creek trail would be a safe and efficient commuter trail ... if it were completed from Beaverton through Tigard. Currently, the trail is fractured and there are inconvenient and often unsafe crossings and detours that must be made to travel the corridor. Linking all the disparate sections will create a beautiful greenway that is encouraging to use; bicycle commuters would have a safe, off-street path to use, increasing ridership and decreasing morning and evening congestion on major roads.

The Garden Home trail, from the community center on Oleson to Scholls Ferry Rd, has many wetland areas that are trashy and overgrown with invasive plants, such as English ivy and Himalayan blackberry. There also is a growing problem with Japanese knotweed. Occasionally deer, coyotes, pilieted woodpeckers, and kingfishers are spotted, along with woodland hawks. Please clean up and preserve this area for wildlife.

We are interested in a trail to connect the Raleigh Ridge and Wilcox West developments, which abut each other on Patton Road (near Scholls Ferry) but have no path connecting the two housing developments. There is a tributary of

Fanno Creek running between these developments. We'd need a footbridge and an easement in each development to do the connection. Raleigh Ridge is cut off for pedestrians because there are no sidewalks on either Patton or Scholls Ferry. If kids could cross the creek into Wilcox West they could connect with the network of paths there that go to Bridlemile School and the rest of the Bridlemile neighborhood.

Yes, see attached... [there is a map attached to paper questionnaire with some lines/arrows drawn on it, and an extra sheet of paper]

Yes, please, we do not want trails along all the creeks! Some areas need to be kept JUST for wildlife - especially in urban areas.

Here and elsewhere, the effort should be focused on public purchase of land under threat of development.

Trail improvements along trail linkage.



NATURAL NEXT DOOR

2006 Natural Areas Program
Fanno Creek Linkages and Trail
Target Area

Legend:

- Open Space
- Regional Park
- Park
- Stream
- Water Resource Area
- Public Land
- High Reach
- Lower Reach
- Wetland
- Riparian
- Stream
- Riparian

Scale: 1 inch = 1 mile

North Arrow

Map Date: 2006

Map Author: [Name]

Map Reviewer: [Name]

Map Date: [Date]

METRO COUNCIL

Work Session Worksheet

Presentation Date: **July 24, 2007**

Time:

Length:

Presentation Title: **Forest Park Connections**

Department: **Metro Parks and Greenspaces**

Presenters: **Jim Desmond and Kathleen Brennan-Hunter**

ISSUE & BACKGROUND

The 1995 refinement plan goals for Forest Park included acquisition of 320 acres adjacent to and within the park to protect, maintain and expand habitat. To date more than 865 acres have been protected by Metro's program including inholdings, pinch points, and potential future trailhead sites. More than 600 of these acres are located near the northern end of the existing park boundaries including the Ancient Forest and lands along Agency and Ennis creeks.

The 2006 Natural Areas bond measure stated:

Connecting Forest Park to Rock Creek and the Westside Trail will keep important wildlife corridors intact and provide trail connections between the region's largest urban park and Washington County. Acquiring key properties will capitalize on recent successful acquisitions of land adjacent to and beyond Forest Park, connecting the park with the larger Pacific Greenway.

Since the April and May work sessions more information has become available about the Forest Park Connections target area as a result of stakeholder input and public open houses. We are presenting a preliminary synthesis of proposed acquisition priorities to receive direction on policy issues prior to completing a refinement plan for this target area.

OPPORTUNITIES AND CHALLENGES

Opportunities	Challenges
<ul style="list-style-type: none">• Completing a connection between the southern and northern park areas remains important for wildlife habitat connectivity and future trail connections.• Strategic acquisition may enhance access to the park.• Scientific findings suggest that headwaters areas (Balch, Saltzman, Doane, and Miller Creeks) and Forest Park in-holdings and edge properties (Map area B) are important targets for maintaining forest and habitat health and for protecting water quality in key watersheds.	<ul style="list-style-type: none">• A significant portion of 1995 regional bond funds was invested in this target area; Forest Park has a strong land base so potential acquisition opportunities must be balanced against other regional acquisition needs.• It is likely that there will be great public and stakeholder interest in acquisition of properties not identified in this refinement plan.• Properties in headwaters areas around Forest Park are likely to be very expensive and difficult to acquire.

SURVEY RESULTS

In June, Metro hosted eight open houses throughout the region and a virtual open house on the Metro website. A total of 527 people attended the regional open houses. More than 700 surveys were submitted either in person or online. The online open house had 6,363 visits from 3,419 unique visitors. 56 people responded to the Forest Park survey. Additional commentary was provided orally at the open house, most of which was consistent with the written responses. In rank order, the public priorities were:

1. *Map area A* – Protecting lands in the large natural corridor northwest of today's Forest Park connecting to other protected natural areas northwest of Newberry Road.
2. *Map area B* – Protecting lands or purchasing development rights in the headwater areas of Balch Creek, Saltzman Creek, Doane Creek and Miller Creek on the east side of the ridgeline.
3. *Map area D* – Securing connections between Forest Park and Rock Creek headwaters areas on the west side of the ridgeline.
4. *Map area C* – Protecting lands around key creek confluence areas on the Willamette River at Saltzman Creek, Doane Creek and Miller Creek.

Respondents also rated protecting existing wildlife habitat connections highly. Securing locations for additional trailheads for public access to Forest Park scored lower among respondents.

The complete results are attached.

IMPLICATIONS AND SUGGESTIONS

The proposed prioritization is based on information gathered from several sources including the research that preceded the 2006 Natural Areas Ballot Measure, the bond measure language that voters approved, best scientific information available, input from knowledgeable regional experts and stakeholders, and public survey feedback.

Metro's 1995 bond program achieved success in this target area with acquisitions that far exceeded the stated goal. Forest Park has a sizeable land base (approximately 5,000 acres), and adding additional acreage with 2006 regional bonds funds should be approached in a strategic manner. Only the most critical acquisitions should be considered: those that will complete the connection between the northern and southern park holdings, or those that will facilitate or enhance direct access to the park for the public. It will be important to remain flexible, as unanticipated opportunities may arise. No more than 25% of total regional bonds funds will be spent on target areas that are not new for 2006, including Forest Park.

Tier I Objective

- Acquire/protect additional lands along the corridor at the north end of the park to link Forest Park with other publicly owned parcels northwest of Newberry Road (Map area A).

Tier II Objectives

- Secure key locations for trailheads in areas of the park that lack suitable access.
- Protect important headwater areas within the Balch, Saltzman, Doane, and Miller Creek watersheds, on the east side of the ridgeline (Map area B).
- Protect important habitat links and connections with Rock Creek headwater streams on the west side of the ridgeline (Map area D).

Partnership Objectives

- Pursue partnership opportunities with the City of Portland Parks and Bureau of Environmental Services, Washington and Multnomah Counties, and Clean Water Services to coordinate protection efforts and to leverage regional bond dollars.

- Pursue partnership opportunities with Friends of Forest Park, Trust for Public Land, The Three Rivers Land Conservancy, and other local land trusts to leverage regional bond dollars targeted to the Forest Park Connections area.

QUESTION(S) PRESENTED FOR CONSIDERATION

- Does Metro Council agree with these priorities for the target area?

LEGISLATION WOULD BE REQUIRED FOR COUNCIL ACTION Yes No

DRAFT IS ATTACHED Yes No*

* Complete Refinement Plans will be submitted to Metro Council in September 2007.

SCHEDULE FOR WORK SESSION

Department Director/Head Approval _____

Chief Operating Officer Approval _____

Forest Park Connections Survey Results

1. The following priorities were identified in the Forest Park Connections target area based on scientific information about benefits to water quality, habitat diversity, wildlife connectivity and/or restoration potential and from information provided by key stakeholders in the area. Rank in order of importance to you.

	most important			least important	Rating Average	Response Count
Protecting lands in the large natural corridor northwest of today's Forest Park connecting to other protected natural areas northwest of Newberry Road. (Map area A)	46.0% (23)	22.0% (11)	14.0% (7)	18.0% (9)	2.04	50
Protecting lands or purchasing development rights in the headwater areas of Balch Creek, Saltzman Creek, Doane Creek and Miller Creek on the east side of the ridgeline. (Map area B)	18.0% (9)	36.0% (18)	32.0% (16)	14.0% (7)	2.42	50
Protecting lands around key creek confluence areas on the Willamette River at Saltzman Creek, Doane Creek and Miller Creek. (Map area C)	21.6% (11)	9.8% (5)	31.4% (16)	37.3% (19)	2.84	51
Securing connections between Forest Park and Rock Creek headwaters areas on the west side of the ridgeline. (Note: see also the Rock Creek Headwaters and Greenway target area information.) (Map area D)	20.8% (11)	32.1% (17)	20.8% (11)	26.4% (14)	2.53	53
	<i>answered question</i>					54
	<i>skipped question</i>					4

2. In general, what should be emphasized in the Forest Park Connections target area? Rank in order of importance to you.

	most important				least important	Rating Average	Response Count	
Protecting existing wildlife habitat connections.	35.8% (19)	34.0% (18)	13.2% (7)	5.7% (3)	11.3% (6)	2.23	53	
Protecting creeks and headwater areas for water quality, fish and wildlife habitat.	24.1% (13)	24.1% (13)	29.6% (16)	18.5% (10)	3.7% (2)	2.54	54	
Providing people access to nature along trail corridors and within natural areas.	16.7% (9)	9.3% (5)	11.1% (6)	33.3% (18)	29.6% (16)	3.50	54	
Protecting wildlife habitat and public access by securing inholdings or filling gaps in Forest Park.	23.2% (13)	19.6% (11)	33.9% (19)	10.7% (6)	12.5% (7)	2.70	56	
Securing locations for additional trailheads for public access to Forest Park.	3.6% (2)	14.5% (8)	10.9% (6)	29.1% (16)	41.8% (23)	3.91	55	
	<i>answered question</i>							56
	<i>skipped question</i>							2

3. Are there other priorities that the Metro Council should consider in the Forest Park Connections target area? Please be specific.

Expansion of mountain bike access.
I hope that as part of the vision for public access that there will be increased recognition of cycling as a legitimate and non-destructive recreational activity within park boundaries.
I hope that as part of the vision for public access that there will increased recognition of cycling as a legitimate and non-destructive recreational activity within park boundaries.
I'd really like to see some areas of the park opened up to mountain bikes -- actual singletrack. It's important to me to be able to ride to trailheads -- I think it's a bad thing that local mountain bikers inevitably end up burning gas to haul their bikes to remote trails. Consult with local and national mountain biking groups to discuss how negative impacts can be managed -- we don't want to mess up Forest Park any more than you do!
Single track mountain bike trails.
Make them bike accessible, the more use the better and right now bikes have a very limited range in Forest Park.
Measure 37 is a threat to McNamee Road area (Dorothy English's neighborhood). Be aware of development plans there and consider purchasing properties--just don't pay M37 claimants their ridiculously inflated ideas of property values. For example, buy William Lobdell's property at west end of St Johns Bridge--just don't pay him what he wants--he's trying to extort the City of Portland.
Critical to link park to Willamette River more effectively.
A lot of the upland forests (Doug fir forests) have been protected. I would like to see more emphasis on protecting the riparian and bottomland forests. I know that Sauvie Island is outside of Metro's areas, but I love the idea mentioned at the St. John's open house of connecting Howell Territorial park with the river to the east.
Please try to obtain some westside creek headwaters areas a bit farther west, as well in "area D"---for instance near NW Quarry Rd. and/or NW Toelle Lane. These provide existing Elk routes as well as potential hiking/view sites for people who are farther west than Forest Park proper.

Specifically: protecting and expanding the area of park and trail connections NW from Forest Park to the old growth strand.

Maintain a separation between areas heavily used by people away from areas heavily used by wildlife.

Trail connections to Agency and Ennis Creeks and out to old growth property.

Ivy removal.

A bicycle commuting connection from the St. Johns Bridge through Forest Park and then connecting to Germantown/Old Germantown Rd. (or running along side it).

I didn't fill out the previous multiple choice questions because I don't have the expertise to rank them in order of importance - to me they all seem vitally important.

Alternative commuter routes into Portland from the westside should include routes free from automobiles. Thank you!

NO trail on the BPA powerline from Washington county to Germantown and Old Germantown. This is elk migration habitat: I have pic.

Please continue consideration of westside trails to connect Hillsboro to Portland. The rail to trail conversions being considered would be wonderful. Are there any off road, 4 season alternatives for westside cyclists?

I am most concerned about wildlife corridors from Forest Park to the Pacific Ocean.

The confluence areas have tremendous potential to strengthen wildlife corridors and to provide aquatic habitat. For example - Saltzman Creek - a few improvements to the channelized area through the industrial area would be a priority on my list - this stream (after Miller Cr) is the least culvertized of the West Hills streams that drain to into the Willamette and could net big improvements for f & w.

I would like to see a new effort towards putting single track mountain biking trails into the Park. I commute by bike from NE PDX to Beaverton everyday, and I would love to have a real MTB trail to use.

Single track mountain biking in Forest Park.

Mountain Bike singletrack trails! Mountain biking in Forest Park is something that Portlanders are truly missing. Leif does not count, it is a road! Well built trails will last a lifetime and there are organizations such as PUMP that will help build them!

KEEPING PEOPLE OUT OF NATURAL AREAS TO PRESERVE THE RIGHTS OF ANIMALS AND THIER NATURAL HABITAT IS A GOOD IDEA HOWEVER IT MUST BE BALANCED WITH THE PEOPLES RIGHT TO ENJOY THOSE NATURAL AREAS. I'M FOR INITIATING TRAIL FEES TO HELP RAISE REVENUE FOR PRESERVATION AND USING VOLUNTEERS EFFECTIVLY TO KEEP THE TRAILS CLEAN AND OPEN TO ALL OF US.

Ensuring public transportation access and limiting automobile traffic.

Developing trail systems through Metro acquisitions from 1995 to connect Forest Park proper to the old growth property owned by Friends of Forest Park.

Having worked on the Pacific Greenway through Friends of Forest Park, I would like to see a corridor reopen for possible coastal connection. Also a wildlife corridor at least 1-1/2 miles (in 1989 a trail worker spotted a bear and four cubs in Forest Park).

Map areas B & D are under most threats, while A is of critical long term importance, so all are important. Narrow portions of Forest Park need bolstering. I would focus on maintaining wildlife corridors, especially for larger animals like elk.

4. Do you have suggestions about partnerships Metro should pursue or other innovative ways to leverage regional funding and enhance this natural area? If so, please specify.

Use the IMBA - International Mountain Bike Association.

Trust for Public Land is looking for properties in the area.

Friends of Forest Park might be more effective at fundraising as conservancy.

Columbia Land Trust has not been active on Sauvie Island and the land along Highway 30, but have expressed interest in expanding into this area.

Encourage Friends of Forest Park to raise money to specifically purchase more land in and adjacent to the park.

We are not funding experts. It seems to us that the two Metro greenspaces bonds (1995, 2006) may be a sufficient property tax request, in the present social and economic climate - but they could be renewed (if voters approve) after the initial term. New to investigate: a state park or wildlife area, adjacent to forest park, using lottery revenue? A special "by invitation" donation request and honored donor program? Most Tualatin Mtn. Residents are not actually wealthy, but SOME are.

Work closely with Friends of Forest Park and Trust for Public Lands.

HSBC, the company I work for, has demonstrated a commitment to protecting the environment and to connecting employees with volunteer opportunities. I would suggest working out partnership with HSBC (they have offices in Tigard locally). If there were a fundraiser for employees, with matching funds from the company (this sort of thing happens quite often), or getting work parties of employees to volunteer.

Make use of conservation easements to protect lands in private ownership.

Yes- hire a fundraiser - consider parks to multiply funding and funds raised

BTA, PUMP, African American Health Coalition.

Conservation easements.

Connect with the Nature Conservancy and the Sierra Club starting with local offices. Contract out to hire a grants person to submit applications for relevant grants throughout the country, but begin with Oregon-based foundations.

If the single track were considered a transportation route, wouldn't that mean funding could be secured through the massive DOT budgets?

International Mountain bicycling association, local outdoor businesses. REI, Keen, Adidas, Nike, etc. BTA, Portland transportation.

With mountain bike trails, local bike retailers and companies such as Chris King would be a resource. As well as IMBA grants.

NO

When I worked with Keith Hag of Conservation Fund, we got grants from local family foundations. All of my files are in Friends of Forest Park office.

Forest Park Neighborhood would like to continue to work with Metro to identify important habitat and natural resource areas, and to protect them.

Develop the case with PDX and Friends of Forest Park. That Linnton and the NW Industrial Neighborhood Association need Forest Heights and all the others along Skyline and visa versa – that they need each other in protecting Forest Park in between.

5. Do you have any other comments about this target area? If so, please specify.

I'm pleased to see that the priorities listed regarding Forest Park appear to be well-conceived and thoughtfully gathered. Preserving Forest Park, its animal inhabitants, and the recreational opportunities present within it's boundaries will become increasingly important as the region's density magnifies.

I'm pleased to see that the priorities listed regarding Forest Park appear to be well-conceived and thoughtfully gathered. Preserving Forest Park, its animal inhabitants, and the recreational opportunities present within it's boundaries will become increasingly important as the region's density magnifies.

Mountain bike singletrack trail access – separate from hiking/running.

Please promote more bicycle usage in forest park.

Work with Friends of Forest Park to be ready for spur of the moment opportunities, even if they are outside target

areas. Metro MUST drop their efforts to bring Area 94 into the UGB. It's in direct conflict with this natural areas conservation effort.

Please don't bring any other land into UGB on west side of Forest Park.

If there is interest in acquiring conservation easements and/or more land on Sauvie Island, I would be very interested in helping.

It is an extremely valuable resource to wildlife. Its overuse threatens to disrupt its ability to function as a natural forested ecosystem; it needs to be protected from overuse

In addition to property improvement, long-term maintenance (control of invasives; trail main; restrooms, etc) is a key need for Forest Park and this need will only grow as more land is added. Forest park is a "Crown Jewel" and needs to be treated as such.

More educational outreach about the reasons for leash laws within the park. A lot of dog owners are unaware as to why such regulations are important, and how they specifically help protect the park (this could be done with signage near trailheads, along with something in the FoFP newsletter).

June 19, 2007 David Bragdon, Rex Burkholder and Metro Council Metro Regional Center 600 NE Grand Avenue Portland, OR 97232-2736 Dear Mr. Bragdon, Mr. Burkholder and other Council members, In May of 1989 the City of Portland along with neighborhood representatives began work on the East Columbia Neighborhood Natural Resources Plan. The Plan was adopted by Portland City Council on April 18, 1990. In that document it was recognized that the East Columbia Neighborhood is one of the most diverse areas in Portland and one of its most important characteristics is its wetlands and drainageways. Levees were constructed to assist in flood control and today a network of drainage ditches exist to divert water to one of two pump stations along the Columbia Slough. The diversity of wildlife in the area is remarkable – deer, fox, coyote, rabbits, birds,(hawks, blue heron, hummingbirds, and morning doves), hundreds of migrating geese and ducks are all found in open spaces in the neighborhood. While the city's Comprehensive Plan established increased residential densities on several of the area's vacant parcels and industrial zoning on the perimeter of the neighborhood there are still several pieces of land that are in need of protection as wetlands and wildlife habitat areas. Neighborhood residents have struggled over the past 15 years to deal with wetlands fills while participating in the confusing process of land development, city codes, and fill permit regulations. There is a current proposal by the Columbia Edgewater Country Club to develop land they refer to as "The Bean Field Property" and identified in the East Columbia Resources Plan as the Columbia Edgewater/Shragg Property. It is located just south of the gold course. Their proposal suggests 49 single-family dwellings on logs averaging 5,400 sq. ft. Columbia Edgewater Country Club desires to develop this property to finance capital improvements to their clubhouse and other infrastructure. The City of Portland in a pre-application hearing placed some severe restrictions on the development consequently reducing the net financial benefit and possibly lowering the potential "price tag" for which Metro could obtain the land. In the Natural Resources Plan this piece of property is identified as a wetland area of intermediate value and it is suggested that it has the potential to be useful for both wildlife and for sediment stabilization. In the plan the neighborhood's vision is that this wetland area be enhanced by planting emergent plant species and developed as a wildlife habitat and used as a site amenity for new residential developments. No enhancement has taken place and the site is generally mowed once a year. Metro's Natural Areas Program process of identifying the need to preserve natural areas for future generations is a perfect fit for this area in East Columbia Neighborhood. We suggest that Metro explore the opportunity of purchasing this property from Columbia Edgewater Country Club so that it can be preserved as a resource value and become a healthy wildlife habitat. The neighborhood has an active group that works to maintain privately owned wetlands in the area. The Columbia Slough Watershed Council gave the Friends of Blue Heron an award in 2005 for their stewardship of their wetlands. This group could be a model to work with other neighbors in preserving the Columbia Edgewater/Shragg Property. We would work with Metro to enhance the Site with plantings and maintenance. East Columbia with its unique natural diversity has always been active in the preservation of natural areas and has a strong support base to continue that involvement. We believe this is an excellent opportunity for Metro to partner with citizens in preserving natural areas in our region. Sincerely, East Columbia Neighborhood Association Maryhelen Kincaid, Land Use Chairperson 503-286-3354 (home) jamasu88@msn.com

William Lobdell owns several undeveloped lots from Germantown Rd up to NW Wood... Its a beautiful area that I'd like to remain undeveloped.

There is a tract of land on the NW corner of NW Springville Rd. and NW Skyline Blvd. Which would seem to offer an ideal public park. Walking, wonderful views, kite flying, etc... Currently it's used as horse pasture. (It has been for sale in the past)

Keep trails in Forest Park open for hiking (all trails) and mt. biking (not the wild wood). Check out www.pump.org - (Portland United Mt. Pedalers is PUMP)

Thank you!

This has got to be one of the most important opportunities to provide additional protection to Forest Park and to provide headwater protections.

Make sure that the residents of the Linnton Neighborhood have a big say in what happens (no I don't live there). That neighborhood has been working very hard to build and maintain a strong community and connections – natural and human – are very important to them. They've done lots of work and thinking about this area and know it well.

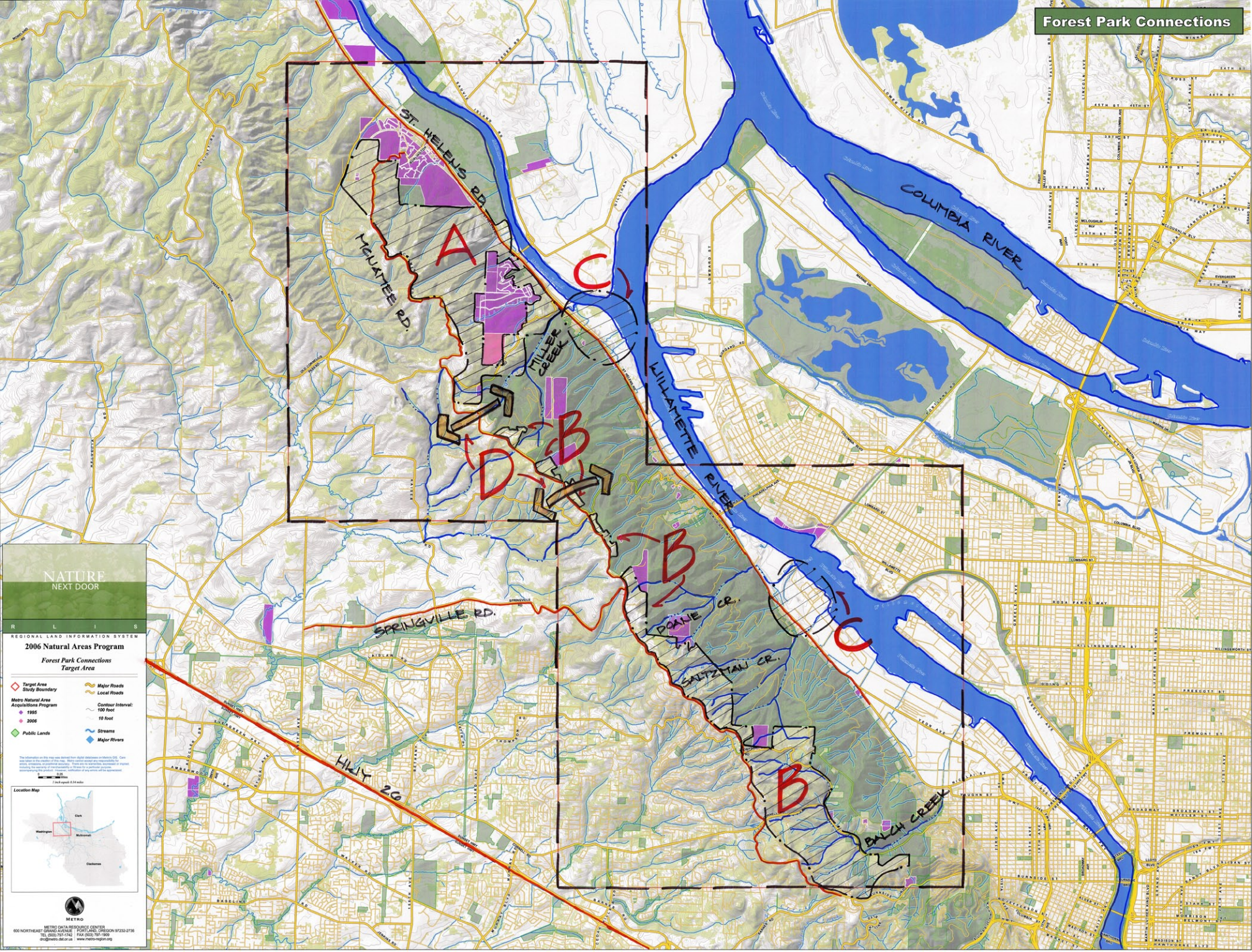
If mountain bike trails were available in Forest Park less mountain bikers would be traveling away from Portland and more mountain bikers would travel to Portland to ride their bike. Also, if the trail was build in the right location it could be used as alternative transportation over the mountain to Beaverton.

PLEASE, NO DEVELOPMENT!

My comments are intended to support increasing river access in the Linnton neighborhood along NW St. Helens Rd. in Portland. While there is great access to Forest Park throughout this area there is minimal access to the west side of the Willamette River basically from downtown Portland to outside the City border, or near the City limit there is a boat ramp I believe. There is momentum to hold the City and future landowners of the old Linnton Plywood Mill site to provide public access to the river near NW 107th Ave. in the heart of the remaining Linnton business area. There is a very welcoming natural beach at that location, one of the last remaining opportunities to save a natural beach area along the industrial area of the Willamette. This could provide a wonderful trail end from the Forest Park trail system from Wildwood Trail down the Linnton Trail to Hwy 30 with access to the river for hikers. There is already a greenspace overlay on the City's zoning map for this area. If the City and Metro do not take advantage to preserve this small access point to the river, future industrial development will likely eliminate such future access. Then again, there could be an opportunity for the City and Metro to work with a probable likely buyer of the plywood mill site to allow certain less than desirable developments as long as public access is allowed to the beach, along with the building of a sidewalk or access route from the highway.

In my dreams I would like a walking bridge over W. Burnside to prevent fatalities. We tried to do this once. I think more clearly marked trailheads are needed. The more people using the park, the safer it will be for all. "Leif" is too congested.

I don't understand why Area D seems to stop well north of Springville Road. It should include at least the area down to Springville and possibly a little beyond that. One specific property – Beovich (in the big curve of Springville just west of Skyline) could be useful as a "connector" piece. Habitat quality on it isn't great today, but it lies in a narrow spot between other good habitats on the SW side of the hills.



NATURE
NEXT DOOR

REGIONAL LAND INFORMATION SYSTEM

2006 Natural Areas Program
Forest Park Connections
Target Area

- Target Area
- Study Boundary
- Major Roads
- Local Roads
- Metro Natural Area Acquisition Program
- 1995
- 2006
- Public Lands
- Streams
- Major Rivers



METRO COUNCIL

Work Session Worksheet

Presentation Date: **July 24, 2007**

Time:

Length:

Presentation Title: **Rock Creek Headwaters and Greenway**

Department: **Metro Parks and Greenspaces**

Presenters: **Jim Desmond and Kathleen Brennan-Hunter**

ISSUE & BACKGROUND

The 1995 refinement plan goals for Rock Creek included acquisition of 300 acres along the greenway, acquiring key upland sites along Rock Creek's floodplain and tributaries, and creating a regional natural area at the confluence of Rock Creek and Holcomb Creek. 116.5 acres were protected with 1995 bond funds. This was a challenging target area, and the focus on the lower creek within the UGB limited some opportunities. Rock Creek is a critical area for wildlife and water quality and the addition of the headwaters to this target area creates new opportunities. While the 1995 bond measure focused on acquisitions along Rock Creek within the UGB, the 2006 measure has a stronger focus on protection of headwater areas.

The 2006 Natural Areas bond measure stated:

A major tributary of the Tualatin River, upper Rock Creek and its tributaries are under intense development pressure as urban growth expands throughout the watershed. Watershed managers have identified protection of the upper watershed as a high priority for meeting water quality protection goals in the lower watershed. Opportunities to improve and protect habitat also exist through the protection of key tributaries and their associated wetlands. In addition, the protection of key undeveloped sites in the lower reaches of Rock Creek, particularly in Hillsboro, will buffer growth, protect water quality and provide nature in neighborhoods for local residents.

The science report notes that oak woodlands and oak savanna habitat support varied wildlife, and expanding the protected natural areas would increase habitat opportunities for vulnerable species such as red-legged frogs, Western bluebirds and northwestern pond turtles. In addition, threatened species such as steelhead, cutthroat trout and coho salmon are present in Rock, Abbey, Holcomb, Bannister and Bronson creeks, as well as in an Abbey Creek tributary.

Since the April and May work sessions more information has become available about the Rock Creek Headwaters and Greenway target area as a result of stakeholder input and public open houses. We are presenting a preliminary synthesis of proposed acquisition priorities to receive direction on policy issues prior to completing a refinement plan for this target area.

OPPORTUNITIES AND CHALLENGES

Opportunities	Challenges
<ul style="list-style-type: none">• Base of existing protected lands along lower Rock Creek• Intact high quality stream corridors present significant habitat protection potential	<ul style="list-style-type: none">• Headwaters areas have many parcels; thus strategic acquisition is critical as is use of conservation easements and partnerships.• Westside Trail corridor connections may be challenging due to topography and potential conflicts between wildlife and people

Opportunities	Challenges
<ul style="list-style-type: none"> • Ability to identify a suitable corridor for the West Side Trail that compliments acquisitions in the Rock Creek and Forest Park target areas • Partnership potential with Washington County and Clean Water Services because of expected need for new roads and sewer interceptors across creek segments identified in North Bethany Concept Plan. 	<ul style="list-style-type: none"> • Planned urban development in North Bethany may create uncertainty for some landowners

SURVEY RESULTS

In June, Metro hosted eight open houses throughout the region and a virtual open house on the Metro website. A total of 527 people attended the regional open houses. More than 700 surveys were submitted either in person or online. The online open house had 6,363 visits from 3,419 unique visitors. 26 people responded to surveys about Rock Creek Headwaters and Greenway. Additional commentary was provided orally at the open house, most of which was consistent with the written responses. In rank order, the public priorities were:

1. *Map area A* – Preserving lands along the creeks and the adjacent upland forest habitat in the Abbey Creek and Bronson Creek headwater areas
2. *Map area C* – Connecting the Rock Creek confluence area to Forest Park along the main stem of Abbey Creek to provide wildlife travel corridors.
3. *Map area B* – Expanding the protected natural area near the confluence of Holcomb Creek and Rock Creek to provide greater habitat for vulnerable species.
4. *Map area D* – Protecting remaining gaps in public ownership along Rock Creek between Highway 26 and the Tualatin River.

Respondents identified preserving headwater areas, riparian areas and wetlands to protect water quality and wildlife habitat as the highest priority. Protecting natural areas and corridors from the confluence of Rock Creek and the Tualatin River into Forest Park to benefit water quality, wildlife habitat and for future trail connections scored lower among respondents.

The complete results are attached.

IMPLICATIONS AND SUGGESTIONS

The proposed prioritization is based on information gathered from several sources including the research that preceded the 2006 Natural Areas Ballot Measure, the bond measure language that voters approved, best scientific information available, input from knowledgeable regional experts and stakeholders, and public survey feedback.

The 1995 regional focus was the lower Rock Creek area. The 2006 goal brings in the upper watershed to protect water quality through acquisition of headwaters areas. With much to accomplish in these two areas, strategic acquisition and partnerships will be essential to achieving the refinement plan goals. Initial estimates are that a minimum of 190 acres would be protected within this target area.

Tier I Objectives

- Acquire and protect the riparian corridors and important upland habitat in the Abbey Creek and Bronson Creek headwaters (Map area A).
- Acquire the remaining gaps in public ownership along the Rock Creek Greenway between Highway 26 and the Tualatin River (Map area D).

Tier II Objectives

- Expand the protected natural area near the confluence of Holcomb Creek and Rock Creek to provide greater habitat for vulnerable species and to buffer urban expansion (Map area B).
- Acquire/protect a natural corridor along the main stem of Abbey Creek linking its confluence at Rock Creek to the Westside Trail and to Forest Park (Map area C).

Partnership Objective

- Pursue partnership opportunities with Washington County, the City of Hillsboro, Tualatin Hills Park and Recreation District, Clean Water Services, PCC-Rock Creek and Three Rivers Land Conservancy to meet protection goals in the Rock Creek Headwaters and Greenway target area.

QUESTION(S) PRESENTED FOR CONSIDERATION

- Does Metro Council agree that Areas A and D should represent Tier I priorities and that Areas B and C should represent Tier II priorities?

LEGISLATION WOULD BE REQUIRED FOR COUNCIL ACTION Yes No

DRAFT IS ATTACHED Yes No*

* Complete Refinement Plans will be submitted to Metro Council in September 2007.

SCHEDULE FOR WORK SESSION

Department Director/Head Approval _____

Chief Operating Officer Approval _____

Rock Creek Headwaters and Greenway Survey Results

1. The following priorities were identified in the Rock Creek Headwaters and Greenway target area based on scientific information about benefits to water quality, habitat diversity, wildlife connectivity and/or restoration potential and from information provided by key stakeholders in the area. Rank in order of importance to you.

	most important			least important	Rating Average	Response Count
Preserving lands along the creeks and the adjacent upland forest habitat in the Abbey Creek and Bronson Creek headwater areas. (Map area A)	57.1% (12)	19.0% (4)	23.8% (5)	0.0% (0)	1.67	21
Expanding the protected natural area near the confluence of Holcomb Creek and Rock Creek to provide greater habitat for vulnerable species. (Map area B)	9.5% (2)	28.6% (6)	52.4% (11)	9.5% (2)	2.62	21
Connecting the Rock Creek confluence area to Forest Park along the main stem of Abbey Creek to provide wildlife travel corridors. (Map area C)	28.6% (6)	38.1% (8)	19.0% (4)	14.3% (3)	2.19	21
Protecting remaining gaps in public ownership along Rock Creek between Highway 26 and the Tualatin River. (Map area D)	16.7% (4)	12.5% (3)	4.2% (1)	66.7% (16)	3.21	24
	<i>answered question</i>					24
	<i>skipped question</i>					3

2. In general, what should be emphasized in the Rock Creek Headwaters and Greenway target area? Rank in order of importance to you.

	most important				least important	Rating Average	Response Count	
Preserving remnant scattered oak woodlands and oak savanna habitat in the general area east of Cornelius Pass, between Springville and Germantown Roads.	26.1% (6)	8.7% (2)	26.1% (6)	17.4% (4)	21.7% (5)	3.00	23	
Preserving habitat areas for sensitive species, including steelhead, red-legged frogs, pond turtles and bluebirds.	8.7% (2)	30.4% (7)	17.4% (4)	34.8% (8)	8.7% (2)	3.04	23	
Preserving headwater areas, riparian areas and wetlands to protect water quality and wildlife habitat.	28.0% (7)	20.0% (5)	16.0% (4)	24.0% (6)	12.0% (3)	2.72	25	
Protecting natural areas and corridors from the confluence of Rock Creek and the Tualatin River into Forest Park to benefit water quality, wildlife habitat and for future trail connections.	17.4% (4)	13.0% (3)	30.4% (7)	8.7% (2)	30.4% (7)	3.22	23	
Providing a natural buffer between urban development and rural areas.	29.2% (7)	25.0% (6)	8.3% (2)	12.5% (3)	25.0% (6)	2.79	24	
	<i>answered question</i>							26
	<i>skipped question</i>							1

3. Are there other priorities that the Metro Council should consider in the Rock Creek Headwaters and Greenway target area? Please be specific.

<p>I could not tell if the Rock Creek Headwaters project included the idea of a park adjacent to the new Bonny Slope Elementary School and Bluffs Park. I consider that a project that would be very beneficial to the community in the area and hope you would count this feedback towards the idea somewhere in your planning.</p> <p>Safe areas for wildlife that allow us to teach our children about wildlife -- places that families can visit and watch birds or other natural areas.</p> <p>Also consider that the elk herds use both the riparian areas (food and water) and the open uplands (food, bulls running around and displaying) and upland mature woods (yarding up at night; daytime rest and shade; story shelter.) Protect some connected "stepping stone" forest and fields.</p> <p>Greetings I think that it is very important that Metro consider buying and protecting as habitat, the actual upper Rock Creek watershed and associated riparian areas. There is roughly 100 acres bordering Rock Creek along Rock Creek Rd that is the best habitat remaining in the Rock Creek watershed. This area has trees around one hundred years old, and riparian areas that could be considered old second growth, and these areas support a great diversity of species, including red legged frogs, giant pacific salamanders, pilliated woodpeckers, mink , northern flying squirrels, pygmy rabbits, wood ducks, bobcat, cougar, elk, deer, black bear, three owl species, two red tail hawk nests, a nesting pair of merlins, band tail pigeons, at least twenty song bird species, the only beaver dam complex in the real upper watershed, cutthroat trout and even a few turtles. This area is the highest quality habitat left along Rock Creek, it is for the most part not inhabited , and with some effort on the part of Metro could be purchased for much less than you would be paying for much less desirable land along lower Rock Creek. If Metro is serious about protecting the Rock Creek watershed then you need to really consider the riparian zone upstream of boundary you are currently considering.</p>
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The UGB expansion process should be more careful about the exact location of the UGB boundary. The current North Bethany expansion primarily follows property lines, rather than natural features. This results in a failure to optimally use stream corridors and other natural features to define community and to separate urban and agricultural areas. It also results in irregular, inaccessible parcels "trapped" between the existing UGB and stream corridors. This is especially true in the northwest corner of North Bethany. The current planning process is spending a great deal of time and money trying to plan a "community of distinction" in North Bethany, but the result is necessarily flawed by the inability to plan and develop the entire community simultaneously.

Please consider alternative commuter connections in these corridors and public access to see these special habitats.

Please focus on acquiring land for state listed species (Red legged frog and turtles). Both present in this target area.

Please continue to provide trail access to advertise the importance of these headwaters and greenway

Like all the projects which would preserve land along ridgetops, buttes, etc., this project would also enhance the quality of life for all in the visible area by providing us with views of greenery and open spaces along our hilltops, instead of McMansions. This greatly adds to the feeling of even more natural area, instead of urbanization and sprawl.

Turner Creek near TV Highway and Valley Memorial Mortuary is identified on the Metro website as 'High habitat conservation area' and 'Class 1 riparian, highest-value'. The area is under extreme stress due to residential development and sewer line component failure. It is not listed on any of the relevant agency sites for restoration/maintenance.

Rock Creek headwaters - along NW Rock Creek Rd and higher to head of creek - is fine wildlife area - beaver dam on Rock Creek adj. to Rock Creek Rd! Call Doug Wallover. Property owner close to beaver dam.

Orengo Golf course property.

N. Bethany Planning www.bethanyplan.org.

I would subdivide area A, and give a lower priority to the upper Bonson Creek because it doesn't connect as well to habitats to the west like upper Abbey Creek does.

4. Do you have suggestions about partnerships Metro should pursue or other innovative ways to leverage regional funding and enhance this natural area? If so, please specify.

How about a new state park or wildlife area, related to the primacy of forest park, funded with lottery dollars? Or a small % fee on clean water services bills devoted to headwaters protection? Or a donation campaign (land \$) targeted at the relatively few very wealthy residents along the ridge - with appropriate honors of course.

Work with local landowners that allow current use and allow preservation of plants and wildlife.

With the number of relevant agencies and their various volunteer projects, ongoing and planned, it seems that structure is sufficiently in place to initiate or continue work in the identified areas: voters approval of the bond measure at the expense of other funding issues and are anxious to see action and timely results.

The Orengo neighborhood organization is engaged with the urban lands preservation alliance to raise money to purchase some (or all 55 acres) of the former Orengo golf course (NW corner at Cornelius Pass Rd. and Quatana, just south of the light rail line). Could Metro provide some funds to help initiate the purchase (with Urban Lands Conservation Alliance generating the bulk of the finances)--Urban Lands would own the property but there would be local control. Currently Hillsboro Elks Lodge #1862 has signed a contract to see the land to Dib Nirusette (could be a "willing seller").

5. Do you have any other comments about this target area? If so, please specify.

This is the most critical NW target area (Forest Park can use additions, but is already magnificent; Westside Trail is important, but just a narrow corridor). The multiple creek headwaters, quality habitat and year round water for animals are key to a viable (broad and mixed) wildlife corridor.

It's a high priority and has rare pond turtles that need our help and protection. Thanks!

I really support the efforts of Metro to strengthen natural resource protection in this area. You are doing great work.

Keep it up!

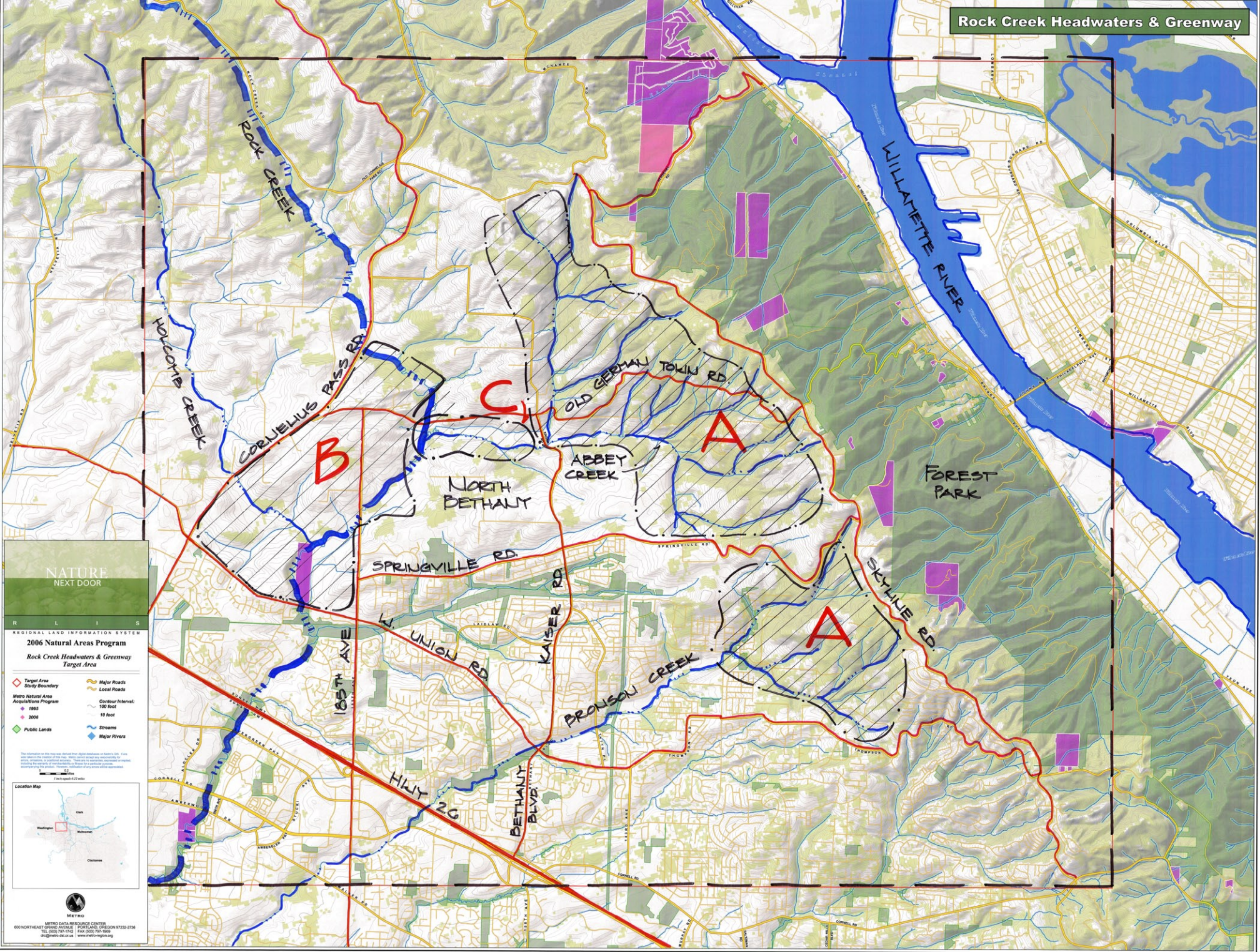
Thank you!

Would like to work with Metro to be a wildlife corridor. We are an organic farm. Malinowshi Farm.

I have requested information regarding Turner Creek from several agencies including the Metro Council and have received little; I have had rep's from Clean Water Services and Friends of Rock Creek tour the site (prior to the toxic sewage contamination) with minimal results. I remain available for contact in the event that the issue can be revisited. Macis.Dave@con-way.com 503 450 2180

I would like information on capital grants and local neighborhood organizations.

Polling done as the bond measure was developed clearly showed public support for natural areas and healthy streams, with diminishing support as human interactions were added. Metro should honor that by not requiring public access on conservation easement property and should not ass trails or public access on Metro owned property unless it does not conflict with and discourage wildlife, including human – sensitive species like elk.



NATURE NEXT DOOR

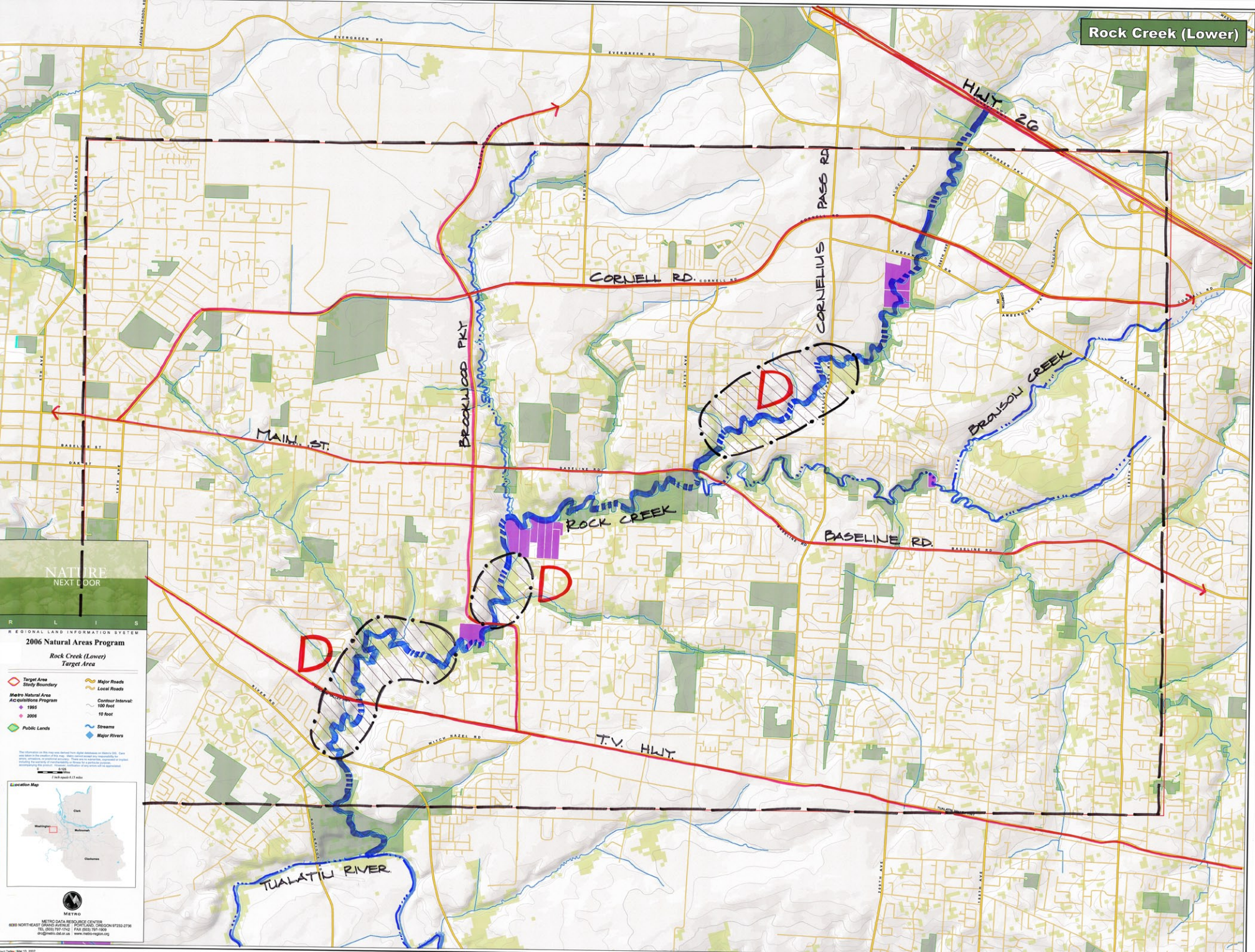
REGIONAL LAND INFORMATION SYSTEM

2006 Natural Areas Program
 Rock Creek Headwaters & Greenway Target Area

- ◆ Target Area Study Boundary
- Major Roads
- Local Roads
- Metro Natural Area Acquisitions Program
- Contour Interval: 100 foot
- 1995
- 2005
- ◆ Public Lands
- Streams
- Major Rivers

The information on this map was derived from digital databases of Metro GIS. Certain data were provided by the Oregon Department of Geology and Mineral Industries. Certain data were provided by the Oregon Department of Forestry. Metro is not responsible for errors or for any consequences arising from the use of the information. This map is provided as a general informational tool only.



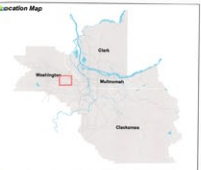


NATURE
NEXT DOOR

REGIONAL LAND INFORMATION SYSTEM
2006 Natural Areas Program
Rock Creek (Lower)
Target Area

- Target Area Study Boundary
- Major Roads
- Local Roads
- Metropolitan Area Acquisitions Program
- Contour Interval: 100 foot, 10 foot
- Streams
- Major Rivers
- Public Lands
- 1995
- 2006

Scale: 1 inch equals 0.11 miles



Agenda Item Number 4.0

2035 REGIONAL TRANSPORTATION PLAN UPDATE

Metro Council Work Session
Tuesday, July 24, 2007
Metro Council Chamber

METRO COUNCIL

Work Session Worksheet

Presentation Date: July 24, 2007 Time: 3:20 – 4:20 p.m. Length: 60 minutes

Presentation Title: 2035 Regional Transportation Plan (RTP) Update – Discussion of Performance Measures and Finance Considerations and Issues

Department: Planning

Presenters: Kim Ellis and Andrew Cotugno (Metro)

ISSUE & BACKGROUND

The Regional Transportation Plan (RTP) is the long-range blueprint for the transportation system serving the Portland metropolitan region. The plan deals with how best to move people and goods in and through the region and establishes the policy framework to guide the design, management and governance of investments in the region's transportation system for all forms of travel—motor vehicle, transit, bike, and pedestrian—and the movement of goods and freight. The primary mission of the RTP is to implement the Region 2040 vision for land use, transportation, the economy and the environment.

Performance evaluation and monitoring framework for the 2035 RTP – Attachment 1 to the worksheet describes the overall framework for evaluating and monitoring the 2035 RTP and recommends a set of principles to guide identification of a set of performance measures and benchmarks that will be adopted as part of the final 2035 RTP in 2008. The memo also recommends an initial set of performance measures intended to serve as a starting point and be the focus of the first round of analysis to be conducted this summer. The purpose of the system analysis to be conducted in summer of 2007 and spring of 2008 is to evaluate performance of different RTP systems and draw conclusions about how well different levels of investment meet the goals identified for the regional transportation system. Two levels of investment will be developed for the 2035 RTP. The first level, the *2035 RTP Financially Constrained System*, will represent the most critical transportation investments for the plan period.

Findings from the first round of analysis in 2007 will be used to identify refinements to the draft policy framework and frame two additional rounds of analysis to be conducted for the state component of the RTP in 2008. Further refinements to the draft policy framework and performance measures may also be identified in 2008 as part of the state component of the 2035 RTP.

Transportation finance considerations and choices - Attachments 2 and 3 to the worksheet identify key transportation finance-related questions to be discussed by JPACT and MPAC at future meetings. Staff initiated a series of MPAC and JPACT discussions on finance strategy considerations and choices that will guide development of a strategy for funding the state component of the 2035 RTP. To complete the 2035 RTP update, it is important to understand the various transportation funding sources and how these sources are now being spent, to understand the potential magnitude for increases in these funding sources and to decide whether to develop

an action plan to follow through on raising these revenue sources. If there is a desire to develop a funding strategy, there is a need to make fundamental choices between funding approaches that maintain, operate and preserve the system that is already in place versus funding approaches to expand and modernize the system. Similarly, there is a need to identify which federal vs. state vs. regional vs. local sources to pursue to fund which part of the transportation system needs.

IMPLICATIONS AND SUGGESTIONS

Staff will present a summary of the recommended performance evaluation and monitoring framework for the 2035 RTP and finance strategy considerations and choices for Council discussion.

- Council input on performance measures will be shared with the newly formed TPAC performance measures work group that will begin meeting in August. Recommendations from the TPAC work group will be brought to the Metro Council, MPAC and JPACT for additional feedback by the end of 2007.
- Council input on the finance considerations will be brought forward to MPAC and JPACT discussions by liaisons representing the Metro Council on each committee.

QUESTION(S) PRESENTED FOR CONSIDERATION

1. How do these initial set of measures relate to the Council’s goals for the region and the RTP? What measures are most critical to assess whether the plan is meeting the Council’s goals? (*refer to Attachment 1*)
2. What input should be brought forward to upcoming MPAC and JPACT discussions on RTP financing choices? (*refer to Attachments 2 and 3*)

LEGISLATION WOULD BE REQUIRED FOR COUNCIL ACTION __Yes **X**No
DRAFT IS ATTACHED ___Yes ___No ___N/A

SCHEDULE FOR WORK SESSION

Department Director/Head Approval _____
Chief Operating Officer Approval _____

M E M O R A N D U M
600 NORTHEAST GRAND AVENUE PORTLAND, OREGON 97232 2736
TEL 503 797 1700 FAX 503 797 1794



DATE: July 18, 2007
TO: Metro Council and interested parties
FROM: Kim Ellis, Principal Transportation Planner
SUBJECT: Performance Evaluation and Monitoring Framework for the 2035 Regional Transportation Plan (RTP)

PURPOSE

This memo summarizes RTP policy and plan development work completed to date and describes the overall framework for evaluating and monitoring the 2035 RTP. The memo also recommends a set of principles to guide identification of a set of performance measures that will be adopted as part of the final 2035 RTP in 2008. For now, the principles are recommended to guide narrowing the more than 50 potential performance measures identified in the provisional draft RTP policy framework (*dated March 1, 2007*)¹ to a smaller set of key performance measures for the first round of analysis.

ACTION REQUESTED

- Discuss how the initial set of measures relate to the Council's goals for the region and the RTP and what measures are most critical to assess whether the plan is meeting the Council's goals.
- Provide input on what types of performance measures are most relevant to consider for the 2035 RTP. This input will be shared with the Transportation Policy Alternatives Committee (TPAC) work group that has been formed to develop performance measures for the 2035 RTP.

How the Initial Set of Measures Will Be Used

It is important to note that the initial, narrowed set of performance measures are intended to serve as a starting point and be the focus of the first round of analysis to be conducted this summer. The measures will be used to:

- develop and organize the key findings about the system-level impacts of the pool of investments submitted by Metro, ODOT, TriMet and local agencies;
- inform prioritization of investments for the federal component of the RTP this fall by MPAC, JPACT and the Metro Council; and
- inform upcoming work to develop a recommended set of performance measures and benchmarks for the 2035 RTP.

Findings from the first round of analysis will be used to identify refinements to the draft policy framework and frame two additional rounds of analysis to be conducted for the state component of the

¹ The policy framework is available to download from Metro's website at: <http://www.metro-region.org/article.cfm?articleid=19896>.

RTP in 2008. Additional investments may be identified to address transportation needs to respond to findings of the analysis. Further refinements to the draft policy framework and performance measures may also be identified in 2008 as part of the state component of the 2035 RTP.

PRINCIPLES FOR SELECTING A KEY SET OF PERFORMANCE MEASURES FOR EVALUATION AND MONITORING OF THE 2035 RTP

The provisional draft RTP policy framework (*dated March 1, 2007*) contains a list of more than 50 potential performance measures that sometimes overlap and at times are ambiguous or difficult to measure. The following principles are recommended to guide identification of a set of key performance measures to conduct a system-level of analysis of RTP investments and actions and monitor implementation of the plan over time:

1. **The measures should reflect the underlying goals and objectives expressed in the policy framework; and should be relevant to and easily understood by the public, staff and elected officials.** This is particularly important so the measures can be meaningfully incorporated into the RTP decision-making process. The measures should be unambiguous and simple to present and interpret. The measures should also focus on the *results or outcomes* of our transportation investments that relate directly to traveler experiences and perceptions of the transportation system. By focusing on the results or outcomes we are trying to achieve and that are important to users of the system – JPACT, MPAC and the Metro Council can use this information to make choices about investment priorities. Use of relevant and easy to understand measures promotes transparency and accountability in the decision-making process and allows for more effective communication of the value of different investments in the transportation system to build understanding of and support for different types of investments. Effective communication with the public is also important as residents, businesses and other stakeholders want to know how priorities for investments in the transportation system are determined, and what benefits or improved services they will receive from increased investments in the transportation system.
2. **A manageable number of measures should be created that provide value to the decision-making process.** A range of key measures should be identified to capture the state of the transportation system without being too large or unwieldy. When reported together, the measures should tell a compelling story that provides a scorecard of how well the system of investments satisfies the goals/desired outcomes identified for the regional transportation system. In addition, there should be an overall balance and flexibility among measures. It should be recognized that the combined set of measures contributes something to the overall evaluation of the transportation system and that all goals/desired outcomes included in the draft policy framework are equally important to evaluate. The measures should apply to multiple modes and be meaningful at a different scales and settings – such as the system, corridor and/or project level.
3. **Data should be accurate, relatively simple to collect, report and maintain.** The measures should be appropriate to the different types of decisions being made and data collection/analysis capabilities. Generally, data should not be too difficult or time consuming to collect or report. For *system evaluation*, the measures should be based on reliable forecast data and other data that can be gathered and updated on a periodic basis. Baseline and forecasted data for the analysis will be derived from Metro's Metroscope model, Metro's regional travel forecast model (regional model), created using EMME/2 transportation modeling software, and geographic informational systems (GIS) analysis to be conducted using Metro's Regional Land Information System (RLIS) and other available GIS data. For *monitoring implementation* of the RTP, data should be derived from collected data that can be gathered and updated on a periodic basis. For some measures, the availability of data or analysis capabilities may be limited. An important outcome of this process

will be to identify follow-on work needed to further develop the RTP performance evaluation and monitoring process.

4. **The measures should assess specific impacts (positive and negative) of actions the RTP can influence.** The measures should assess the quality of the transportation services provided and the broader societal impacts that the transportation system has on our region. Previous RTPs have focused primarily on measuring congestion, thereby giving less attention to other goals identified in the plan during the decision-making process. The evaluation framework should provide sufficient information to allow the region to respond to what we learn, making refinements if needed.

A small work group of TPAC members will begin meeting in July to develop a recommendation on a full set of measures for the 2035 RTP by the end of the 2007. The performance measures work group will meet over the next several months to continue to refine the initial set of performance measures for future rounds of analysis to be conducted in 2008 during development of the state component of the 2035 RTP. The work group will also define a set of key measures and benchmarks that will be used to monitor implementation of the plan over time. This work will be integrated with work already underway with the Regional Freight and Goods Movement (RFGM) Technical Advisory Committee and (RFGM) Task Force.

BACKGROUND AND CONTEXT

The RTP is the long-range blueprint for the transportation system serving the Portland metropolitan region. The plan deals with how best to move people and goods in and through the region and establishes the policy framework to guide the design, management and governance of investments in the region's transportation system for all forms of travel—motor vehicle, transit, bike, and pedestrian—and the movement of goods and freight.

The primary mission of the Regional Transportation Plan is to implement the Region 2040 vision for land use, transportation, the economy and the environment. As required under federal and state law, the RTP also serves as a long-range capital plan that will guide the public and private expenditure of billions of dollars from federal, state, regional and local revenue sources. The RTP serves this function by considering current and long-range transportation needs at a regional level and identifying policies, implementation strategies, programs and projects to meet those needs. The plans of local jurisdictions responsible for the transportation system in this region must be consistent with the RTP policies, implementation strategies, programs and projects. Furthermore, projects and programs must be included in the RTP financially constrained system to be eligible for federal and state funding programs.

Goals for the Regional Transportation System – Provisional Draft RTP Policy Framework

In June 2006, the Metro Council and the Joint Policy Advisory Committee on Transportation (JPACT) approved a work program and process to guide the current update to the Regional Transportation Plan (RTP). The work program calls for an outcomes-based approach to identify and prioritize transportation investments that are crucial to region's economy and that most effectively support the land use, economic, environmental and transportation goals embodied in the 2040 Growth Concept. Since approval of the work program, Metro conducted research on the current transportation system.² The research included:

- Analysis of current regional transportation system conditions, issues and policies, and relevant finance, land use, environmental, economic and demographic trends.

² This research is summarized in a series of background papers and reports that are available to download from Metro's website at: <http://www.metro-region.org/article.cfm?articleid=19896>.

- Targeted public outreach through the website, Councilor and staff presentations to business and community groups, a series of stakeholder workshops to identify desired outcomes for the region’s transportation system and issues to be addressed, and public opinion research.

The research findings guided development of a provisional draft RTP policy framework (*dated March 1, 2007*), which will in turn guide development and analysis of the rest of the 2035 RTP. The framework includes new policy direction to be used when identifying regional transportation needs and during the evaluation and prioritization of investments to the regional transportation system. The purpose of this updated framework is to sharpen the focus of the RTP on those transportation-related actions that most affect the implementation of the Region 2040 Growth Concept and will respond effectively to the powerful trends and challenges facing our region today.

The framework reflects the continued evolution of regional transportation planning from a primarily project-driven endeavor to one that is framed by the larger set of outcomes that affect people’s everyday lives, commerce and the quality of life in this region. The goals, objectives and potential performance measures identified in the draft policy framework acknowledge the broader impacts of transportation on these outcomes. The framework includes nine goals that link transportation investments to Region 2040 goals for transportation, land use, the economy, and the environment, placing the highest priority on investments that reinforce Region 2040 and achieve multiple goals thereby maximizing the return on public investments in the transportation system. The nine goals are listed in **Table 1** for reference.

Table 1. Regional Transportation Plan Goals

System Design and Management
Goal 1 Efficient Urban Form Decisions about land use and multi-modal transportation infrastructure and services are linked to promote an efficient and compact urban form that fosters good community design and optimization of public investments; and supports jobs, schools, shopping, services, recreational opportunities and housing proximity.
Goal 2 Sustain Economic Competitiveness and Prosperity Multi-modal transportation infrastructure and services support a diverse, innovative, sustainable and growing regional and state economy through the reliable and efficient movement of people, freight, goods, services and information.
Goal 3 Transportation Choices Multi-modal transportation infrastructure and services provide all residents of the region with affordable and equitable access to affordable housing, jobs, services, shopping, educational, cultural and recreational opportunities, and all businesses of the region with competitive choices for goods movement.
Goal 4 Reliable Movement of People and Goods Multi-modal transportation infrastructure and services provide a seamless and well-connected system of throughways, arterials, freight systems, transit services and bicycle and pedestrian facilities to ensure effective mobility and reliable travel choices for people and goods movement.
Goal 5 Safety and Security Multi-modal transportation infrastructure and services are safe and secure for the public and goods movement.
Goal 6 Human Health and the Environment Multi-modal transportation infrastructure and services reduce greenhouse gas emissions and protect, restore and/or enhance the quality of human health, fish and wildlife habitats, and natural ecological systems.
Governance
Goal 7 Effective Public Involvement All major transportation decisions are open and transparent, and grounded in meaningful involvement and education of the public, including those traditionally under-represented, businesses, institutions, community groups and local, regional and state jurisdictions that own and operate the region's transportation system.
Goal 8 Fiscal Stewardship Regional transportation planning and investment decisions maximize the return on public investment in infrastructure, preserving past investments for the future, emphasizing management strategies and prioritizing investments that reinforce Region 2040 and achieve multiple goals.
Goal 9 Accountability The region’s government, business, institutional and community leaders work together so the public experiences transportation services and infrastructure as a seamless, comprehensive system of transportation facilities and services that bridge institutional and fiscal barriers.

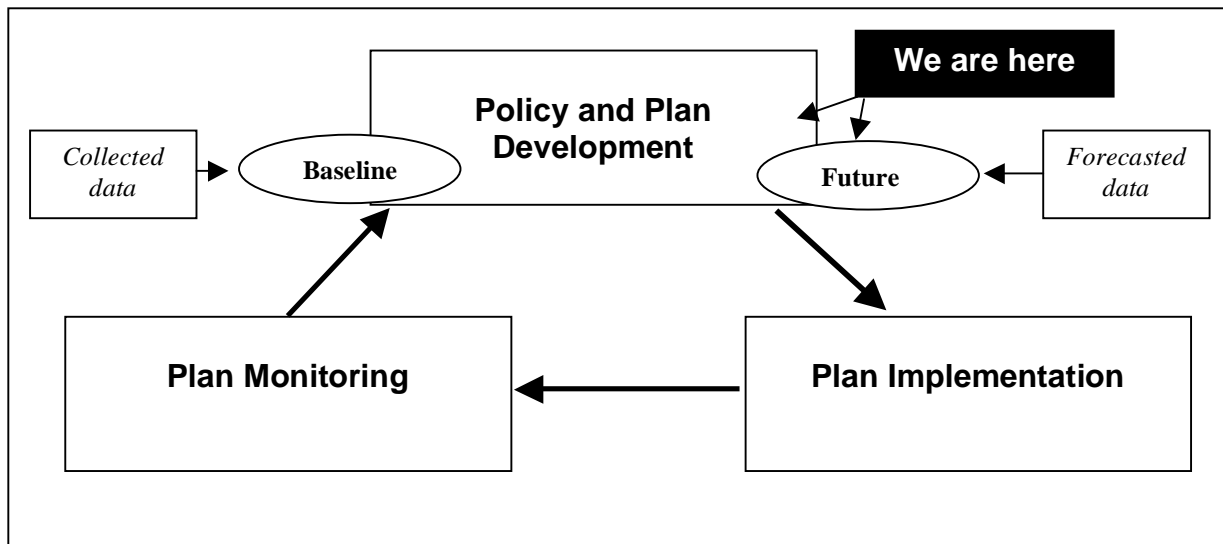
DEVELOPMENT OF AN OUTCOMES-BASED PERFORMANCE EVALUATION FRAMEWORK

Performance evaluation is an important communication and reporting tool that can be used as an iterative feedback mechanism for setting and evaluating transportation policy and planning objectives and informing transportation investment actions and priorities. The evaluation and monitoring of system performance has long been a part of the development and implementation of previous RTPs. The application of a performance-based evaluation of transportation policy and planning objectives is a more recent trend in transportation planning, occurring since the last major update to the RTP in 2000.³

Defining the Concept of Performance Measurement – The Framework for Plan Development, Evaluation and Monitoring of the 2035 RTP

Performance management is a practical tool to link performance evaluation to policy development, evaluation and monitoring of the 2035 RTP. Use of performance measures that report on how transportation affects the daily activities of businesses and residents in the region inform decision-makers about how best to improve transportation services for all users of the regional transportation system and ensure effective implementation of the Region 2040 Growth Concept.

Figure 1. Regional Transportation Plan Performance Management System



The RTP will refer to the process of plan development, evaluation and monitoring over time as “performance management” as shown in **Figure 1**. Within this framework, the RTP will use “goal,” “objective,” “indicator,” “performance measure,” and “benchmark” to label the distinct elements of the outcomes-based performance management system developed for the RTP.

- A **goal** is a statement of purpose that describes long-term desired outcomes for the region’s transportation system to support and implement the Region 2040 vision.
- An **objective** is similar to a goal as it also represents a desired outcome. However, an objective is an intermediate, shorter-term result that must be realized during the plan period to reach the longer-term goals of the RTP. An objective is measurable.

³ This trend is documented in Transportation Research Board Conference Proceedings 36: Performance Measures to Improve Transportation Systems, August 22-24, 2004.

- An **indicator** is a categorical term for a particular feature of the transportation system that is tracked over time. Indicators are conceptual and qualitative and are tied to the policy framework's goals and objectives. Examples of indicators include access to jobs/access to market areas, reliability, mobility, travel options, equity, clean air and environmental stewardship. No single indicator provides a comprehensive evaluation of the transportation system. Instead, each indicator contributes a piece of information that, when considered with all other indicators, provides a complete picture of the transportation system's effectiveness, documenting how well the system of investments meet the RTP policy framework's goals for the regional transportation system. The indicators need to be translated into specific measures to be meaningful in the planning and decision-making process.
- A **performance measure** is a quantitative method of analysis used to evaluate the condition or status of an indicator to determine the degree of success a project or program has had in achieving its stated goals and objectives. Some measures can be used to predict the future as part of an evaluation process using forecasted data, while other measures can be used to monitor changes of based on actual empirical or observed data. In both cases, they can be applied at a system level, corridor level and project level, and provide the planning process with a basis for evaluating alternatives, making decisions on future transportation investments and monitoring progress over time. Quantified results from performance measures can be compared to baseline data over time to track progress and to compare between different levels of transportation investments. Tracking progress against the goal or objective allows an assessment of the effectiveness of actions. This is very important for measuring improvement or maintenance of existing conditions. They can also be used to monitor performance of the plan in between updates to determine whether refinements to the policy framework, investment priorities or other plan elements are needed. Evaluation of investment alternatives for the 2035 RTP will occur using predictive data derived from Metro's regional travel forecast model and geographic informational systems (GIS) analysis.
- A **benchmark** is the expressed goal of the indicator, assigning a value to what the RTP is trying to achieve. Benchmarks (also known as targets) are expressed in quantitative terms and provide an important measure of progress toward achieving different goals within a timeframe specified for it to be achieved. Benchmarks will be developed for the state component of the 2035 RTP in 2008. Monitoring of the benchmarks would occur through periodic updates to the RTP and Metro's biennial Performance Indicators reporting using observed, empirical data.

APPLYING THE CONCEPT OF PERFORMANCE MEASUREMENT TO GOAL 6 OF THE PROVISIONAL RTP POLICY FRAMEWORK

It is helpful to apply these terms to the draft RTP policy framework for illustrative purposes. For example, **Goal 6** in the policy framework calls for a transportation system that reduces greenhouse gas emissions and protects, restores and/or enhances the quality of human health, fish and wildlife habitats, and natural ecological systems. **Objective 6.2** under Goal 6 calls for improving air quality so that human health is maintained and greenhouse gas emissions are reduced. **Indicators** to track whether investments in the transportation system will result in achieving this objective could be viable travel options or air quality. A **performance measure** could be percent of travel by walking, biking or transit to, from and within 2040 centers or tons of carbon dioxide or ozone emitted region-wide. A **benchmark** could be achievement of the RTP Non-SOV modal targets by the year 2040 or reducing greenhouse gas emissions 20 percent from today's level by the year 2035. Each level within the performance management framework represents different, yet interrelated levels of outcomes the RTP is trying to achieve – going from the very broadly defined desired outcome (a goal) to a very specific desired outcome (the benchmark).

Linking Performance Evaluation and Monitoring with the RTP Update Planning Process

The draft RTP policy framework emphasizes a system approach to maximize public investments in the transportation system when addressing the region's transportation needs and implementing the Region 2040 Growth Concept. The region is expected to grow by 1 million people in the next two decades. At the same time, the transportation system is aging and existing resources and sources of revenue are not keeping pace with our needs. To respond to these and other significant challenges facing the region, the 2035 RTP update broadens the evaluation of system performance to be more closely linked to the goals and objectives identified for the regional transportation system to monitor the effectiveness of a particular system of investments.

The provisional draft RTP policy framework lays out the region's goals for the transportation system and more than 50 ways to measure the region's progress in achieving the goals. The next step is to narrow the set of "potential performance measures" to a set of key measures that will be the focus of the first round of analysis conducted this summer. A performance measures work group will meet over the next several months to continue to refine the initial set of performance measures for future rounds of analysis to be conducted in 2008 during development of the state component of the 2035 RTP. The work group will also recommend a set of key measures and benchmarks that will be used to monitor implementation of the plan over time.

The purpose of the system analysis to be conducted in summer of 2007 and spring of 2008 is to evaluate performance of different RTP systems and draw conclusions about how well different levels of investment meet the goals identified for the regional transportation system. Two levels of investment will be developed for the 2035 RTP. The first level, the *2035 RTP Financially Constrained System*, will represent the most critical transportation investments for the plan period.⁴ The second level, the *2035 RTP Illustrative System*, will represent additional priority investments that would be considered for funding if new or expanded revenue sources are secured.⁵ A parallel effort is underway to develop a finance strategy for the second level of RTP investments.

Benefits of Performance-Based Evaluation and Monitoring

An outcomes-based plan requires careful monitoring to ensure that incremental decisions to implement the plan through land use decisions and corridor and project planning are consistent with the plan vision, as measured by specific outcomes. However, monitoring the effectiveness of transportation investments is challenging. System performance is the result of multiple factors, including land use, land supply, cost, availability of capacity and transportation options, and demand for travel. Despite being challenging, benefits of this approach to performance-based evaluation and monitoring include:

- Measurement of and feedback on the draft policy framework policies and investment priorities submitted by ODOT, TriMet and local agencies.
- Improved communication of needs and priorities, which is especially important given the limited resources available for funding.
- Informed decision-making.
- Increased transparency of the transportation analysis and decision-making process.
- Increased accountability through periodic reporting.

⁴ The 2035 Financially Constrained System will be the basis for findings of consistency with federal metropolitan transportation planning factors, the Clean Air Act and other planning provisions identified in SAFETEA-LU.

⁵ The 2035 Illustrative System will be the basis for findings of consistency with the Statewide Planning Goal 12, the Oregon Transportation Planning Rule and the Oregon Transportation Plan and its components.

The final 2035 RTP will include a set of performance measures and benchmarks to examine and monitor the results of plan implementation over time. Performance-based management and monitoring of the RTP will continue to be used beyond the update to track progress of RTP implementation over time through periodic updates to the plan and through Metro’s biennial performance indicators reporting process. The measures serve as the dynamic link between RTP goals and plan implementation by providing a more formal process of evaluation and monitoring to ensure the RTP satisfies the regional goals for transportation, land use, the economy and the environment. Through evaluation and monitoring, the region can be sure that investments in the transportation system are achieving desired outcomes and getting the best return on public investments. Development of a performance management process also satisfies mandated benchmarks specified by the Oregon Transportation Planning Rule (TPR) and federal requirements to establish a performance monitoring system as part of the Congestion Management Process (CMP).

RECOMMENDED PERFORMANCE MEASURES FOR EVALUATING THE FIRST ROUND OF ANALYSIS

Indicator	Measure	Goals Addressed	Used in 2000 RTP?
Efficient access to daily needs	Average trip length	Goal 1: Efficient urban form, Goal 6: Human health and the environment	Yes
Reliance on driving to meet daily needs	Total vehicle miles traveled	Goal 1: Efficient urban form, Goal 5: Safety and security, Goal 6 Human health and the environment	Yes
	Vehicle miles traveled per person	Goal 1: Efficient urban form, Goal 5: Safety and security, Goal 6 Human health and the environment	Yes
Viable travel options to meet daily needs	Transit riders per service hour	Goal 1: Efficient urban form, Goal 3: Transportation choices	Yes
	Percent of homes within ¼-mile of regional multi-use trail system	Goal 1: Efficient urban form, Goal 3: Transportation choices	No
	Percent of homes and jobs within ¼-mile of regional transit service	Goal 1: Efficient urban form, Goal 3: Transportation choices	Yes
	Non-auto person trips (miles)	Goal 3: Transportation choices, Goal 6 Human health and the environment	No
	Percent of trips by walking, biking, transit and shared ride (by 2040 land uses)	Goal 1: Efficient urban form, Goal 3: Transportation choices, Goal 6: Human health and the environment	Yes
Access to jobs/access to markets	Travel times for selected links in the Congestion Management Process (CMP) network (PM 2-hr peak period and mid-day period)	Goal 2: Sustain economic competitiveness and prosperity, Goal 4 Reliable movement of people and goods	Yes
	Auto and transit travel time contours for central city and regional centers (PM 2-hr peak period)	Goal 2: Sustain economic competitiveness and prosperity, Goal 4 Reliable movement of people and goods	No
	Auto travel time contours for 2040 industrial areas and intermodal facilities (mid-day period)	Goal 2: Sustain economic competitiveness and prosperity, Goal 4 Reliable movement of people and goods	No

Indicator	Measure	Goals Addressed	Used in 2000 RTP?
	Percent of homes within 30 minutes travel time of employment by auto and transit (PM 2-hr peak period)	Goal 2: Sustain economic competitiveness and prosperity, Goal 3 Transportation choices	Yes
Reliability of goods movement	Delay for main roadway routes on the regional freight network (mid-day period)	Goal 2: Sustain economic competitiveness and prosperity, Goal 4 Reliable movement of people and goods	Yes
	Volume/capacity for main roadway routes on the regional freight network (mid-day period)	Goal 2: Sustain economic competitiveness and prosperity, Goal 4 Reliable movement of people and good	Yes
Regional and statewide passenger and goods movement	Multi-modal mobility corridor volume/capacity ratio (PM 2-hr peak period)	Goal 2: Sustain economic competitiveness and prosperity, Goal 3: Transportation Choices, Goal 4 Reliable movement of people and goods	No
	Percent of lane miles of congestion by functional classification (PM 2-hr peak period)	Goal 2: Sustain economic competitiveness and prosperity, Goal 4 Reliable movement of people and goods	No
	Percent of delay by functional classification (PM 2-hr peak period)	Goal 2: Sustain economic competitiveness and prosperity, Goal 4 Reliable movement of people and goods	No
Clean air	Tons per year of greenhouse gas emissions (e.g., carbon dioxide)	Goal 2: Sustain economic competitiveness, Goal 6: Human health and the environment	No
	Tons per year of particulates (PM 2.5) and air toxic pollutants released	Goal 2: Sustain economic competitiveness, Goal 6: Human health and the environment	Some
Environmental stewardship	Acres of regionally significant Goal 5 resources impacted by new transportation infrastructure	Goal 6: Human health and the environment	No
	Acres of riparian and wildlife corridors impacted by new transportation infrastructure.	Goal 6: Human health and the environment	No
Equity	Percent of environmental justice target area homes within ¼-mile regional transit service	Goal 3: Transportation Choices	No

For purposes of the evaluation, specific performance measures for the governance related goals (Goals 7, 8 and 9) are not recommended at this time because they do not meet the principles described in the previous section. Performance measures for these goals will be developed as part of the follow-on performance measures work group discussions.

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Transit ComponentFinancing Options

1. The current RTP recognizes the following transit service improvement needs:
 - a. Increased operating cost for expansion of bus and rail hours of service
 - Current RTP calls for a 3.2% per year growth in service;
 - Current funding is sufficient to operate I-205 LRT, Wilsonville to Beaverton Commuter Rail, Milwaukie LRT and minor service increases to respond to congestion;
 - New bus service expansion not possible until 2014.
 - b. Capital cost for construction of new LRT and Streetcar routes now under development:
 - Milwaukie LRT
 - Columbia River Crossing LRT
 - Eastside Streetcar Loop
 - Lake Oswego Streetcar
 - c. Further expansion of the LRT and Streetcar systems is under consideration.
 - d. Capital cost for expanded park-and-ride capacity
 - e. Capital cost for replacement and expansion of bus fleet
 - f. Demand for expanded service to the elderly and disabled community is expected to grow 4-5% per year.
2. Funding options to support capital costs:
 - a. Federal New Starts funds @ 60% share
 - b. Federal Small Starts funds @ up to \$75 million per project
 - c. State lottery funds
 - d. General Obligation Bonds
 - e. Contributions from local government urban renewal districts, system development charges (SDCs) and local improvement districts (LIDs)
 - f. MTIP
3. Funding options to support increased operating costs:
 - a. TriMet payroll tax
 - b. State general funds for service expansion to the elderly and disabled community
 - c. Various niche excise taxes
 - d. Transportation utility fee

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Regional Transportation Plan Update
Roads, Streets and Highways Component
Financing Options

1. Modernization needs and funding for the state highway system include the following:
 - a. The only funding available to ODOT for Modernization purposes are through a state statutory minimum (providing ODOT Region 1 with about \$11 million per year) and through federal earmarks (estimated at about \$11 million per year in ODOT Region 1).
 - b. This falls substantially short of meeting the needs for Modernization of the State Highway System.
 - c. If the “Projects of Statewide Significance” were funded through a state gas tax increase, it would require a 37-cent increase.

OPTIONS: How much should increases in state gas taxes/vehicle fees be relied upon for ODOT Modernization? Should the region take on some responsibility for these types of improvements? Should local governments take on some responsibility for these types of improvements? Should tolls be part of the mix?

2. Operations, Maintenance and Preservation needs and funding for the state highway system include the following:
 - a. Most federal and state funding available to ODOT is dedicated to maintenance and preservation of the existing highway system.
 - b. These sources of funds are declining and without increases, funds available to ODOT for maintenance will be reduced by about 50%.
 - c. Adequately funding ODOT maintenance is dependent upon ODOT receiving their half of a 1-cent per year increase in the gas tax (the other half is distributed by formula to local governments) which has not gone up since 1993.

OPTIONS: Should ODOT Operations, Maintenance and Preservation be the highest priority for any increases in state gas taxes and vehicle fees?

3. Modernization needs and funding on the City/County roads and streets system include the following:
 - a. Most modernization on City/County roads and streets is funded through local sources, predominantly System Development Charges (SDCs) and Urban Renewal contributions. In addition, Portland dedicates parking revenues and Washington County has a dedicated property tax.

- b. Depending upon the needs, existing sources could fund about half. In addition, SDCs can only be used on projects needed to serve growth, not address current problems.

OPTIONS: Should Modernization on the City/County system be addressed through raising funds at the state, regional or local level? What is the right mix between vehicle fees (fuel taxes, vehicle registration fees) and fees on growth through SDCs?

- 4. Operations, Maintenance and Preservation needs and funding for the City/County roads and streets system include the following:
 - a. Most of existing state revenue received by formula by Cities & Counties is dedicated to Operations, Maintenance and Preservation. Like the ODOT situation, these sources of funds are declining and without increases, funds available will be reduced by about 50%.
 - b. Adequately funding City/County maintenance is dependent upon receiving their half of a 1-cent per year increase in the gas tax (the other half is distributed by formula to ODOT) which has not gone up since 1993.
 - c. There are an increasing number of local governments that have implemented local revenue sources to address their own maintenance needs (though street utility fees and local road maintenance districts supported by property taxes).

OPTIONS: Should the region continue to pursue state gas tax increases to fund maintenance or continue the shift to local sources?

SUMMARY: Overall, which part of the needs should best be addressed by which type of funding source at the state, regional or local level?



RTP Parking Lot:

Outstanding Issues Needing Further Discussion By June 2008

Regional Bridges
 Who should have primary responsibility for addressing operations and maintenance and other transportation needs of regional bridges? What funding sources should be used to address these needs?

ODOT District Highways
 Who should have primary responsibility for addressing transportation needs on ODOT's district highways, many of which complement regional mobility corridors and serve as the primary means of multi-modal access to 2040 centers and employment?

Functional Classification Maps
 What role should modal functional maps (e.g., bike, pedestrian, freight and transit) serve in the RTP and what are the implications of moving them from the policy chapter to the implementation chapter?

TPR Section 0060
 What are the implications of recent TPR amendments on the ability of the RTP and local TSPs to comply with OAR 660-012-0060 which requires land use and transportation plans to be balanced?

Performance Measures
 What are the best measures for evaluating the RTP policy framework to determine how well the system of investments achieve the policy goals? What new information is needed for this evaluation?

Regional HCT Study
 How will the RTP frame the scope of Metro's HCT study? Currently, HCT routes are defined with the function of connecting the 2040 Growth Concept central city, regional centers and passenger intermodal facilities.

Regional/Local Responsibilities
 How does the RTP relate to local TSPs in terms of funding, project types and 2040 implementation?

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