



METRO

TEL 503-797-1916 FAX 503-797-1930

MEETING: TRANSPORTATION POLICY ALTERNATIVES COMMITTEE

DATE: August 29, 2008

TIME: 9:30 A.M.

PLACE: Metro Regional Center, 370A/B

9:30 AM	1.	Call to Order and Declaration of a Quorum	Robin McArthur
9:30 AM	2.	Citizen Communications to TPAC on Non-Agenda Items	
9:35 AM	3.	Comments from the Chair	Robin McArthur
	*	• Fall Roll-Out to Frame Choices	
9:40 AM	4.	Future Agenda Items	Robin McArthur
		• ODOT Safety, Preservation & Bridge Programs	
		• PSU Bicycle Transportation Study	
9:40 AM	5. *	Approval of TPAC Minutes for August 1, 2008	Robin McArthur
	6.	<u>ACTION ITEMS</u>	
9:45 AM	6.1 *	Resolution No. 08-3973, For the Purpose of Approving the Air Quality Conformity Determination for the Oregon Highway 213/Redlands Road Improvements as Part of the Federal Component of the Amended 2035 Regional Transportation Plan and Amended 2008-2011 Metropolitan Transportation Improvement Program – <u>ACTION REQUESTED</u>	Mark Turpel
9:50 AM	6.2 *	Resolution No. 08-3974, For the Purpose of Amending the Federal Component of the 2035 Regional Transportation Plan (RTP) and the 2008-11 Metropolitan Transportation Improvement Program (MTIP) to Add the Highway 213 at Redland Road Intersection Project – <u>RECOMMENDATION TO JPACT REQUESTED</u>	Ted Leybold
9:55 AM	6.3 *	Oregon Transportation Commission Reauthorization Project List – <u>RECOMMENDATION TO JPACT REQUESTED</u>	Rian Windsheimer
10:10 AM	6.4	2010- 13 Metropolitan Transportation Improvement Program (MTIP) and State Transportation Improvement program (STIP)	
	6.4.1 *	• ODOT Proposed Program – <u>INFORMATION</u>	Rian Windshiemer
	6.4.2 *	• Regional Flexible Fund Allocation: Step 2 – <u>RECOMMENDATION TO JPACT REQUESTED</u>	Ted Leybold
	7.	<u>INFORMATION ITEMS</u>	
11:10AM	7.1 #	Regional Infrastructure Analysis – <u>INFORMATION</u>	Malu Wilkinson
11:45 AM	8.	ADJOURN	Robin McArthur

* Material available electronically.
** Material to be emailed at a later date.
Material provided at meeting.

Please call 503-797-1916 for a paper copy
All materials will be available at the meeting.

Regional Choices Engagement: Framing Our Choices -- Fall 2008

During the next two years, your elected regional and local leaders will decide:

- What investments are needed to create jobs and livable communities
- What transportation improvements to make and how to fund them
- Where and how the Portland metropolitan area will grow during the next 40 to 50 years

This fall, the Metro Policy Advisory Committee (MPAC) and the Joint Policy Advisory Committee on Transportation (JPACT) will hold joint meetings to discuss the consequences of various investment choices.

Event: Making Connections: Framing Our Choices

Date: Wednesday, Oct. 8

Time: 4 to 7 p.m.

Audience: Elected officials throughout the region including mayors, city councilors, county commission chairs, and county commissioners and candidates; local planning commissioners; MPAC and JPACT members; local government staff; and stakeholders

Location: Oregon Convention Center

Choices:

- How do demographic, economic and societal trends affect our land use, transportation, and investment choices?
- What effect does climate change have on our decisions? How do our decisions affect how much it costs people to travel and the quality of the air we breathe?
- How do land use choices affect transportation choices and vice versa?
- Can we work collaboratively to position this region to meet current and future challenges?

Event: Joint MPAC/JPACT meeting on Land Use and Investment Choices

Date: Wednesday, Oct. 22

Time: 5 to 7 pm

Audience: MPAC and JPACT members and alternates

Location: Metro

Choices:

- What are the results of testing different land use policy and investment choices? What happens if the urban growth boundary is not moved or if it is moved to accommodate all future growth? What happens if investments are targeted to downtowns, main streets or other centers?

Event: Joint MPAC/JPACT meeting on Transportation and Investment Choices

Date: Wednesday, Nov. 12

Time: 5 to 7 pm

Audience: MPAC and JPACT members and alternates

Location: Metro

Choices:

- What are the results of testing different transportation policy and investment choices? What happens if we focus investments on roads? What happens if we focus investments on transit service? What happens if we initiate tolling on certain roads?

Event: Joint MPAC/JPACT meeting – Bringing It All Together

Date: Wednesday, Dec. 10

Time: 4 to 7 pm

Audience: MPAC and JPACT members and alternates

Location: Metro

Choices:

- What affect do different land use, transportation policy and investment choices have on each other?
- Action: Select policy choices to create preferred alternatives

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METRO

TRANSPORTATION POLICY ALTERNATIVES COMMITTEE

August 1, 2008

Metro Regional Center, 370A/B

MEMBERS PRESENT

Elissa Gertler
Alan Lehto
Nancy Kraushaar
Keith Liden
Mike McKillip
Dave Nordberg
Louis A. Ornelas
Ron Papsdorf
John Reinhold
Sreya Sarkar
Satvinder Sandhu
Karen Schilling
April Siebenaler
Rian Windsheimer

AFFILIATION

Clackamas County
TriMet
City of Oregon City/Cities of Clackamas County
Citizen
City of Tualatin/Cities of Washington County
DEQ
Citizen
City of Gresham
Citizen
Citizen
FHWA
Multnomah County
Citizen
ODOT

MEMBERS ABSENT

Jack Burkman
Bret Curtis
Sorin Garber
John Hoefs
Susie Lahsene
Dean Lookingbill
Paul Smith

AFFILIATION

WASDOT
Washington County
Citizen
C-TRAN
Port of Portland
SW Washington RTC
City of Portland

ALTERNATES PRESENT

Clark Berry
Lynda David
Robin McCaffrey

AFFILIATION

Washington County
SW Washington RTC
Port of Portland

STAFF

Andy Cotugno, Mark Turpel, Caleb Winter, Pam Peck, Tom Kloster, Pat Emmerson, Beth Cohen, Kelsey Newell

1. CALL TO ORDER AND DECLARATION OF A QUORUM

Chair Andy Cotugno declared a quorum and called the meeting to order at 9:33 a.m.

2. CITIZEN COMMUNICATIONS TO TPAC ON NON-AGENDA ITEMS

Ms. Karen Schilling introduced Multnomah County's new TPAC alternate Ms. Jane McFarland.

Mr. Satvinder Sandhu introduced Ms. Jazmin Easas with the Federal Highway Administration.

3. FUTURE AGENDA ITEMS

The future agenda items were not discussed.

4. APPROVAL OF TPAC MINUTES FOR JUNE 27, 2008

Approval of TPAC Minutes from June 27, 2008

MOTION: Mr. Louis Ornelas moved, Mr. John Reinhold seconded, to approve the June 27, 2008 meeting minutes.

ACTION TAKEN: With all in favor, the motion passed.

5. INFORMATION / DISCUSSION ITEMS

5.1 Air Quality Update

Ms. Nina DeConcini (with assistance from Dave Nordberg) of the Department of Environmental Quality (DEQ) provided a status update on Oregon's air quality; specifically in the greater Portland metropolitan region. Her presentation included information on:

- The Clean Air Act
- The Metro Area Criteria Pollutants (Ozone, Carbon Monoxide, Particulate Matter)
- Air Toxics (Benzene, Diesel Particulate, PAHs)
- Greenhouse Gas Emissions
- Strategies and Pollutant Reduction

Oregon DEQ is in collaboration with various local jurisdictions, including Clark County and SW Washington staff, to address outstanding air quality issues including the shared airshed between Oregon and Washington.

Committee discussion included diesel retrofit buses, health impacts, compliance with federal and state standards and requirements and primary greenhouse gas contributors in Oregon.

In addition to Ms. DeConcini's presentation, Mr. Mark Turpel of Metro provided a presentation on air quality in the Metro region. His presentation included information on:

- Metro region Carbon Monoxide and Ozone trends.
- The Metro Council goals, especially those that refer to air quality and greenhouse gas reduction.
- Greenhouse Gas contributors and emission rates.
- Metro and Oregon DEQ intergovernmental agreement concerning forecasting air toxics and greenhouse gas levels resulting from RTP and MTIP networks.
- Land Use, its relationship to energy (transportation, building operations and materials) and greenhouse gas emission levels.
- TriMet transit system coverage within the Metro area.
- Metro transportation forecasts of air toxics and greenhouse gases.
- Metro Greatest Places scenarios and forecasts of greenhouse gases.
- Greenhouse gas emission comparison of scenarios was being completed and results would be available in the fall.

Committee discussion included the economy, Portland General Electric energy sources, air quality standards and requirements, potential actions/activities to reduce greenhouse gases and pollutants and possible costs.

5.2 RTO Program Update

Ms. Pam Peck of Metro provided an update on the Regional Travel Options (RTO) program. Her presentation included information on:

- *Walk There!* Guide
- *Drive Less Save More* (DLSM) Campaign
- CarpoolMatchNW.org Web Site
- *Metro Vanpool* Program
- Upcoming RTO Grants

Ms. Sreya Sarkar recommended staff consider private rideshare partnerships and vehicle ownership for the DLSM program. Ms. Sarkar felt that deregulating taxis would be more efficient and effective.

In addition, committee members recommended development of a multimodal and multideestination component for the trip diary webtool, expand the DLSM campaign to include a larger regional market, and continue coordination with local jurisdictions to improve existing pedestrian routes highlighted in the new *Walk There!* publication.

5.3 Oregon Transportation Commission Reauthorization Project List

Mr. Rian Windsheimer provided an update on the Oregon Transportation Commission's federal reauthorization earmark requests for highway projects. ODOT Region 1 staff have reviewed and screened each of the project proposals with the designated criteria and have drafted a high

priority project list to receive earmark funds. ODOT has assigned each project into one of three categories: projects that likely will be recommended for the JPACT list (Tier 1); projects that may be recommended for the JPACT list (Tier 2); and projects that will probably not be recommended for the JPACT list (Tier 3).

ODOT staff recommended that the I-205/I-5 interchange and I-84 eastbound to I-205 northbound merge lane receive "Tier 1" status. In addition to the high priority project recommendations ODOT will ask JPACT to endorse their request for megaproject earmark funding for the Columbia River Crossing project.

Additional committee discussion included phasing project funding and construction, definition of the benefits of regionally significant projects and withdrawal by Washington County of the US 26 Bethany Overcrossing project.

5.4 PDX Master Plan

Mr. Jay Sugnet of the City of Portland and Mr. Chris Corich of the Port of Portland provided a briefing on the airport futures project. Their presentation included information on:

- Integrated Planning Process (City of Portland, Port of Portland and metropolitan region)
- Airport Futures Project (Portland International Airport (PDX) Master Plan and City of Portland Land Use Plan)
- Project Schedule, Goals and Approach
- Project Forecasts (Issues, Trends, Models, Analysis)
 - Passenger
 - Cargo
 - Aircraft Operations
- Airline Industry Update (Labor and Fuel Economy and Expenses)
- Capacity Changes at PDX

The City and the Port are scheduled to adopt the new PDX master plan in the winter/spring of 2010.

Committee discussion included PDX's current construction (e.g. Airport Way and new parking facility) and primary travel destinations from Portland.

5.5 Regional Choice Engagement Architecture

Ms. Robin McArthur of Metro provided a brief overview of Metro's regional choices engagement architecture strategy for 2008-11. Staff are currently in phase one of four, of the process, using a set of scenarios and other tools to identify and illustrate trends in transportation, land use, and infrastructure investment choices.

The process will provide a framework for implementation of integrated local, state and regional land use, transportation and investment strategies.

Committee discussion included urban and rural reserves growth demand (e.g. land area and density), locations, time frames and long-term vision.

6. ADJOURN

As there was no further business, Chair Cotugno adjourned the meeting at 11:51 a.m.

Respectfully submitted,

Kelsey Newell
Recording Secretary

ATTACHMENTS TO THE PUBLIC RECORD FOR AUGUST 1, 2008

The following have been included as part of the official public record:

ITEM	TOPIC	DOC DATE	DOCUMENT DESCRIPTION	DOCUMENT No.
5.1	PowerPoint	N/A	Additional slides for the <i>Air Quality and the Metro Region presentation</i> , provided by Mark Turpel	080108t-01
5.1	Chart	N/A	Draft chart of <i>Projected Ozone, Air Toxics and Greenhouse Gas Emissions from On-Road Sources for the Metro Region</i>	080108t-02
5.2	PowerPoint	8/1/08	<i>Program Update: Regional Travel Options</i> presented by Pam Peck	080108t-03
5.2	Guide/Book	N/A	<i>Walk There!</i> Guide	080108t-04
5.4	PowerPoint	8/1/08	<i>Aviation Demand Forecasts</i> presented by Jay Sugnet and Chris Corich	080108t-05
5.5	Chart	7/18/08	Draft chart of the <i>Regional Choices Engagement Architecture for 2008-11</i>	080108t-06

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF APPROVING THE AIR)	RESOLUTION NO. 08- 3973
QUALITY CONFORMITY DETERMINATION)	
FOR THE OREGON HIGHWAY 213/REDLANDS)	Introduced by Councilor Burkholder
ROAD IMPROVEMENTS AS PART OF THE)	
FEDERAL COMPONENT OF THE AMENDED)	
2035 REGIONAL TRANSPORTATION PLAN)	
AND AMENDED 2008-2011 METROPOLITAN)	
TRANSPORTATION IMPROVEMENT)	
PROGRAM.)	

WHEREAS, clean air contributes to the health of residents and the quality of life of a region; and

WHEREAS, clean air has been and remains a significant interest and concern of the people of the Metro area; and

WHEREAS, the federal Clean Air Act and other federal laws include air quality standards designed to ensure that federally supported activities, including the on-road transportation system, meet air quality standards and

WHEREAS, these federal standards apply to the Metro area with regard to on-road transportation activities; and

WHEREAS, Chapter 340, Division 252, Transportation Conformity, of the Oregon Administrative Rules was adopted to implement section 176(c) of the federal Clean Air Act, as amended, and these state rules also apply to Metro area on-road transportation activities; and

WHEREAS, the Metro area has been determined by state and federal agencies to be in a maintenance status for carbon monoxide; and

WHEREAS, these federal and state regulations require an air quality assessment for a regionally significant project located within an area with maintenance status whenever such regionally significant project is proposed to be added to a transportation plan or added to a transportation improvement program; and

WHEREAS, the proposed improvements located at Oregon Highway 213 and Redlands Road are regionally significant consistent with the definitions in both state and federal regulations; and

WHEREAS, an analysis has been completed which shows that the combined total carbon monoxide emissions resulting from completion of the Oregon Highway 213/Redland Road improvements along with those resulting from the implementation of all project included in the financially constrained system of the 2035 Regional Transportation Plan are significantly less than the state and federal determined maximums for carbon monoxide at the region-wide level; and

WHEREAS, a 30 day period has been provided for public and technical review and comment of this proposed air quality analysis, and

WHEREAS, interagency consultation has been completed through correspondence with representatives of the Federal Highway Administration, Federal Transit Administration, Environmental

Protection Agency, Oregon Department of Environmental Quality, Oregon Department of Transportation, providing a 30 day period to review the analysis and requesting comment; and

WHEREAS, the responses from public and technical review have been included in Exhibit "A" and have been considered by the Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Council; and

WHEREAS, on _____ JPACT has made recommendations concerning this matter and the Metro Council has considered these recommendations; now therefore,

BE IT RESOLVED that the Metro Council hereby:

1. Approves the air quality conformity determination as documented in Exhibit "A".

ADOPTED by the Metro Council this _____ day of _____ 2008.

David Bragdon, Council President

Approved as to Form:

Daniel B. Cooper, Metro Attorney

STAFF REPORT

In consideration of Resolution No. 08-3973, FOR THE PURPOSE OF APPROVING THE AIR QUALITY CONFORMITY DETERMINATION FOR THE OREGON HIGHWAY 213/REDLAND ROAD IMPROVEMENTS AS PART OF THE FEDERAL COMPONENT OF THE AMENDED 2035 REGIONAL TRANSPORTATION PLAN AND AMENDED 2008-2011 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM

Date: August 22, 2008

Prepared by: Mark Turpel

BACKGROUNDOverview

The proposed Oregon Highway 213 at Redland Road project is intended to serve a new regional shopping center. The proposed improvements include transportation capacity investments to both Highway 213 and Redland Road. A request has been made by the City of Oregon City to add the proposed project to the Regional Transportation Plan (RTP) and Metropolitan Transportation Improvement Program (MTIP).

Federal regulations require that that an air quality assessment must be completed if a regionally significant project is proposed to be added to the regional transportation plan if the region has a “maintenance” status. Staff recommends that it be concluded that the proposed Oregon Highway 213/Redland Road project meets the definition of a regionally significant project. The regulations, state, in part, that regionally significant projects include: “...a transportation project that is a facility which serves regional transportation needs, such as access to...major planned development such as new retail malls, ... ” (see Attachment 1 for more project details.)

The Metro area is in compliance with the standards for all air pollutants regulated by federal and state regulations. However, the current Environmental Protection Agency (EPA) status for the Metro region is that it is a “maintenance” area for Carbon Monoxide. That is, while the region has greatly reduced Carbon Monoxide levels and has not exceeded maximum levels since 1989, it still must assess total regional Carbon Monoxide levels and complete air quality conformity determinations for Carbon Monoxide emissions from on-road transportation sources. Therefore, a regionally significant project added to a regional transportation plan in a region with a maintenance status must include an air quality assessment.

Generally, the way that an air quality analysis is done is that the region’s travel is estimated using household and job growth forecasts out to the transportation plan horizon year (in this case the year 2035) and the transportation investments included in the financially constrained RTP. These travel results are then used with the Environmental Protection Agency’s approved MOBILE6.2 air quality model to determine air pollutant levels from on-road sources. These emission levels are then compared with the motor vehicle emission budgets, or maximum air pollution levels from on-road transportation sources. The Oregon Environmental Quality Commission and the EPA determine the maximum pollutant levels based on the analysis and recommendations of the Oregon Department of Environmental Quality.

Given the cost and amount of time needed to perform a full transportation and air quality modeling effort, an abbreviated approach has been used to estimate the air quality impact of this proposed project. The abbreviated approach uses the emission results from the full air quality analysis performed for the RTP and adds an estimate for the project and compares the total estimated Carbon Monoxide emissions with the total maximum allowed emissions.

The technical conclusion reached is that even with the proposed Oregon Highway 213/Redland Road transportation investment, that air quality standards for Carbon Monoxide will still be met.

Carbon Monoxide Conformity Determination

Attachment 1 to this staff report, includes a Carbon Monoxide emission analysis of on-road transportation sources from the region based on the 2035 RTP and the proposed Oregon Highway 213/Redland Road investments.

The analysis shows that federal and state air quality standards for Carbon Monoxide can easily be met now and in the future in the Metro region even with: 1) the existing transportation system, and, 2) the projects included in the 2008-2011 Metropolitan Transportation Improvement Program; and, 3) all of the other improvements included in the financially constrained system of the 2035 Regional Transportation Plan; and 4) the proposed Oregon Highway 213/Redland Road project and 5) the FEDEX/Sundial Road/Swigert Way project (an earlier project that was also assessed without the full air quality model in July 2008). (In addition, a “hot spot”, or localized Carbon Monoxide analysis will also be need to be done by the project, but is not the subject of this action.)

Accordingly, approval of the air quality conformity determination can be considered. Staff recommend that it be concluded that the proposed Oregon Highway 213/Redland Road project be found to be in compliance with the regional Carbon Monoxide motor vehicle emission budget – that the project meets region-wide air quality standards.

ANALYSIS/INFORMATION

1. **Known Opposition** None.

2. Legal Antecedents

Federal: 40 CFR 93, as amended. (transportation air quality conformity)

State: OAR 340-252 (transportation air quality conformity)

Metro:

Resolution No. 03-3381A, FOR THE PURPOSE OF ADOPTING THE 2004-2007 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM FOR THE PORTLAND METROPOLITAN AREA.

Resolution No. 03-3382A-02, FOR THE PURPOSE OF ADOPTING THE PORTLAND AREA AIR QUALITY CONFORMITY DETERMINATION FOR THE 2004 REGIONAL TRANSPORTATION PLAN AND 2004-2007 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM.

Resolution No. 05-3529A, FOR THE PURPOSE OF ALLOCATING \$62.2 MILLION OF TRANSPORTATION PRIORITIES FUNDING FOR THE YEARS 2008 AND 2009, PENDING AIR QUALITY CONFORMITY DETERMINATION.

Resolution No. 05-3589A, FOR THE PURPOSE OF AMENDING THE REGIONAL TRANSPORTATION PLAN TO MOVE THE I-205 NORTHBOUND ONRAMP/AIRPORT WAY INTERCHANGE IMPROVEMENT FROM THE ILLUSTRATIVE LIST TO THE FINANCIALLY CONSTRAINED LIST.

Resolution No. 07-3824: FOR THE PURPOSE OF APPROVING AN AIR QUALITY CONFORMITY DETERMINATION FOR THE 2008-2011 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM.

Resolution No. 07-3831B: FOR THE PURPOSE OF APPROVING THE FEDERAL COMPONENT OF THE 2035 REGIONAL TRANSPORTATION PLAN (RTP) UPDATE, PENDING AIR QUALITY CONFORMITY ANALYSIS

Resolution No. 08-3911, No. 08-3911, FOR THE PURPOSE OF APPROVING THE AIR QUALITY CONFORMITY DETERMINATION FOR THE FEDERAL COMPONENT OF THE 2035 REGIONAL TRANSPORTATION PLAN AND RECONFORMING THE 2008-2011 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM

3. Anticipated Effects Approval of this resolution allows for funding of proposed Oregon Highway 213/Redland Road project and associated land use development.

4. Budget Impacts None.

RECOMMENDED ACTION

Approve Resolution No. 08-3973, FOR THE PURPOSE OF APPROVING THE AIR QUALITY CONFORMITY DETERMINATION FOR THE OREGON HIGHWAY 213/REDLAND ROAD IMPROVEMENTS AS PART OF THE FEDERAL COMPONENT OF THE AMENDED 2035 REGIONAL TRANSPORTATION PLAN AND AMENDED 2008-2011 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM.



TO: Andy Cotugno, Planning Director
FROM: Mark Turpel, Principal Transportation Planner
DATE: July 28, 2008
SUBJECT: OR Highway 213/Redland Road Improvements – Air Quality Analysis

Background

The City of Oregon City has indicated that a new development, The Rivers at Oregon City, a commercial development like the Bridgeport Village in Tigard, has been proposed for construction and opening. In association with this development are proposed road improvements for Oregon Highway 213 and Redland Road. (Attached is a memo from Oregon City that includes two maps showing existing conditions and proposed improvements, as well as an excerpt from a traffic impact analysis estimating trip generation from the commercial project.)

These road improvements, while anticipated in the Preferred System of the 2004 Regional Transportation Plan (RTP), were not included in the Financially Constrained System of the 2035 RTP, and were not included in the 2008-2011 Metropolitan Transportation Improvement Program (MTIP). A separate document is being prepared proposing addition of these improvements to the MTIP and RTP.

According to both State and federal regulations, adding a project that is considered “regionally significant” triggers an air quality assessment. “Regionally significant” is defined in these regulations as “...a transportation project that is on a facility which serves regional transportation needs, such as access to...major planned development such as new retail malls,... and would normally be included in the modeling of a metropolitan area’s transportation network...” Oregon Highway 213 is one of the region’s mobility corridors as well as an element of the Regional Freight System as determined by in the 2035 RTP. Further, both Oregon Highway 213 and Redland Road, in their current configurations, are included in the regional transportation model.

As these proposed improvements to Oregon Highway 213 and Redland Road were not included in the RTP or MTIP, no air quality conformity determination analysis for regional Carbon Monoxide, the criteria pollutant for which the region is required to analyze, has been performed to date. (A separate localized air quality analysis, or “hot spot” analysis would also have to be performed by the project, but that is not the subject of this region-wide analysis). Accordingly, we conclude that a regional air quality conformity determination analysis must be done in order to meet State and federal regulations.

However, the region has a large existing transportation network with a great many trips. In addition, at a region-wide scale, the State and federal maximum allowed level of Carbon Monoxide is significantly greater than the amount estimated to be generated from on-road

transportation sources – both now and in the future out to the year 2035. It seems unlikely that the proposed road improvements will significantly increase the regional level of Carbon Monoxide. Further, a full air quality emission analysis is both costly and takes a significant amount of time. Representatives of the City of Oregon City have indicated that there is the likelihood that the funding for this project could be lost if approvals are not made quickly. Therefore, it is proposed that a less rigorous quantitative analysis be done.

Analysis

An analysis is attached, below. It uses very high emission rate assumptions by assuming very slow speeds (2.5 miles per hour) and that all trips generated by The Rivers at Oregon City and Fedex are heavy duty trucks. Other analysis assumptions are noted below as well.

Review

Air quality regulations include a 30 day period for public and technical review of air quality conformity determinations. A period between noon July 28, 2008 and noon August 27, 2008 has been set aside for public and technical review. Accordingly, this information is being made available for comment to the public as well as an interagency consultation group consisting of air quality experts from the Federal Highway Administration, Federal Transit Administration, US Environmental Protection Agency, Oregon Department of Environmental Quality, Oregon Department of Transportation and TriMet. The Transportation Policy Alternatives Committee (TPAC), the Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Council will also be asked to consider this analysis.

Conclusion

The attached qualitative analysis demonstrates that the proposed improvements on Oregon Highway 213 and Redlands Road could be made and the region would still maintain a substantial cushion between the maximum allowed levels of Carbon Monoxide and those that would occur as a result of all of the improvements included in the Financially Constrained System of the 2035 RTP, the FEDEX/Sundial Road/Swiebert Way improvement as well as the proposed Oregon Highway 213 and Redland Road improvements.

Recommendation

Staff recommend concurrence with a finding that the proposed Oregon Highway 213 and Redland Road improvements are consistent with maintaining air quality in the region and amending the air quality conformity determination

cc: Kim Ellis
Ted Leybold

Worst Case Air Quality Estimate for the OR 213/Redland Road & FedEx/Sundail Road/Swigert Road Projects

Year	Maximum Allowed CO (SIP budget pounds/day)	Forecast CO (2035 RTP Forecast CO pounds/day)	Existing Pounds/day below SIP budget	Cushion (Grams/day below SIP budget)	Total Additional From The Rivers and FEDEX (in grams)	Worst case grams/mile	Average trip length in miles	The Rivers Trips	FEDEX Trips	Cushion After OR 213 & Fedex (in grams)
2010	1,033,578	856,054	177,524	80,523,532	20,408,657.85	115	5.16	30,305	4,088	60,114,874
2017	1,181,341	670,926	510,415	231,520,350	20,597,075.00	115	5	30,305	5,516	210,923,275
2025	1,181,341	801,203	380,138	172,427,696	20,185,133.50	115	4.9	30,305	5,516	152,242,563
2035	1,181,341	822,596	358,745	162,723,995	19,814,386.15	115	4.81	30,305	5,516	142,909,609

Assumes:

- Very high Carbon Monoxide emission rates based on speeds of 2.5 miles per hour and all vehicle trips for both The Rivers at Oregon City and Fedex facility are HGDGV, or heavy duty trucks with higher emission rates than cars.
- 454 grams per pound conversion rate.
- Average trip length of 5.16 in 2010 decreasing to 4.81 in 2035 (Metro Transportation Model results show for auto trips in 2005 the average trip length was 5.16 and forecasts a length of 4.81 in the year 2035)
- The total number of trips from The Rivers at Oregon City to be 30305 based on the Traffic Impact Report prepared by Kittelson & Associates and dated July 8, 2008.
- That the Fedex facility will be built and occupy 415,000 square feet by 2010 and expanded to 560,000 square feet by 2017 and that the trip generation rate of 9.85 trips per 1,000 gross floor area based on the rate for Truck Terminals rate from *Trip Generation*, Institute of Transportation Engineers, 1991.
- The Fedex project is another, earlier project that was not included in the 2008 air quality conformity determination of the 2035 RTP and so is included here to ensure that the cumulative impact of all transportation projects is calculated.



CITY OF OREGON CITY

PUBLIC WORKS

PUBLIC PROJECTS DIVISION
CODE ENFORCEMENT / PARKING
City Engineer/Public Works Director
P.O. Box 3040
320 Warner Milne Road
Oregon City, OR 97045
(503) 657-0891
Fax (503) 657-7892

MEMORANDUM

TO: Joshua Naramore, Metro
CC: Nancy Kraushaar, City of Oregon City, Ted Leybold, Metro
FROM: Aleta Froman-Goodrich, P.E.
DATE: July 18, 2008
PROJECT: OR 213: OR 213 @ Redland Rd Intersection
SUBJECT: MTIP-RTP Amendment Request for STIP ODOT Key 14866

ODOT Project Name

OR 213: OR 213 @ Redland Rd Intersection

ODOT Key

14866

Total Cost and Funding for Phase 1 Intersection Improvements **"OR 213: OR 213 @ Redland Rd Intersection"**

	Total Cost
Design	\$ 357,719
Land Purchase	\$0
Construction	\$2,384,793
Total	\$2,742,512

Funding Details

Federal Funds Available (subject to actual FFY 2009 SAFETEA-LU HPP Allocation):

\$2,041,862 (HPP)

\$ 430,650 (IM)

\$2,472,512 Total Federal Funds for Project in Yr 2009

City Local Agency Match:

\$ 233,700 (HPP)

\$ 36,300 (IM)

\$ 270,000 Total City Local Match Funds for Project

PRESERVING OUR PAST, BUILDING OUR FUTURE

OR213 at Redland Road Phase 1 Funding:

\$2,472,512 Total Federal Funds for Project 2 in Yr 2009

\$ 270,000 Total City Local Match Funds for Project 2

\$2,742,512 Total Funds for Project 2 OR213 at Redland Rd Phase 1

Project Description

Design and construct the Phase 1 improvements for OR213 at Redland Road intersection.

Description of Phase 1 Intersection Improvements

There is a distance of approximately 1,650 feet from Washington Street to Redland Road on OR 213. There are three southbound lanes on OR 213 from Washington Street to Redland Road. The third southbound outside lane changes from a through lane to a right turn only lane at approximately 450 feet north of the OR213/ Redland Road intersection.

The proposed Phase 1 improvements are:

1. The continuation of the existing third southbound outside lane through the intersection;
2. Widen the west side of OR 213 approximately 450 feet north of Redland Road and construct a right turn lane;
3. Widen the west side of OR 213 south of Redland Road and construct the third southbound through lane adjacent to the existing second southbound lane;
4. Drop the third southbound through lane and merge into the existing second southbound lane south of the OR 213/ Redland Road intersection at a distance that is in accordance with ODOT standards.

Milepoints

Approximate Milepoints: from MP 0.40 to MP 0.70

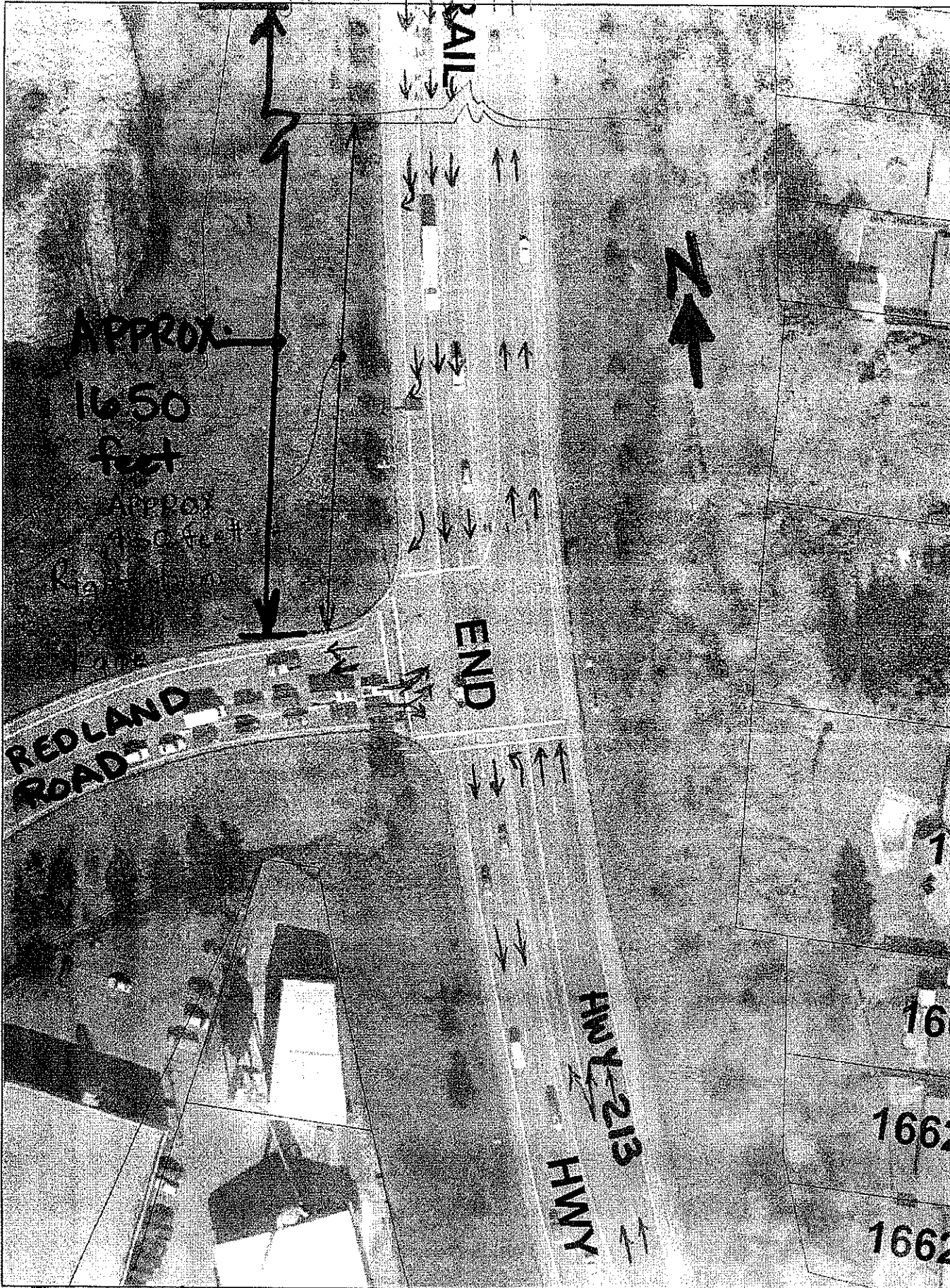
MP 0.14

Washington St

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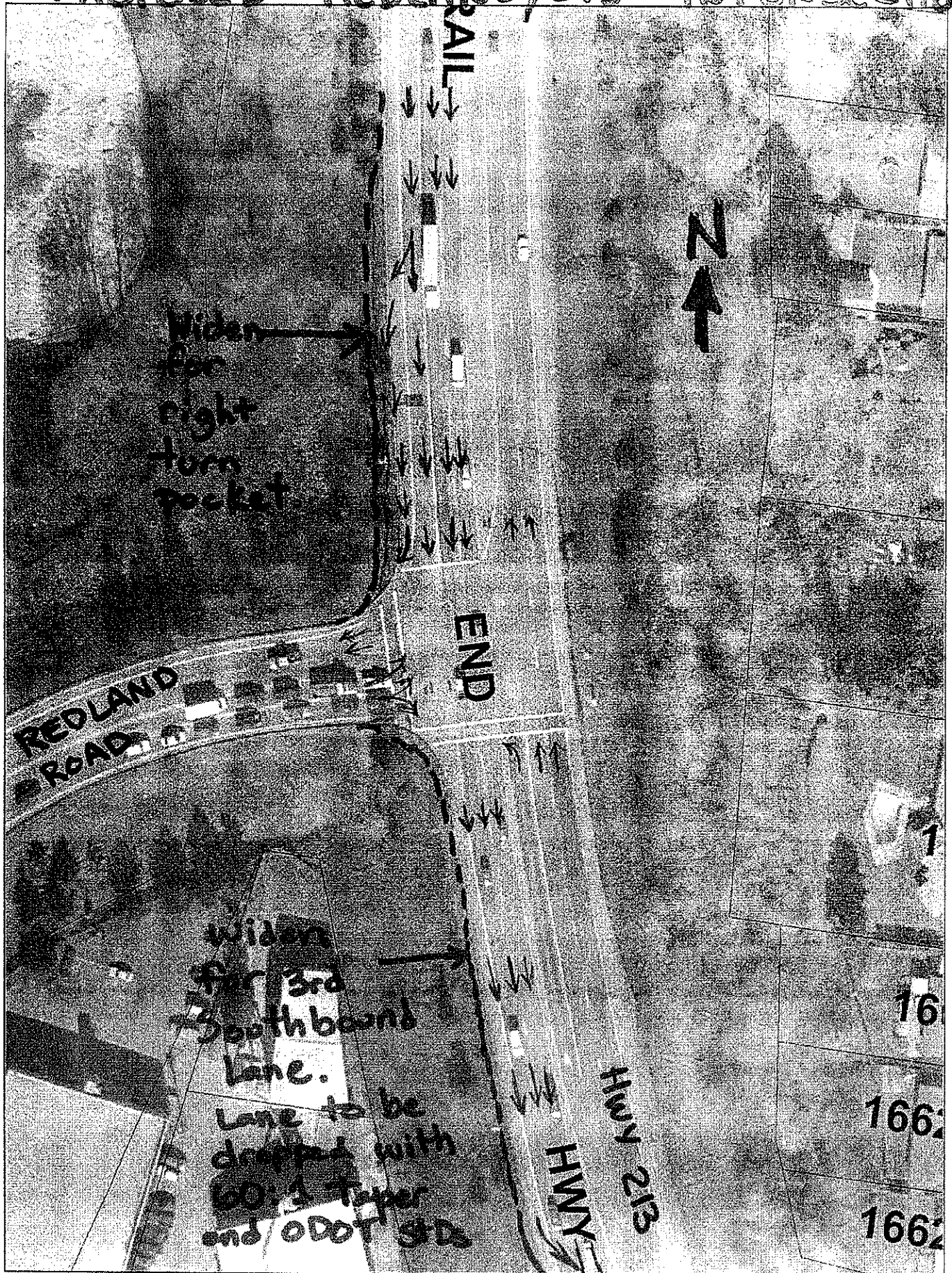
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MP
0.48

EXISTING REDLAND/213 INTERSECTION

PROPOSED REDLAND/213 INTERSECTION



3rd Southbound Travel
Lane Merge to Two Southbound

KAI Response: The traffic count data for the Bridgeport Village development in Tualatin is provided in Appendix "J" of the revised TIA. In addition, the following three tables provide a trip generation comparison, either representing characteristics associated with shopping center and lifestyle center data (see Table 1, consistent with revised May 2008 TIA) or with all retail uses assumed as shopping center (see Table 2, consistent with the revised analysis presented in the July 2008 Signal Approval Request Memorandum). Table 3 summarizes the comparison between the two approaches.

Method 1

Table 1 May 2008 TIA Estimated Trip Generation (with lifestyle center data)

Land Use	ITE Code	Size (SF/units)	Daily Weekday Trips	Weekday PM Peak Hour			Saturday Daily	Saturday Midday Peak Hour		
				Total	In	Out		Total	In	Out
Shopping Center	820	325,000	11,315	1,065	530	555	14,815	1,440	750	690
Lifestyle Center	Field Data	350,000	9,535	895	430	465	12,405	1,210	630	580
Pass-by			(7,005)	(660)	(330)	(330)	(8,695)	(900)	(450)	(450)
Internal			(250)	(25)	(18)	(7)	(50)	(5)	(2)	(3)
General Office	710	50,000	780	135	25	110	125	20	10	10
Internal			(250)	(25)	(7)	(18)	(50)	(5)	(3)	(2)
Existing Driveways			(920)	(95)	(45)	(50)	(590)	(60)	(30)	(30)
Total New Trips			20,710	2,000	920	1,085	26,755	2,610	1,360	1,250
Total Pass-by Trips			(7,005)	(660)	(330)	(330)	(8,695)	(900)	(450)	(450)
Total Internal Trips			(500)	(50)	(25)	(25)	(100)	(10)	(5)	(5)
Net New Trips			13,205	1,295	565	730	17,960	1,700	905	795

Method 2

Table 2 May 2008 TIA Estimated Trip Generation (retail all shopping center)

Land Use	ITE Code	Size (SF/units)	Daily Weekday Trips	Weekday PM Peak Hour			Saturday Daily	Saturday Midday Peak Hour		
				Total	In	Out		Total	In	Out
Shopping Center	820	675,000	23,495	2,210	1,060	1,150	30,770	2,995	1,560	1,435
Pass-by			(7,990)	(750)	(375)	(375)	(9,845)	(1,020)	(510)	(510)
General Office			780	135	25	110	125	20	10	10
Internal	710	50,000	(250)	(25)	(5)	(20)	(50)	(5)	(5)	(0)
Existing Driveways			(920)	(95)	(45)	(50)	(590)	(60)	(30)	(30)
Total New Trips			23,355	2,250	1,040	1,210	30,305	2,955	1,540	1,415
Total Pass-by Trips			(7,990)	(750)	(375)	(375)	(9,845)	(1,020)	(510)	(510)
Total Internal Trips			(250)	(25)	(5)	(20)	(50)	(5)	(5)	(0)
Net New Trips			15,115	1,475	660	815	20,410	1,930	1,025	905

Land Use: 030

Truck Terminal

Independent Variables With One Observation

The following trip generation data are for independent variables with only one observation. This information is shown in this table only; there are no related plots for these data.

Users are cautioned to use these data with care due to the small sample size.

<u>Independent Variable</u>	<u>Trip Generation Rate</u>	<u>Size of Independent Variable</u>	<u>Number of Studies</u>	<u>Directional Distribution</u>
1,000 Square Feet Gross Floor Area				
Weekday	9.85	131	1	50% entering, 50% exiting
A.M. Peak Hour of Adjacent Street Traffic	0.90	131	1	40% entering, 60% exiting
P.M. Peak Hour of Adjacent Street Traffic	0.82	131	1	47% entering, 53% exiting
A.M. Peak Hour of Gen.	0.90	131	1	40% entering, 60% exiting
P.M. Peak Hour of Gen.	0.82	131	1	47% entering, 53% exiting
Saturday	1.89	131	1	50% entering, 50% exiting
Saturday Peak Hour of Generator	0.29	131	1	49% entering, 51% exiting
Sunday	1.02	131	1	50% entering, 50% exiting
Sunday Peak Hour of Generator	0.11	131	1	36% entering, 64% exiting

Truck Berths

Weekday	6.79	190	1	50% entering, 50% exiting
A.M. Peak Hour of Adjacent Street Traffic	0.62	190	1	40% entering, 60% exiting
P.M. Peak Hour of Adjacent Street Traffic	0.57	190	1	47% entering, 53% exiting
A.M. Peak Hour of Gen.	0.62	190	1	40% entering, 60% exiting
P.M. Peak Hour of Gen.	0.57	190	1	47% entering, 53% exiting
Saturday	1.31	190	1	50% entering, 50% exiting
Saturday Peak Hour of Generator	0.20	190	1	49% entering, 51% exiting
Sunday	0.71	190	1	50% entering, 50% exiting
Sunday Peak Hour of Generator	0.08	190	1	36% entering, 64% exiting

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF AMENDING THE 2035)	RESOLUTION NO. 08-3974
REGIONAL TRANSPORTATION PLAN (RTP))	
AND THE 2008-11 METROPOLITAN)	Introduced by Councilor Rex Burkholder
TRANSPORTATION IMPROVEMENT)	
PROGRAM (MTIP) TO ADD THE HIGHWAY)	
213 and REDLAND ROAD INTERSECTION)	
PROJECT)	

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

WHEREAS, the Metropolitan Transportation Improvement Program (MTIP) prioritizes projects from the Regional Transportation Plan to receive transportation related funding; and

WHEREAS, the Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Council must approve the RTP and MTIP and any subsequent amendments to add new projects to the RTP and MTIP; and

WHEREAS, the JPACT and the Metro Council approved the Federal Component of the 2035 RTP by Resolution 07-3831A, "For The Purpose of Approving the Federal Component of the 2035 Regional Transportation (RTP) Update, Pending Air Quality Conformity Analysis," on December 13, 2007; and

WHEREAS, the JPACT and the Metro Council approved the 2008-11 MTIP by Resolution 07-3825, "For the Purpose of Approving the 2008-2011 Metropolitan Transportation Improvement Program for the Portland Metropolitan Area," on August 16, 2007; and

WHEREAS, the City of Oregon City received a Congressional earmark through SAFETEA-LU and the 2006 Transportation Appropriation bill to improve the traffic flow at the I-205 and Highway 213 (OR 213) interchange; and

WHEREAS, at the time of the earmark request a developer was working with the City of Oregon City to develop a former landfill site adjacent to the I-205/OR 213 interchange, but the proposed development proved to not be viable and was canceled; and

WHEREAS, the City of Oregon City is working with a second developer on a proposal to develop the site in support of the redevelopment of the Regional Center; and

WHEREAS, the Oregon Department of Transportation (ODOT) and the City of Oregon City have worked together to determine that the most appropriate use of the earmark funds would be to design and construct the OR 213 at Redland Road intersection improvement project; and

WHEREAS, the OR 213 at Redland Road intersection improvement project will address the transportation demand within the 20 year planning horizon, improve highway operational capacity for freight and other through traffic in the I-205 and OR 213 corridors, and help implement the Regional Center plan; and

WHEREAS, all federal transportation funds allocated in the Metropolitan Area must be included in the Regional Transportation Plan's financially constrained system and the MTIP financial plan; and

WHEREAS, these funds were forecast to be available in the Federal Component of the 2035 RTP and programmed in the 2008-2011 MTIP financial plan for the I-5/OR 213 interchange project; and

WHEREAS, the City of Oregon City requests that the Federal Component of the 2035 RTP be amended to add the OR 213 at Redland Road intersection improvement project to the financially constrained project list.

WHEREAS, the City of Oregon City requests that the earmarked funds be moved to fund the OR 213 at Redland Road intersection improvement project as part of the 2008-2011 MTIP.

WHEREAS, this change to programming for this project is not exempt by federal rule from the need for a conformity determination with the State Implementation Plan for air quality; and,

WHEREAS, an air quality conformity analysis demonstrates that the project will not affect the conformity status of the Federal Component of the 2035 RTP and the 2008-11 MTIP; and

WHEREAS, the change to programming for this project has been determined through inter-agency consultation have been determined in conformity with the State Implementation Plan for air quality; now therefore

BE IT RESOLVED that the Metro Council hereby adopts the recommendation of JPACT to add the Highway 213 and Redland Road Intersection project to the Federal Component of the 2035 RTP and the 2008-11 MTIP.

ADOPTED by the Metro Council this _____ day of September 2008.

David Bragdon, Council President

Approved as to Form:

Draft

Daniel B. Cooper, Metro Attorney

STAFF REPORT

IN CONSIDERATION OF RESOLUTION NO. 08-3974, FOR THE PURPOSE OF AMENDING THE FEDERAL COMPONENT OF THE 2035 REGIONAL TRANSPORTATION PLAN (RTP) AND THE 2008-11 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM (MTIP) TO ADD THE HIGHWAY 213 AND REDLAND ROAD INTERSECTION PROJECT

Date: August 22, 2008

Prepared by: Josh Naramore

BACKGROUND

As part of SAFETEA-LU and the 2006 Transportation Appropriation bill, the City of Oregon City requested and obtained a federal earmark to improve traffic flow at the I-205 and Highway 213 (OR 213) interchange. At the time that the earmark request was being made, the City was working with a developer to develop a former landfill site adjacent to the I-205/OR 213 interchange. However, the proposed development was found to not be viable and canceled.

The City is currently working with a second developer, CentrCal Properties, on a proposal to develop this site with a mixed use office and retail project aimed at supporting the redevelopment of the Regional Center. CenterCal, ODOT and the City have worked closely to identify a set of feasible transportation improvement options. The exploration of alternatives focused on facility operation, circulation, environmental impact, constructability, and cost. The two preferred alternatives identified were:

- The construction of a “Jug Handle” to replace the existing OR 213 at Washington Street intersection.
- The construction of intersection improvements and widening at the OR 213 at Redland Road intersection.

The OR 213 at Washington Street intersection project is being funded through the City’s urban renewal funds. The City in partnership with ODOT have determined that the most appropriate use of the earmark funds would be to design and construct the OR 213 at Redland Road intersection improvement project. This project will address the transportation demand within the 20 year planning horizon, improve highway operation capacity for freight and other through traffic in the I-205 and OR 213 corridors, and will help implement the Regional Center plan.

All federal transportation funds allocated in the Metropolitan Area must be included in the 2035 RTP’s financially constrained system and the 2008-2011 MTIP financial plan. The earmarked funds were forecast to be available in the financially constrained Federal 2035 RTP and programmed in the 2008-2011 MTIP financial plan for the I-5/OR 213 interchange project.

The City of Oregon City is requesting to amend the financially constrained 2035 RTP to include the OR 213 at Redland Road intersection improvement project. This proposed change would split RTP project #10143 into two phases. The OR 213 at Redland Road intersection improvement project - Phase 1 would be added to the 2035 RTP financially constrained project list to use the earmarked funds for the proposed improvements. The OR 213 at Redland Road intersection improvement project - Phase 2 will become RTP Project #11128 to reflect future improvements that cannot be afforded at this time and will not be added to the 2035 RTP financially constrained project list. Additionally, RTP Project #10141, will be

reduced by the earmarked amount on the 2035 RTP financially constrained project list to reflect the transfer of funds to project #10143. The proposed changes are reflected in Attachment 1.

The City is also jointly requesting an amendment to the 2008-2011 MTIP. The proposed amendment would cancel the programmed funds for ODOT Key#14866 for the I-205/OR 213 Interchange project and move the funds to the OR 213 at Redland Road intersection improvement project. The proposed changes to the 2008-2011 MTIP are reflected in Attachment 2.

The Joint Policy Advisory Committee on Transportation and the Metro Council must approve amendments to both the RTP and the MTIP.

Also, the City of Oregon City has presented this plan to the congressional delegation of Senators Gordon Smith, Ron Wyden and Representative Darlene Hooley, and received their approval with concurrence from the Federal Highway Administration. Additionally, the OTC approved the proposed changes subject to the adoption by JPACT and Metro Council into both the financially constrained 2035 RTP and the 2008-2011 MTIP.

An air quality conformity analysis was completed on the proposed amendment and indicates that adding this project to the Federal Component of the 2035 RTP and the 2008-11 MTIP will not result in any change in status to air quality conformity.

ANALYSIS/INFORMATION

- 1. Known Opposition** None known at this time.
- 2. Legal Antecedents** Amends the Federal Component of the 2035 Regional Transportation Plan adopted by Metro Council Resolution 07-3831A (For The Purpose of Approving the Federal Component of the 2035 Regional Transportation (RTP) Update, Pending Air Quality Conformity Analysis) on December 13, 2007 and amends the 2008-11 Metropolitan Transportation Improvement Program adopted by Metro Council Resolution 07-3825 on August 16, 2007 (For the Purpose of Approving the 2008-11 Metropolitan Transportation Improvement Program for the Portland Metropolitan Area).
- 3. Anticipated Effects** None.
- 4. Budget Impacts** None.

RECOMMENDED ACTION

Metro staff recommends the approval of Resolution No. 08-3974.

Attachment 1 - Proposed Amendment to the 2035 RTP Financially Constrained Project List

Changes to be made to the 2035 RTP Financially Constrained Project List

Proposed Change	Metro Project ID	Nominating Agency	Facility Owner / Operator	Project/Program Name	Project Start Location (Identify starting point of project)	Project End Location (Identify terminus of project)	Description	Estimated Cost (\$2007)	Time Period
Update the project cost to reflect the transfer of the earmarked fund to Project #10143.	10141	Oregon City	ODOT	I-205/Hwy. 213 Interchange Phase 1	Redland Rd.	I-205	Grade separate SB Hwy. 213 at Washington Street and add a northbound lane to Hwy. 213 from just south of Washington Street to the I-205 on-ramp. Reconstruct I-205 SB off-ramp to Hwy. 213 to provide more storage and enhance freeway operations and safety.	\$18,969,774	2008-2017
								\$22,000,000	
Split Project #10143 into 2 phases and add Phase 1 to the financially constrained project list.	10143	Oregon City	ODOT	Hwy. 213 at Redland Rd. Intersection Improvements - Phase 1	Highway 213 north of Redland Rd.	Highway 213 south of Redland Rd.	Intersections improvements. Widen west side Hwy 213 north of Hwy 213/Redland Rd. intersection to add left turn lane storage, convert existing 3rd SB through lane at Redland Rd., widen west side Hwy 213 south of Hwy 213/Redland Rd. intersection to transition from 3 SB lanes to 2 SB lanes.	\$3,030,226	2008-2017

Attachment 1 - Proposed Amendment to the 2035 RTP Financially Constrained Project List

Changes to be made to the 2035 RTP Other Project List

Proposed Change	Metro Project ID	Nominating Agency	Facility Owner / Operator	Project/Program Name	Project Start Location (Identify starting point of project)	Project End Location (Identify terminus of project)	Description	Estimated Cost (\$2007)	Time Period
Add Phase 2 of the intersection improvement as Project #11128 to the unfunded project list.	11128	Oregon City	ODOT	Hwy. 213 at Redland Rd. Intersection Improvements - Phase 2	Highway 213 north of Redland Rd.	Highway 213 south of Redland Rd.	Intersections improvements. Widen east side of Hwy. 213 to add one left turn lane at Hwy 213/Redland Rd. intersection on Hwy 213 northbound.	\$7,260,000	2008-2017

Attachment 2 – Proposed Amendment to the 2008-2011 MTIP

Current 2008-2011 MTIP:

Project Name	I-205 @ OR 213 Interchange ODOT Key #14866 (Oregon City)	
PHASE	YEAR	COST
PL	2006	\$466,981
PE	2008	\$2,563,245
RW		
CN		
TOTAL		\$3,030,226

Proposed Amendment to the 2008-2011 MTIP

Project Name	OR 213 at Redland Road Intersection Improvement (Oregon City)	
PHASE	YEAR	COST
PL		
PE	2009	\$357,719
RW		
CN	2010	\$2,672,507
TOTAL		\$3,030,226

Date: August 21, 2008
To: JPACT
From: Travis Brouwer, ODOT Federal Affairs Advisor
Subject: JPACT Earmark Recommendation List to OTC

In the Oregon Transportation Commission's policy on Federal Reauthorization Highway Program Earmark Requests (approved May 2008), Area Commissions on Transportation (ACTs) and ACT-like bodies, including JPACT, are asked to consider reauthorization project proposals submitted by ODOT staff and local governments and make recommendations on which projects should be selected by the Oregon Transportation Commission to request as earmarks from Congress.

In response to a request from ODOT for project proposals, local governments and ODOT staff submitted proposals for projects they wish to see the OTC include on its Earmark Request List to the congressional delegation.

ODOT has reviewed the proposals and recommends the following projects for your consideration:

- I-205 to I-5 Interchange Improvements (ODOT, \$14.4m)
- I-84 Eastbound to I-205 Northbound Operational Improvement (ODOT, \$14.4m)
- Airport Way to Northbound I-205 Improvements (Port of Portland, \$15m)
- Sunrise System of Projects Phase I (Clackamas County, \$20m)
- OR 99W Improvement and Management Plan Phase III (City of Tigard, \$4.5m)
- I-84 Traveler Information / Integrated Corridor Management (City of Gresham, \$3.3m)

In addition to these High Priority Project recommendations, ODOT is asking JPACT to endorse ODOT's request for megaproject earmark funding for the I-5 Columbia River Crossing (CRC) from a discretionary earmark program such as Projects of National and Regional Significance. Requesting funds in this manner will ensure that CRC competes at the national level against other similar megaprojects and not against other regional priorities for federal funds.

Additional projects still under consideration:

- US 26 Springwater Interchange (City of Gresham, \$??m)
- I-84/257th Avenue Troutdale Interchange (Port of Portland & City of Troutdale, \$??m)

ODOT is continuing to work on these projects with their sponsors, however, they are not recommended for consideration as part of the region's recommendation to the OTC at this time.

OTC Selection Process & Other Local Project Requests

Due to the large number of projects proposed across the state, the OTC may not include all of the projects on JPACT's Earmark Recommendation List on the OTC's Earmark Request List.

Reminder: Local agencies are not precluded from requesting projects on, or connected to, the state highway system independently or through the JPACT process. These recommendations are for the OTC Earmark Request List only.

Recommended High Priority Projects

I-205 to I-5 Merge & Auxiliary Lane Improvements

Project cost: \$16 million

Earmark request: \$14.4 million

Project description: This project would build an acceleration/auxiliary lane to allow traffic from the I-205 southbound ramp additional time and distance to merge into the I-5 travel lanes. This project will both significantly improve safety at the Interchange and improves the operational efficiency of the travel lanes on I-5 South. If funding allows, ODOT would also explore building an extended exit lane on northbound I-5 that would allow vehicles to more efficiently exit I-5 and enter northbound I-205. These projects would have significant benefit to traffic flow at relatively little cost.

Funding Strategy: If full funding is not received, the project can be scaled back to match available funding. Some minimal STIP funding may be required.

I-84 Eastbound to I-205 Northbound Interchange Improvement (\$14.4 million)

Project cost: \$16 million

Earmark request: \$14.4 million

Project description: This project would extend the exit lane from eastbound I-84 to northbound I-205 back to the Halsey exit to the junction with the I-205 northbound on-ramp which will reduce congestion and significantly improve the operational efficiency of the I-84 East through lanes at a relatively low cost.

Funding Strategy: If full funding is not received, the project shortfall could be met with projected Region 1 STIP funds.

Airport Way to northbound I-205 interchange

Project cost: \$20 million

Earmark request: \$14.4 million

Project description: The project will expand the capacity and efficiency of the intersection and on-ramp at Airport Way and I-205 North.

Explanation: ODOT is working with the Port of Portland to develop a number of small improvements that address the Federal Aviation Administration's requirement to improve the function of Airport Way at the I-205 Interchange. The smaller improvements can be phased and delivered independently.

Funding Strategy: If full funding is not received, earmarked funds and funds from the Port of Portland will be used to complete priority project phases as funding allows.

Sunrise System of Projects Phase 1

Project cost: \$50-60m

Earmark request: \$20 million

Project description: Grade Separate Hwy 212/224 and 82nd Avenue

Explanation: Project description and finance plan to be provided by Clackamas County for consideration at TPAC.

Funding Strategy: The project cost estimate and finance plan are still being refined for this project. Therefore, to meet OTC policy it is agreed that if an earmark is received for this project and the project is unable to move forward for any reason, that earmarked federal funds will be used to complete the strategic right-of-way acquisition phase of the Sunrise Industrial Connector. No ODOT STIP funds are being pledged or requested for the "Grade Separate Hwy 212/224 and 82nd Avenue" project.

OR 99W Improvement and Management Plan Phase III

Project cost: \$5 million

Earmark request: \$4.5 million

Project description: Phase III would improve the capacity and safety of the intersection at Highway 99W with Gaarde and McDonald Streets in Tigard. The project will also address pedestrian and transit access improvements.

Funding Strategy: If full funding is not received, ODOT and Tigard will work together to scale the project to meet available funding.

I-84 Traveler Information / Integrated Corridor Management

Project cost: \$3.3 million

Earmark request: \$3 million

Project description: This request would fund implementation of a project in the Region's ITS plan. Phase I would deploy a changeable message sign (CMS) on I-84 prior to the 181st Exit, so users could be informed of incidents or severe congestion on the Interstate in time to utilize the surface street routes if necessary. Phase II would compliment the City of Gresham's efforts to provide northbound and southbound arterial route traffic time information by funding east and westbound travel time information on local arterials. Phase III would connect arterial signals to a central server which will allow a coordinated and adaptive signal timing plan to be established, and allow operators to quickly respond to changing conditions.

Funding Strategy: If full funding is not received, phases of the project will be completed as funding allows.

Region 1 Proposed Projects for '12 '13 Draft STIP

PRG	PROJECT NAME	DESCRIPTION	TOTAL
BRDG.	OR99W: SW Newbury St. Viaduct	Deck overlay - Bridge #01983	\$3,112,012
BRDG.	OR99W: SW Vermont St. Viaduct	Deck overlay - Bridge #01984	\$3,972,012
BRDG.	I-405: Fremont Bridge	Deck overlay; repair joints - Bridge #02529	\$10,949,000
IM	I-84: MLK Blvd. - I-205	Inlay	\$10,642,000
MOD.	US26: 185th - Cornell Rd.	Widen US26 from 185th - Cornell Rd.	\$14,989,012
PRES.	US26: Sylvan - I-405	2" Inlay (Full WD)	\$7,998,000
PRES.	US26: Military Cr. Rd. - Wolf Cr.	Pavement repair & rehab-inlay	\$11,325,000
PRES.	OR99E: MP 14.9 - Territorial Road	Grind and Inlay	\$5,362,000
PRES.	OR99E: Roethe Rd. - Clackamas River Br.	Inlay/Overlay	\$7,055,000
PRES.	OR35: Cooper Spur Rd. - Neal Creek Rd.	2"grind & inlay; replace guardrail	\$3,030,000
PRES.	US26: East Burnside - West City Limits	2" Inlay (TRVL LNS)	\$12,220,000
SAFE.	OR99W: I-5 NB Off Ramp	Add additional lane off I-5 onto NB 99W from 60th Ave - Barbur	\$1,344,000
SAFE.	OR99W: I-5 SB Off Ramp to 99W	Add additional lane NB from 68th - 64th	\$907,000
SAFE.	OR8: TV Hwy. @ 178th Ave	Pedestrian improvements & illumination	\$1,230,000
SAFE.	OR99W @ Beef Bend Road	Build SB right turn lane	\$1,316,000
SAFE.	US26 (Sunset Hwy) Cable Barrier	Install Cable Barrier	\$725,000
SAFE.	OR213: Cascade Hwy. S. @ Division St.	Intersection/signal upgrade; access management; install median curbs on Division & 82nd. Ave	\$1,174,800
SAFE.	OR213: Cascade Hwy S@Stark/Washington Sts	Intersection/signal upgrade; access management; install median curbs on Stark & Washington	\$2,513,000
SAFE.	US30: Lower Columbia River Hwy @ Cornelius Pass Road	Install ITS; right turn channelization on Cornelius Pass Rd & US 30	\$4,419,000
SAFE.	I-205: Cable Barrier Project	Install sections of cable barrier in median	\$657,000
SAFE.	OR211: Eagle Cr-Sandy Hwy @ Dubarko Road	Improve geometry, illumination, sight distance & channelization	\$5,143,000
OPS	Rockfall Repairs in 2013	US26: Jefferson St-Highland Int Rockfall Mitigation	\$1,200,000
OPS	TMOC Software & Hardware Upgrades for 2012 & 2013		\$500,000
OPS	Signal Upgrades for 2012 & 2013	Locations yet to be finalized	\$200,000
OPS	Urban & Rural ITS Deployment for 2012 & 2013	Locations yet to be finalized	\$7,000,000
OPS	Signal LED Upgrades for 2012 & 2013	Locations yet to be finalized	\$150,000
OPS	Button Upgrades for 2012 & 2013	Locations yet to be finalized	\$300,000
OPS	LED Ped Head Upgrades for 2012 & 2013	Locations yet to be finalized	\$300,000
PE ONLY	US26: E Cherryville Dr - Salmon River	Preliminary Design Work	\$657,000



OREGON DEPARTMENT OF TRANSPORTATION

DRAFT 2012-2013 STIP Update

Bridge, Modernization, Preservation, Safety

0 5 10 20 Miles

0 4.5 9 18 Kilometers

Draft STIP Update

Bridge

Interstate Maintenance

Modernization

Preservation

Safety

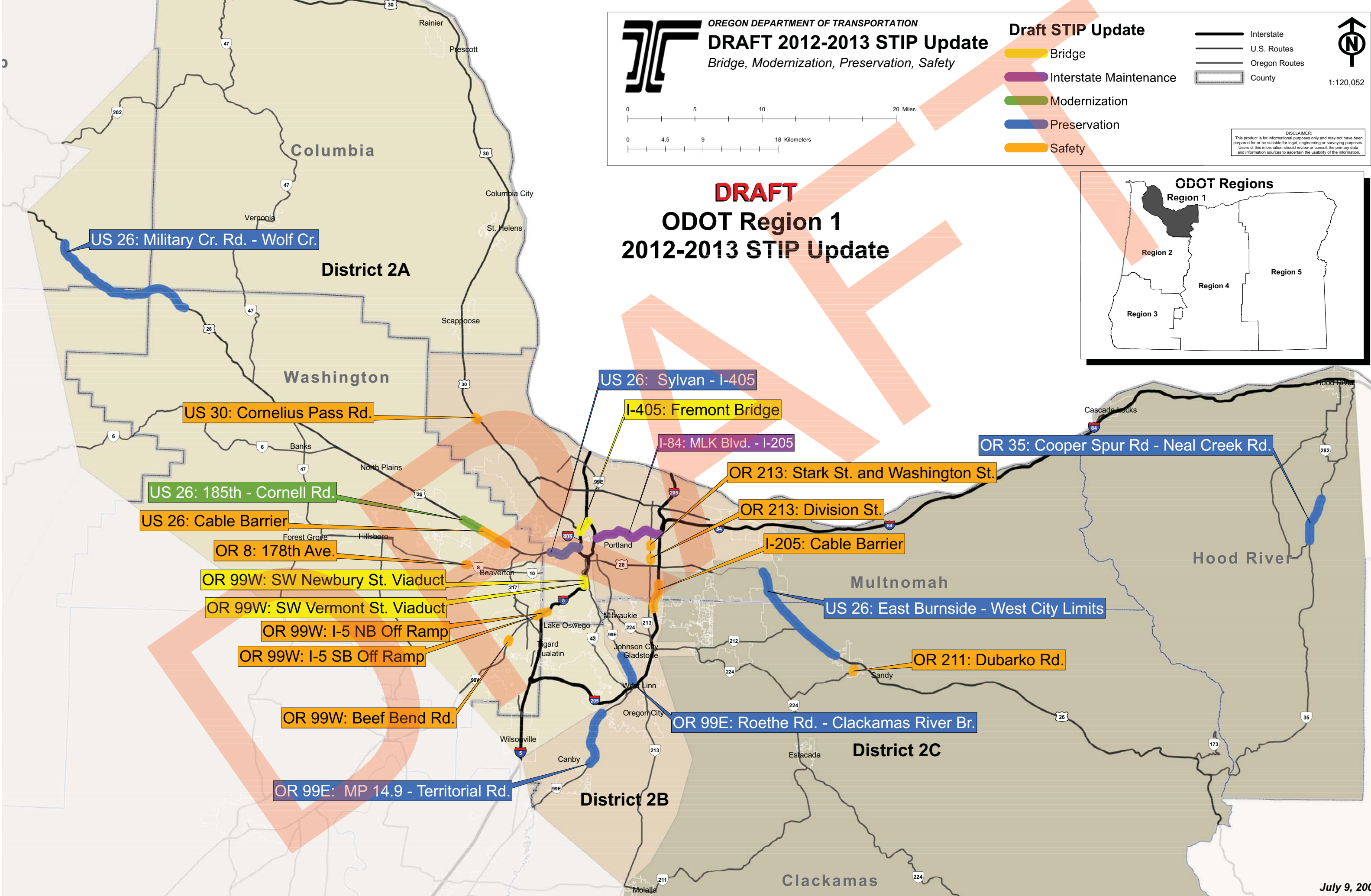
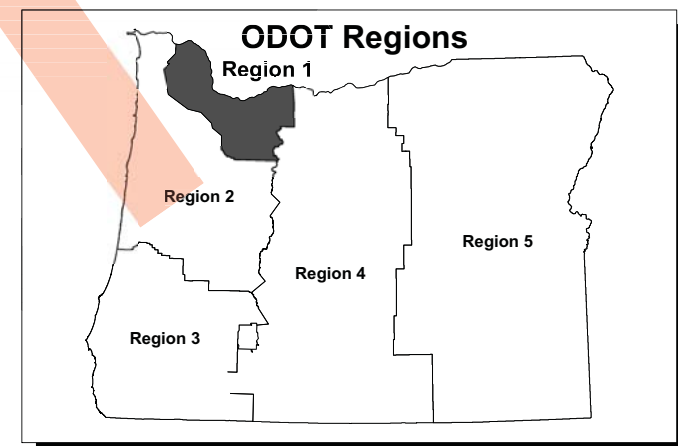
Interstate
U.S. Routes
Oregon Routes
County



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DRAFT ODOT Region 1 2012-2013 STIP Update



2010-2013 STIP DEVELOPMENT TIMELINE

2010-2013 STIP											
Final Approved 2008-2011 STIP in place											
Begin 10-13 STIP update, begin data collection, draft performance goals											
Data collection continues											
Data collection complete, compile and review information											
Develop funding allocation scenarios, update Highway Division Funding Allocations for 08-13 timeframe											
Develop funding allocation recommendation, OTC approves project eligibility criteria and prioritization factors											
Assemble funding allocation materials for stakeholder input and OTC											
Funding allocation recommendation distributed to OTC, stakeholders, ACTs, and MPOs											
Stakeholder review of funding allocations											
OTC/ODOT Management discuss funding allocation and program goals for 10-13 STIP											
OTC approves program goals and funding allocations for 10-13 STIP											
Project selection/scoping begins, region funding targets distributed											
Project selection/scoping continues, STIP development manual ready											
Project selection/scoping continues											
Project selection/scoping continues											
Project selection/scoping complete, PCSX open for input of projects											
Regions prepare draft program for review by stakeholders											
Regions complete draft program for review by stakeholders											
Targets to actuals process begins											
Targets to actuals process continues, regions review Draft STIP database with ACTs, MPOs, other stakeholders											
Targets to actuals process continues, Draft STIP printed, mailed, provided to OTC, regions, the public											
Targets to actuals process continues, public review process begins											
Targets to actuals process continues, public review process complete, comments summarized											
Targets to actuals process complete, public comments reviewed by OTC, ACTs, MPOs, regions, programs, planning											
Adjust program if necessary based on OTC direction, funding allocations											
Air quality conformity determinations and modeling begins											
Air quality conformity determinations and modeling continues, PCSX closed to regions											
Air quality conformity determinations and modeling continues											
Air quality conformity determinations and modeling completed, balance STIP to available revenue											
Add Final MTIP data to PCSX, prepare Final STIP for review											
Regions review Final STIP with ACTs, MPOs, other stakeholders											
OTC review and approval of Final STIP, submit with MTIPs to Federal DOT											
Federal DOT review and approval of Final 10-13 STIP, MTIPs to governor for signature/approval											
Transition amendment completed, Final STIP printed and distributed											



Speak up on Transportation!



Help shape local, regional and statewide transportation funding decisions for the next four years.

The public is invited to comment on the Oregon Department of Transportation draft Statewide Transportation Improvement Program (STIP) and Metro's first-cut list of transportation priorities for the Portland-area's Metropolitan Transportation Improvement Program (MTIP).

Public Meetings are scheduled:

**Tues. Sept. 17, 5-7 p.m.
Hood River County Public Library
502 State St,
Hood River**

**Tues. Sept. 24, 5-7 p.m.
Clatskanie River Inn
600 E Columbia River Hwy
Clatskanie**

**Wed. Oct. 15, 5-8 p.m.
Gresham City Hall
Conf Rms 2A and 2B
1333 NW Eastman Parkway
Gresham**

**Mon. Oct. 20, 5-8 p.m.
Hillsboro Civic Center
123 3 W Main St.
Rms 113B and 113C
Hillsboro,**

**Tues. Oct. 28, 5-8 p.m.
Oregon City Pioneer Community
Center
615 Fifth St.
Oregon City**

**Thurs. Oct. 30, 5-8 p.m.
Metro Council Chambers
600 NE Grand Ave
Portland**

Reasonable accommodations will be provided for people with disabilities or needing language translation services. For more information please call 503-731-3490; TTY 1-800-735-2900



METRO

DATE: August 21, 2008
TO: TPAC Members and Interested Parties
FROM: Ted Leybold, MTIP Program Manager
SUBJECT: Revised Public Comment Process

In response to a very crowded JPACT calendar this Fall, staff is recommending that the MTIP public comment period be simplified by removing the initial narrowing step that normally occurs at this stage of the Regional Flexible Fund allocation process. The region has typically scaled the solicited projects from a 200% list to a 150% list of projects for the purpose of focusing public comment on the strongest proposals, and to assist JPACT and the Council in ultimately making a decision on a final 100% funding decision.

However, because more than half the available revenues for this round of funding was allocated in Step 1 of the process and due to subsequent changes in the project solicitation procedures, there is a significantly shorter list of projects this cycle. This shorter list should allow for reasonable public review, and dropping the first narrowing step (preliminary recommendation) will allow JPACT to focus on upcoming legislative issues in a timely manner at their September meeting and October retreat.

Staff is still finalizing the technical review for individual project proposals, and the final technical scores will be provided at the August 29 TPAC meeting. *The attached scores are preliminary and subject to a review of local requests for adjustments.* Questions about the technical evaluations and an overall framing strategy for the Regional Flexible Fund allocation will be the focus of the TPAC discussion.

Staff will be recommending that TPAC forward the attached project list and the updated technical evaluation to JPACT with the recommendation that it be released for public comment at their September 11 meeting.

2010-2013 Regional Flexible Fund - Step 2 Proposed Projects

	RFFA ID	RTP number	Project name	Phase	Agency	Request	Draft score	Bike/Ped
Regional Mobility Corridors	50075	10230	NE/SE Twenties Bikeway: Lombard - Springwater Trail	PD, FDE, Con	City of Portland	\$2,097,850.00	82.75	x
	50090	11043	Bus Stop Development & Streamline Program	PD, FED, ROW, Con	TriMet	\$2,767,763.00	67.33	
	50080	10397	Hogan/NE 242nd Dr: Glisan - Stark	PD, FDE, Con	City of Gresham	\$2,520,000.00	63.50	
	50091	11085	Kerr Parkway Bike Lanes: Stephenson - Boones Ferry Rd	FDE, Con	City of Lake Oswego	\$1,360,000.00	51.50	x
	50087	10813	Westside Trail: Kaiser Ridge Park - Kaiser Woods Park	FDE, ROW, Con	THPRD	\$2,150,214.00	63.50	x
	50081	10408	40 Mile Loop: Blue Lake Park - Sundial Rd	Con	City of Fairview	\$1,852,044.00	62.25	x
	50085	10617	Farmington Road at Murray Blvd Intersection	ROW	City of Beaverton	\$3,141,000.00	62.00	
	50068	10127	OR 43: Arbor Dr - Marylhurst Dr	FDE, Con	City of West Linn	\$2,626,399.00	51.00	x
Mixed-Use Area Implementation	50084	10616	SW Rose Biggi: Hall - Crescent	ROW	City of Beaverton	\$2,243,000.00	82.75	
	50074	10202	102nd Ave: NE Glisan - SE Washington	ROW, Con	City of Portland	\$5,220,000.00	80.75	
	50070	10146	McLoughlin Blvd: Clackamas River Bridge - Dunes Dr	FDE, Con	City of Oregon City	\$3,000,000.00	70.00	
	50076	10354	Red Electric Trail: SW 30th - SW Vermont	FDE, ROW, Con	Portland Parks	\$3,611,620.00	68.50	x
	50071	10182	N Fessenden/St Louis: Columbia Way - Lombard	PD, FDE, Con	City of Portland	\$2,160,393.00	68.00	x
	50073	10194	Killingsworth: N Commercial - NE MLK Jr Blvd	Con	City of Portland	\$2,226,000.00	65.00	
	50072	10192	SE Division: 6th - 39th	FDE, Con	City of Portland	\$2,500,000.00	55.50	
Industrial	50079	10375	St Johns Rail Line (UP): N St Louis - N Richmond	PD, FDE, Con	Port of Portland	\$2,500,000.00	51.25	
	50083	10597	Evergreen Rd: 253rd Ave - 25th Ave	FDE, ROW, Con	Washington County	\$2,763,700.00	48.50	
Environmental Enhancement & Mitigation	50092	none	School Bus Diesel Engine Emission Reduction	Con	DEQ	\$2,047,050.00	95.00	
	50053	none	Electronic Mini-Hybrid Bus Retrofit	Con	TriMet	\$1,345,950.00	74.00	
	50089	10998	Transit Bus Diesel Engine Emission Reduction	Con	TriMet	\$1,166,490.00	37.00	
Project Development	50069	10133	French Prairie Bridge: Boones Ferry Rd - Butteville Rd	PD	City of Wilsonville	\$1,250,000.00	N/A	x
	50078	10362	Airport Way at 82nd Ave Intersection	PD	Port of Portland	\$500,000.00	N/A	
	50082	10460	SE 174th: Jennie - Giese	PD	City of Gresham	\$222,500.00	N/A	
	50086	10806	Council Creek Trail: Banks - Hillsboro	PD	City of Forest Grove	\$448,650.00	N/A	x
	50077	10355	Willamette Greenway Trail: N Columbia Blvd - Steel Bridge	PD	Portland Parks	\$444,800.00	N/A	x
	50088	10934	SE Division: 96th - 174th	PD	City of Portland	\$500,000.00	N/A	

Total **\$52,665,423.00**

Materials following this page were distributed at the meeting.



METRO

TEL 503-797-1916 FAX 503-797-1930

REVISED

MEETING: TRANSPORTATION POLICY ALTERNATIVES COMMITTEE

DATE: August 29, 2008

TIME: 9:30 A.M.

PLACE: Metro Regional Center, 370A/B

- | | | | |
|----------|-------|---|------------------|
| 9:30 AM | 1. | Call to Order and Declaration of a Quorum | Tom Kloster |
| 9:30 AM | 2. | Citizen Communications to TPAC on Non-Agenda Items | Tom Kloster |
| 9:35 AM | 3. | Comments from the Chair | Tom Kloster |
| | * | • Fall Roll-Out to Frame Choices | |
| 9:40 AM | 4. | Future Agenda Items | Tom Kloster |
| | | • ODOT Safety, Preservation & Bridge Programs | |
| | | • PSU Bicycle Transportation Study | |
| 9:40 AM | 5. | * Approval of TPAC Minutes for August 1, 2008 | Tom Kloster |
| | 6. | <u>ACTION ITEMS</u> | |
| 9:45 AM | 6.1 | * Resolution No. 08-3973, For the Purpose of Approving the Air Quality Conformity Determination for the Oregon Highway 213/Redlands Road Improvements as Part of the Federal Component of the Amended 2035 Regional Transportation Plan and Amended 2008-2011 Metropolitan Transportation Improvement Program – <u>ACTION REQUESTED</u> | Mark Turpel |
| 9:50 AM | 6.2 | * Resolution No. 08-3974, For the Purpose of Amending the Federal Component of the 2035 Regional Transportation Plan (RTP) and the 2008-11 Metropolitan Transportation Improvement Program (MTIP) to Add the Highway 213 at Redland Road Intersection Project – <u>RECOMMENDATION TO JPACT REQUESTED</u> | Ted Leybold |
| 9:55 AM | 6.3 | * Oregon Transportation Commission Reauthorization Project List – <u>RECOMMENDATION TO JPACT REQUESTED</u> | Rian Windsheimer |
| 10:10 AM | 6.4 | 2010- 13 Metropolitan Transportation Improvement Program (MTIP) and State Transportation Improvement program (STIP) | |
| | 6.4.1 | * • ODOT Proposed Program – <u>INFORMATION</u> | Rian Windshiemer |
| | 6.4.2 | * • Regional Flexible Fund Allocation: Step 2 – <u>RECOMMENDATION TO JPACT REQUESTED</u> | Ted Leybold |
| | 7. | <u>INFORMATION ITEMS</u> | |
| 11:10 AM | 7.1 | # Regional Infrastructure Analysis – <u>INFORMATION</u> | Andy Shaw |
| 11:45 AM | 8. | ADJOURN | Tom Kloster |

* Material available electronically.
** Material to be emailed at a later date.
Material provided at meeting.

Please call 503-797-1916 for a paper copy
All materials will be available at the meeting.

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF APPROVING THE AIR)	RESOLUTION NO. 08- 3973
QUALITY CONFORMITY DETERMINATION)	
FOR THE OREGON HIGHWAY 213/REDLAND)	Introduced by Councilor Burkholder
ROAD IMPROVEMENTS AS PART OF THE)	
FEDERAL COMPONENT OF THE AMENDED)	
2035 REGIONAL TRANSPORTATION PLAN)	
AND AMENDED 2008-2011 METROPOLITAN)	
TRANSPORTATION IMPROVEMENT)	
PROGRAM.)	

WHEREAS, clean air contributes to the health of residents and the quality of life of a region; and

WHEREAS, clean air has been and remains a significant interest and concern of the people of the Metro area; and

WHEREAS, the federal Clean Air Act and other federal laws include air quality standards designed to ensure that federally supported activities, including the on-road transportation system, meet air quality standards; and

WHEREAS, these federal standards apply to the Metro area with regard to on-road transportation activities; and

WHEREAS, Chapter 340, Division 252, Transportation Conformity, of the Oregon Administrative Rules was adopted to implement section 176(c) of the federal Clean Air Act, as amended, and these state rules also apply to Metro area on-road transportation activities; and

WHEREAS, the Metro area has been determined by state and federal agencies to be in a maintenance status for carbon monoxide; and

WHEREAS, these federal and state regulations require an air quality assessment for a regionally significant project located within an area with maintenance status whenever such regionally significant project is proposed to be added to a transportation plan or added to a transportation improvement program; and

WHEREAS, the proposed improvements located at Oregon Highway 213 and Redlands Road are regionally significant consistent with the definitions in both state and federal regulations; and

WHEREAS, an analysis has been completed which shows that the combined total carbon monoxide emissions resulting from completion of the Oregon Highway 213/Redland Road improvements along with those resulting from the implementation of all project included in the financially constrained system of the 2035 Regional Transportation Plan are significantly less than the state and federal determined maximums for Carbon Monoxide at the region-wide level; and

WHEREAS, a 30-day period has been provided for public and technical review and comment of this proposed air quality analysis; and

WHEREAS, interagency consultation has been completed through correspondence with representatives of the Federal Highway Administration, Federal Transit Administration, Environmental

Protection Agency, Oregon Department of Environmental Quality, Oregon Department of Transportation, providing a 30-day period to review the analysis and requesting comment; and

WHEREAS, the responses from public and technical review have been included in Exhibit A and have been considered by the Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Council; and

WHEREAS, on _____ JPACT made recommendations concerning this matter and the Metro Council has considered these recommendations; now therefore,

BE IT RESOLVED that the Metro Council approves the air quality conformity determination of the Oregon Highway 213/Redland Road improvements as documented in Exhibit A.

ADOPTED by the Metro Council this _____ day of October 2008.

David Bragdon, Council President

Approved as to Form:

Daniel B. Cooper, Metro Attorney



TO: Andy Cotugno, Planning Director
FROM: Mark Turpel, Principal Transportation Planner
DATE: July 28, 2008
SUBJECT: OR Highway 213/Redland Road Improvements – Air Quality Analysis

Background

The City of Oregon City has indicated that a new development, The Rivers at Oregon City, a commercial development like the Bridgeport Village in Tigard, has been proposed for construction and opening. In association with this development are proposed road improvements for Oregon Highway 213 and Redland Road.

These road improvements, while anticipated in the Preferred System of the 2004 Regional Transportation Plan (RTP), were not included in the Financially Constrained System of the 2035 RTP, and were not included in the 2008-2011 Metropolitan Transportation Improvement Program (MTIP). A separate document is being prepared proposing addition of these improvements to the MTIP and RTP.

According to both State and federal regulations, adding a project that is considered “regionally significant” triggers an air quality assessment. “Regionally significant” is defined in these regulations as “...a transportation project that is on a facility which serves regional transportation needs, such as access to...major planned development such as new retail malls... and would normally be included in the modeling of a metropolitan area’s transportation network...” Oregon Highway 213 is one of the region’s mobility corridors as well as an element of the Regional Freight System as determined by in the 2035 RTP. Further, both Oregon Highway 213 and Redland Road, in their current configurations, are included in the regional transportation model.

As these proposed improvements to Oregon Highway 213 and Redland Road were not included in the RTP or MTIP, no air quality conformity determination analysis for regional Carbon Monoxide, the criteria pollutant for which the region is required to analyze, has been performed to date. (A separate localized air quality analysis, or “hot spot” analysis would also have to be performed by the project, but that is not the subject of this region-wide analysis). Accordingly, we conclude that a regional air quality conformity determination analysis must be done in order to meet State and federal regulations.

However, the region has a large existing transportation network with a great many trips. In addition, at a region-wide scale, the State and federal maximum allowed level of Carbon Monoxide is significantly greater than the amount estimated to be generated from on-road transportation sources – both now and in the future out to the year 2035. It seems unlikely that the proposed road improvements will significantly increase the regional level of Carbon

Monoxide. Further, a full air quality emission analysis is both costly and takes a significant amount of time. Representatives of the City of Oregon City have indicated that there is the likelihood that the funding for this project could be lost if approvals are not made quickly. Therefore, it is proposed that a less rigorous quantitative analysis be done.

Analysis

An analysis is attached, below. It uses very high emission rate assumptions by assuming very slow speeds (2.5 miles per hour) and that all trips generated by The Rivers at Oregon City and FedEx are heavy duty trucks. This analysis also includes the FedEx Sundial Road and Swiegert Way improvements that were analyzed in July 2008 after the full air quality analysis of the RTP. Other analysis assumptions are noted below as well.

Review

Air quality regulations include a 30-day period for public and technical review of air quality conformity determinations. A period between noon July 28, 2008 and noon August 27, 2008 has been set aside for public and technical review. Accordingly, this information is being made available for comment to the public as well as an interagency consultation group consisting of air quality experts from the Federal Highway Administration, Federal Transit Administration, US Environmental Protection Agency, Oregon Department of Environmental Quality, Oregon Department of Transportation and TriMet. The Transportation Policy Alternatives Committee (TPAC), the Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Council will also be asked to consider this analysis.

Conclusion

The attached qualitative analysis demonstrates that the proposed improvements on Oregon Highway 213 and Redlands Road could be made and the region would still maintain a substantial cushion between the maximum allowed levels of Carbon Monoxide and those that would occur as a result of all of the improvements included in the Financially Constrained System of the 2035 RTP, the FedEx/Sundial Road/Swiegert Way improvement as well as the proposed Oregon Highway 213 and Redland Road improvements.

Recommendation

Staff recommend concurrence with a finding that the proposed Oregon Highway 213 and Redland Road improvements are consistent with maintaining air quality in the region and amending the air quality conformity determination

cc: Kim Ellis
Ted Leybold

Worst Case Air Quality Estimate for the OR 213/Redland Road & FedEx/Sundail Road/Swigert Road Projects

Year	Maximum Allowed CO (SIP budget pounds/day)	Forecast CO (2035 RTP Forecast CO pounds/day)	Existing Pounds/day below SIP budget	Cushion (Grams/day below SIP budget)	Total Additional From The Rivers and FEDEX (in grams)	Worst case grams/mile	Average trip length in miles	FEDEX		Cushion After OR 213 & Fedex (in grams)
								The Rivers	Trips	
2010	1,033,578	856,054	177,524	80,523,532	20,408,657.85	115	5.16	30,305	4,088	60,114,874
2017	1,181,341	670,926	510,415	231,520,350	20,597,075.00	115	5	30,305	5,516	210,923,275
2025	1,181,341	801,203	380,138	172,427,696	20,185,133.50	115	4.9	30,305	5,516	152,242,563
2035	1,181,341	822,596	358,745	162,723,995	19,814,386.15	115	4.81	30,305	5,516	142,909,609

Assumes:

- Very high Carbon Monoxide emission rates based on speeds of 2.5 miles per hour and all vehicle trips for both The Rivers at Oregon City and Fedex facility are HGDGV, or heavy duty trucks with higher emission rates than cars.
- 454 grams per pound conversion rate.
- Average trip length of 5.16 in 2010 decreasing to 4.81 in 2035 (Metro Transportation Model results show for auto trips in 2005 the average trip length was 5.16 and forecasts a length of 4.81 in the year 2035)
- The total number of trips from The Rivers at Oregon City to be 30305 based on the Traffic Impact Report prepared by Kittelson & Associates and dated July 8, 2008.
- That the Fedex facility will be built and occupy 415,000 square feet by 2010 and expanded to 560,000 square feet by 2017 and that the trip generation rate of 9.85 trips per 1,000 gross floor area based on the rate for Truck Terminals rate from *Trip Generation*, Institute of Transportation Engineers, 1991.
- The Fedex project is another, earlier project that was not included in the 2008 air quality conformity determination of the 2035 RTP and so is included here to ensure that the cumulative impact of all transportation projects is calculated.

STAFF REPORT

IN CONSIDERATION OF RESOLUTION NO. 08-3973, FOR THE PURPOSE OF APPROVING THE AIR QUALITY CONFORMITY DETERMINATION FOR THE OREGON HIGHWAY 213/REDLAND ROAD IMPROVEMENTS AS PART OF THE FEDERAL COMPONENT OF THE AMENDED 2035 REGIONAL TRANSPORTATION PLAN AND AMENDED 2008-2011 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM

Date: August 22, 2008

Prepared by: Mark Turpel

BACKGROUND

Overview

The proposed Oregon Highway 213 at Redland Road project is intended to serve a new regional shopping center. The proposed improvements include transportation capacity investments to both Highway 213 and Redland Road. A request has been made by the City of Oregon City to add the proposed project to the Regional Transportation Plan (RTP) and Metropolitan Transportation Improvement Program (MTIP).

Federal regulations require that that an air quality assessment must be completed if a regionally significant project is proposed to be added to the regional transportation plan if the region has a “maintenance” status. Staff recommends that it be concluded that the proposed Oregon Highway 213/Redland Road project meets the definition of a regionally significant project. The regulations, state, in part, that regionally significant projects include: “...a transportation project that is a facility which serves regional transportation needs, such as access to...major planned development such as new retail malls, ... ” (see Attachment 1 for more project details.)

The Metro area is in compliance with the standards for all air pollutants regulated by federal and state regulations. However, the current Environmental Protection Agency (EPA) status for the Metro region is that it is a “maintenance” area for Carbon Monoxide. That is, while the region has greatly reduced Carbon Monoxide levels and has not exceeded maximum levels since 1989, it still must assess total regional Carbon Monoxide levels and complete air quality conformity determinations for Carbon Monoxide emissions from on-road transportation sources. Therefore, a regionally significant project added to a regional transportation plan in a region with a maintenance status must include an air quality assessment.

Generally, the way that an air quality analysis is done is that the region’s travel is estimated using household and job growth forecasts out to the transportation plan horizon year (in this case the year 2035) and the transportation investments included in the financially constrained RTP. These travel results are then used with the Environmental Protection Agency’s approved MOBILE6.2 air quality model to determine air pollutant levels from on-road sources. These emission levels are then compared with the motor vehicle emission budgets, or maximum air pollution levels from on-road transportation sources. The Oregon Environmental Quality Commission and the EPA determine the maximum pollutant levels based on the analysis and recommendations of the Oregon Department of Environmental Quality.

Given the cost and amount of time needed to perform a full transportation and air quality modeling effort, an abbreviated approach has been used to estimate the air quality impact of this proposed project. The abbreviated approach uses the emission results from the full air quality analysis performed for the RTP and adds an estimate for the project and compares the total estimated Carbon Monoxide emissions with the total maximum allowed emissions.

The technical conclusion reached is that even with the proposed Oregon Highway 213/Redland Road transportation investment, that air quality standards for Carbon Monoxide will still be met.

Carbon Monoxide Conformity Determination

Attachment 1 to this staff report, includes a Carbon Monoxide emission analysis of on-road transportation sources from the region based on the 2035 RTP and the proposed Oregon Highway 213/Redland Road investments.

The analysis shows that federal and state air quality standards for Carbon Monoxide can easily be met now and in the future in the Metro region even with: 1) the existing transportation system, and, 2) the projects included in the 2008-2011 Metropolitan Transportation Improvement Program; and, 3) all of the other improvements included in the financially constrained system of the 2035 Regional Transportation Plan; and 4) the proposed Oregon Highway 213/Redland Road project and 5) the FEDEX/Sundial Road/Swigert Way project (an earlier project that was also assessed without the full air quality model in July 2008). (In addition, a "hot spot", or localized Carbon Monoxide analysis will also be needed to be done by the project, but is not the subject of this action.)

Accordingly, approval of the air quality conformity determination can be considered. Staff recommend that it be concluded that the proposed Oregon Highway 213/Redland Road project be found to be in compliance with the regional Carbon Monoxide motor vehicle emission budget – that the project meets region-wide air quality standards.

ANALYSIS/INFORMATION

1. **Known Opposition** None.

2. Legal Antecedents

Federal: 40 CFR 93, as amended. (transportation air quality conformity)

State: OAR 340-252 (transportation air quality conformity)

Metro:

Resolution No. 03-3381A, "For the Purpose of Adopting the 2004-2007 Metropolitan Transportation Improvement Program for the Portland Metropolitan Area," adopted December 11, 2003.

Resolution No. 03-3382A, "For the Purpose of Adopting the Portland Area Air Quality Conformity Determination for the 2004 Regional Transportation Plan and 2004-2007 Metropolitan Transportation Improvement Program," adopted January 15, 2004.

Resolution No. 05-3529A, "For the Purpose of Allocating \$62.2 Million of Transportation Priorities Funding for the Years 2008 and 2009, Pending Air Quality Conformity Determination," adopted March 24, 2005.

Resolution No. 05-3589A, "For the Purpose of Amending the Regional Transportation Plan to Move the I-205 Northbound Onramp/Airport Way Interchange Improvements From the Illustrative List to the Financially Constrained List," adopted June 9, 2005.

Resolution No. 07-3824, "For the Purpose of Approving an Air Quality Conformity Determination for the 2008-11 Metropolitan Transportation Improvement Program," adopted August 16, 2007.

Resolution No. 07-3831B, "For the Purpose of Approving the Federal Component of the 2035 Regional Transportation Plan (RTP) Update, Pending Air Quality Conformity Analysis," adopted December 13, 2007.

Resolution No. 08-3911, "For the Purpose of Approving the Air Quality Conformity Determination for the Federal Component of the 2035 Regional Transportation Plan and Reconfirming the 2008-2011 Metropolitan Transportation Improvement Program," adopted February 28, 2008.

3. Anticipated Effects Approval of this resolution allows for funding of proposed Oregon Highway 213/Redland Road project and associated land use development.

4. Budget Impacts None.

RECOMMENDED ACTION

Approve Resolution No. 08-3973, "For the Purpose of Approving the Air Quality Conformity Determination for the Oregon Highway 213/Redland Road Improvements as Part of the Federal Component of the Amended 2035 Regional Transportation Plan and Amended 2008-2011 Metropolitan Transportation Improvement Program."



CITY OF OREGON CITY

PUBLIC WORKS

PUBLIC PROJECTS DIVISION
CODE ENFORCEMENT / PARKING
City Engineer/Public Works Director
P.O. Box 3040
320 Warner Milne Road
Oregon City, OR 97045
(503) 657-0891
Fax (503) 657-7892

MEMORANDUM

TO: Joshua Naramore, Metro
CC: Nancy Kraushaar, City of Oregon City, Ted Leybold, Metro
FROM: Aleta Froman-Goodrich, P.E.
DATE: July 18, 2008
PROJECT: OR 213: OR 213 @ Redland Rd Intersection
SUBJECT: MTIP-RTP Amendment Request for STIP ODOT Key 14866

ODOT Project Name

OR 213: OR 213 @ Redland Rd Intersection

ODOT Key

14866

Total Cost and Funding for Phase 1 Intersection Improvements "OR 213: OR 213 @ Redland Rd Intersection"

	Total Cost
Design	\$ 357,719
Land Purchase	\$0
Construction	\$2,384,793
Total	\$2,742,512

Funding Details

Federal Funds Available (subject to actual FFY 2009 SAFETEA-LU HPP Allocation):

\$2,041,862 (HPP)

\$ 430,650 (IM)

\$2,472,512 Total Federal Funds for Project in Yr 2009

City Local Agency Match:

\$ 233,700 (HPP)

\$ 36,300 (IM)

\$ 270,000 Total City Local Match Funds for Project

OR213 at Redland Road Phase 1 Funding:

\$2,472,512 Total Federal Funds for Project 2 in Yr 2009

\$ 270,000 Total City Local Match Funds for Project 2

\$2,742,512 Total Funds for Project 2 OR213 at Redland Rd Phase 1

Project Description

Design and construct the Phase 1 improvements for OR213 at Redland Road intersection.

Description of Phase 1 Intersection Improvements

There is a distance of approximately 1,650 feet from Washington Street to Redland Road on OR 213. There are three southbound lanes on OR 213 from Washington Street to Redland Road. The third southbound outside lane changes from a through lane to a right turn only lane at approximately 450 feet north of the OR213/ Redland Road intersection.

The proposed Phase 1 improvements are:

1. The continuation of the existing third southbound outside lane through the intersection;
2. Widen the west side of OR 213 approximately 450 feet north of Redland Road and construct a right turn lane;
3. Widen the west side of OR 213 south of Redland Road and construct the third southbound through lane adjacent to the existing second southbound lane;
4. Drop the third southbound through lane and merge into the existing second southbound lane south of the OR 213/ Redland Road intersection at a distance that is in accordance with ODOT standards.

Milepoints

Approximate Milepoints: from MP 0.40 to MP 0.70

MP 0.14

Washington St

RAIL

APPROX.
1650
feet

APPROX.
1650 feet

APPROX.
1650 feet

APPROX.
1650 feet

END

REDLAND
ROAD

MP
0.48

HWY 213

HWY

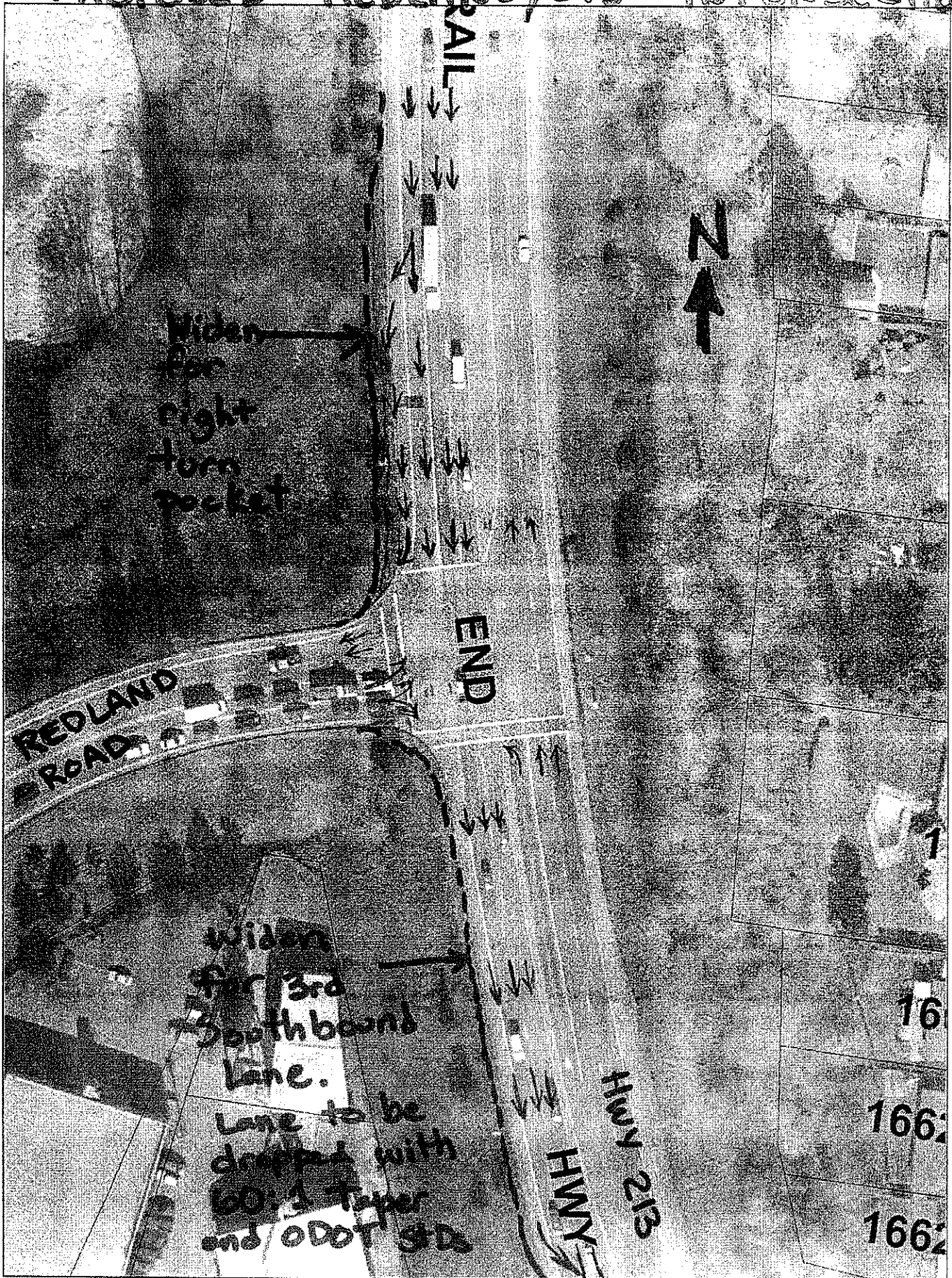
16

1662

1662

EXISTING REDLAND/213 INTERSECTION

PROPOSED REDLAND/213 INTERSECTION



3rd Southbound Travel
Lane Merge to Two Southbound

The Rivers at Oregon City Development
July 9, 2008

Project #: 7919.003
Page 2

KAI Response: The traffic count data for the Bridgeport Village development in Tualatin is provided in Appendix "J" of the revised TIA. In addition, the following three tables provide a trip generation comparison, either representing characteristics associated with shopping center and lifestyle center data (see Table 1, consistent with revised May 2008 TIA) or with all retail uses assumed as shopping center (see Table 2, consistent with the revised analysis presented in the July 2008 Signal Approval Request Memorandum). Table 3 summarizes the comparison between the two approaches.

Method 1

Table 1 May 2008 TIA Estimated Trip Generation (with lifestyle center data)

Land Use	ITE Code	Size (SF/units)	Daily Weekday Trips	Weekday PM Peak Hour			Saturday Daily	Saturday Midday Peak Hour		
				Total	In	Out		Total	In	Out
Shopping Center	820	325,000	11,315	1,065	530	555	14,815	1,440	750	690
Lifestyle Center	Field Data	350,000	9,535	895	430	465	12,405	1,210	630	580
Pass-by			(7,005)	(660)	(330)	(330)	(8,695)	(900)	(450)	(450)
Internal			(250)	(25)	(18)	(7)	(50)	(5)	(2)	(3)
General Office	710	50,000	780	135	25	110	125	20	10	10
Internal			(250)	(25)	(7)	(18)	(50)	(5)	(3)	(2)
Existing Driveways			(920)	(95)	(45)	(50)	(590)	(60)	(30)	(30)
Total New Trips			20,710	2,000	920	1,085	26,755	2,610	1,360	1,250
Total Pass-by Trips			(7,005)	(660)	(330)	(330)	(8,695)	(900)	(450)	(450)
Total Internal Trips			(500)	(50)	(25)	(25)	(100)	(10)	(5)	(5)
Net New Trips			13,205	1,295	565	730	17,960	1,700	905	795

Method 2

Table 2 May 2008 TIA Estimated Trip Generation (retail all shopping center)

Land Use	ITE Code	Size (SF/units)	Daily Weekday Trips	Weekday PM Peak Hour			Saturday Daily	Saturday Midday Peak Hour		
				Total	In	Out		Total	In	Out
Shopping Center	820	675,000	23,495	2,210	1,060	1,150	30,770	2,995	1,560	1,435
Pass-by			(7,990)	(750)	(375)	(375)	(9,845)	(1,020)	(510)	(510)
General Office			780	135	25	110	125	20	10	10
Internal	710	50,000	(250)	(25)	(5)	(20)	(50)	(5)	(5)	(0)
Existing Driveways			(920)	(95)	(45)	(50)	(590)	(60)	(30)	(30)
Total New Trips			23,355	2,250	1,040	1,210	30,305	2,955	1,540	1,415
Total Pass-by Trips			(7,990)	(750)	(375)	(375)	(9,845)	(1,020)	(510)	(510)
Total Internal Trips			(250)	(25)	(5)	(20)	(50)	(5)	(5)	(0)
Net New Trips			15,115	1,475	660	815	20,410	1,930	1,025	905

Land Use: 030 Truck Terminal

Independent Variables With One Observation

The following trip generation data are for independent variables with only one observation. This information is shown in this table only; there are no related plots for these data.

Users are cautioned to use these data with care due to the small sample size.

<u>Independent Variable</u>	<u>Trip Generation Rate</u>	<u>Size of Independent Variable</u>	<u>Number of Studies</u>	<u>Directional Distribution</u>
1,000 Square Feet Gross Floor Area				
Weekday	9.85	131	1	50% entering, 50% exiting
A.M. Peak Hour of Adjacent Street Traffic	0.90	131	1	40% entering, 60% exiting
P.M. Peak Hour of Adjacent Street Traffic	0.82	131	1	47% entering, 53% exiting
A.M. Peak Hour of Gen.	0.90	131	1	40% entering, 60% exiting
P.M. Peak Hour of Gen.	0.82	131	1	47% entering, 53% exiting
Saturday	1.89	131	1	50% entering, 50% exiting
Saturday Peak Hour of Generator	0.29	131	1	49% entering, 51% exiting
Sunday	1.02	131	1	50% entering, 50% exiting
Sunday Peak Hour of Generator	0.11	131	1	36% entering, 64% exiting

Truck Berths				
Weekday	6.79	190	1	50% entering, 50% exiting
A.M. Peak Hour of Adjacent Street Traffic	0.62	190	1	40% entering, 60% exiting
P.M. Peak Hour of Adjacent Street Traffic	0.57	190	1	47% entering, 53% exiting
A.M. Peak Hour of Gen.	0.62	190	1	40% entering, 60% exiting
P.M. Peak Hour of Gen.	0.57	190	1	47% entering, 53% exiting
Saturday	1.31	190	1	50% entering, 50% exiting
Saturday Peak Hour of Generator	0.20	190	1	49% entering, 51% exiting
Sunday	0.71	190	1	50% entering, 50% exiting
Sunday Peak Hour of Generator	0.08	190	1	36% entering, 64% exiting

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF AMENDING THE) RESOLUTION NO. 08-3974
FEDERAL COMPONENT OF THE 2035)
REGIONAL TRANSPORTATION PLAN (RTP)) Introduced by Councilor Rex Burkholder
AND THE 2008-11 METROPOLITAN)
TRANSPORTATION IMPROVEMENT)
PROGRAM (MTIP) TO ADD THE HIGHWAY)
213 AND REDLAND ROAD INTERSECTION)
PROJECT

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

WHEREAS, the Metropolitan Transportation Improvement Program (MTIP) prioritizes projects from the RTP to receive transportation related funding; and

WHEREAS, the Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Council must approve the RTP and MTIP and any subsequent amendments to add new projects to the RTP and MTIP; and

WHEREAS, JPACT and the Metro Council approved the Federal Component of the 2035 RTP by Resolution 07-3831A, "For The Purpose of Approving the Federal Component of the 2035 Regional Transportation (RTP) Update, Pending Air Quality Conformity Analysis," on December 13, 2007; and

WHEREAS, the JPACT and the Metro Council approved the 2008-11 MTIP by Resolution 07-3825, "For the Purpose of Approving the 2008-2011 Metropolitan Transportation Improvement Program for the Portland Metropolitan Area," on August 16, 2007; and

WHEREAS, the City of Oregon City received a Congressional earmark through SAFETEA-LU and the 2006 Transportation Appropriation bill to improve the traffic flow at the I-205 and Highway 213 (OR 213) interchange; and

WHEREAS, at the time of the earmark request a developer was working with the City of Oregon City to develop a former landfill site adjacent to the I-205/OR 213 interchange, but the proposed development proved to not be viable and was canceled; and

WHEREAS, the City of Oregon City is working with a second developer on a proposal to develop the site in support of the redevelopment of the Regional Center; and

WHEREAS, the Oregon Department of Transportation (ODOT) and the City of Oregon City have worked together to determine that the most appropriate use of the earmark funds would be to design and construct the OR 213 at Redland Road intersection improvement project; and

WHEREAS, the OR 213 at Redland Road intersection improvement project will address the transportation demand within the 20 year planning horizon, improve highway operational capacity for freight and other through traffic in the I-205 and OR 213 corridors, and help implement the Regional Center plan; and

WHEREAS, all federal transportation funds allocated in the Metropolitan Area must be included in the RTP's financially constrained system and the MTIP financial plan; and

WHEREAS, these funds were forecast to be available in the Federal Component of the 2035 RTP and programmed in the 2008-2011 MTIP financial plan for the I-5/OR 213 interchange project; and

WHEREAS, the City of Oregon City requests that the Federal Component of the 2035 RTP be amended to add the OR 213 at Redland Road intersection improvement project to the financially constrained project list; and

WHEREAS, the City of Oregon City requests that the earmarked funds be moved to fund the OR 213 at Redland Road intersection improvement project as part of the 2008-2011 MTIP; and

WHEREAS, this change to programming for this project is not exempt by federal rule from the need for a conformity determination with the State Implementation Plan for air quality; and

WHEREAS, an air quality conformity analysis demonstrates that the project will not affect the conformity status of the Federal Component of the 2035 RTP and the 2008-11 MTIP; and

WHEREAS, the change to programming for this project has been determined through inter-agency consultation and has been determined in conformity with the State Implementation Plan for air quality; and

WHEREAS, at its _____ meeting, JPACT recommended to add the Highway 213 and Redland Road Intersection project to the Federal Component of the 2035 RTP and 2008-11 MTIP; now therefore

BE IT RESOLVED that the Metro Council hereby adopts the recommendation of JPACT to add the Highway 213 and Redland Road Intersection project to the Federal Component of the 2035 RTP and the 2008-11 MTIP as shown in attachments 1 and 2 respectively attached as Exhibit A to this resolution.

ADOPTED by the Metro Council this _____ day of October 2008.

David Bragdon, Council President

Approved as to Form:

Daniel B. Cooper, Metro Attorney

Attachment 1 - Proposed Amendment to the 2035 RTP Financially Constrained Project List

Changes to be made to the 2035 RTP Financially Constrained Project List

Proposed Change	Metro Project ID	Nominating Agency	Facility Owner / Operator	Project/Program Name	Project Start Location (Identify starting point of project)	Project End Location (Identify terminus of project)	Description	Estimated Cost (\$2007)	Time Period
Update the project cost to reflect the transfer of the earmarked fund to Project #10143.	10141	Oregon City	ODOT	I-205/Hwy. 213 Interchange Phase 1	Redland Rd.	I-205	Grade separate SB Hwy. 213 at Washington Street and add a northbound lane to Hwy. 213 from just south of Washington Street to the I-205 on-ramp. Reconstruct I-205 SB off-ramp to Hwy. 213 to provide more storage and enhance freeway operations and safety.	\$18,969,774	2008-2017
								\$22,000,000	
Split Project #10143 into 2 phases and add Phase 1 to the financially constrained project list.	10143	Oregon City	ODOT	Hwy. 213 at Redland Rd. Intersection Improvements - Phase 1	Highway 213 north of Redland Rd.	Highway 213 south of Redland Rd.	Intersections improvements. Widen west side Hwy 213 north of Hwy 213/Redland Rd. intersection to add left turn lane storage, convert existing 3rd SB through lane at Redland Rd., widen west side Hwy 213 south of Hwy 213/Redland Rd. intersection to transition from 3 SB lanes to 2 SB lanes.	\$3,030,226	2008-2017

Attachment 1 - Proposed Amendment to the 2035 RTP Financially Constrained Project List**Changes to be made to the 2035 RTP Other Project List**

Proposed Change	Metro Project ID	Nominating Agency	Facility Owner / Operator	Project/Program Name	Project Start Location (Identify starting point of project)	Project End Location (Identify terminus of project)	Description	Estimated Cost (\$2007)	Time Period
Add Phase 2 of the intersection improvement as Project #11128 to the unfunded project list.	11128	Oregon City	ODOT	Hwy. 213 at Redland Rd. Intersection Improvements - Phase 2	Highway 213 north of Redland Rd.	Highway 213 south of Redland Rd.	Intersections improvements. Widen east side of Hwy. 213 to add one left turn lane at Hwy 213/Redland Rd. intersection on Hwy 213 northbound.	\$7,260,000	2008-2017

Attachment 2 – Proposed Amendment to the 2008-2011 MTIP

Current 2008-2011 MTIP:

Project Name	I-205 @ OR 213 Interchange ODOT Key #14866 (Oregon City)	
PHASE	YEAR	COST
PL	2006	\$466,981
PE	2008	\$2,563,245
RW		
CN		
TOTAL		\$3,030,226

Proposed Amendment to the 2008-2011 MTIP

Project Name	OR 213 at Redland Road Intersection Improvement (Oregon City)	
PHASE	YEAR	COST
PL		
PE	2009	\$357,719
RW		
CN	2010	\$2,672,507
TOTAL		\$3,030,226

STAFF REPORT

IN CONSIDERATION OF RESOLUTION NO. 08-3974, FOR THE PURPOSE OF AMENDING THE FEDERAL COMPONENT OF THE 2035 REGIONAL TRANSPORTATION PLAN (RTP) AND THE 2008-11 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM (MTIP) TO ADD THE HIGHWAY 213 AND REDLAND ROAD INTERSECTION PROJECT

Date: August 22, 2008

Prepared by: Josh Naramore

BACKGROUND

As part of SAFETEA-LU and the 2006 Transportation Appropriation bill, the City of Oregon City requested and obtained a federal earmark to improve traffic flow at the I-205 and Highway 213 (OR 213) interchange. At the time that the earmark request was being made, the City was working with a developer to develop a former landfill site adjacent to the I-205/OR 213 interchange. However, the proposed development was found to not be viable and canceled.

The City is currently working with a second developer, CentrCal Properties, on a proposal to develop this site with a mixed use office and retail project aimed at supporting the redevelopment of the Regional Center. CenterCal, ODOT and the City have worked closely to identify a set of feasible transportation improvement options. The exploration of alternatives focused on facility operation, circulation, environmental impact, constructability, and cost. The two preferred alternatives identified were:

- The construction of a “Jug Handle” to replace the existing OR 213 at Washington Street intersection.
- The construction of intersection improvements and widening at the OR 213 at Redland Road intersection.

The OR 213 at Washington Street intersection project is being funded through the City’s urban renewal funds. The City in partnership with ODOT have determined that the most appropriate use of the earmark funds would be to design and construct the OR 213 at Redland Road intersection improvement project. This project will address the transportation demand within the 20 year planning horizon, improve highway operation capacity for freight and other through traffic in the I-205 and OR 213 corridors, and will help implement the Regional Center plan.

All federal transportation funds allocated in the Metropolitan Area must be included in the 2035 RTP’s financially constrained system and the 2008-2011 MTIP financial plan. The earmarked funds were forecast to be available in the financially constrained Federal 2035 RTP and programmed in the 2008-2011 MTIP financial plan for the I-5/OR 213 interchange project.

The City of Oregon City is requesting to amend the financially constrained 2035 RTP to include the OR 213 at Redland Road intersection improvement project. This proposed change would split RTP project #10143 into two phases. The OR 213 at Redland Road intersection improvement project - Phase 1 would be added to the 2035 RTP financially constrained project list to use the earmarked funds for the proposed improvements. The OR 213 at Redland Road intersection improvement project - Phase 2 will become RTP Project #11128 to reflect future improvements that cannot be afforded at this time and will not be added to the 2035 RTP financially constrained project list. Additionally, RTP Project #10141, will be

reduced by the earmarked amount on the 2035 RTP financially constrained project list to reflect the transfer of funds to project #10143. The proposed changes are reflected in Attachment 1.

The City is also jointly requesting an amendment to the 2008-2011 MTIP. The proposed amendment would cancel the programmed funds for ODOT Key#14866 for the I-205/OR 213 Interchange project and move the funds to the OR 213 at Redland Road intersection improvement project. The proposed changes to the 2008-2011 MTIP are reflected in Attachment 2.

The Joint Policy Advisory Committee on Transportation and the Metro Council must approve amendments to both the RTP and the MTIP.

Also, the City of Oregon City has presented this plan to the congressional delegation of Senators Gordon Smith, Ron Wyden and Representative Darlene Hooley, and received their approval with concurrence from the Federal Highway Administration. Additionally, the OTC approved the proposed changes subject to the adoption by JPACT and Metro Council into both the financially constrained 2035 RTP and the 2008-2011 MTIP.

An air quality conformity analysis was completed on the proposed amendment and indicates that adding this project to the Federal Component of the 2035 RTP and the 2008-11 MTIP will not result in any change in status to air quality conformity.

ANALYSIS/INFORMATION

- 1. Known Opposition** None known at this time.
- 2. Legal Antecedents** Amends the Federal Component of the 2035 Regional Transportation Plan adopted by Metro Council Resolution 07-3831A, "For The Purpose of Approving the Federal Component of the 2035 Regional Transportation (RTP) Update, Pending Air Quality Conformity Analysis," on December 13, 2007 and amends the 2008-11 Metropolitan Transportation Improvement Program adopted by Metro Council Resolution 07-3825, "For the Purpose of Approving the 2008-11 Metropolitan Transportation Improvement Program for the Portland Metropolitan Area," on August 16, 2007.
- 3. Anticipated Effects** None.
- 4. Budget Impacts** None.

RECOMMENDED ACTION

Metro staff recommends the approval of Resolution No. 08-3974.

Attachment 1 - Proposed Amendment to the 2035 RTP Financially Constrained Project List**Changes to be made to the 2035 RTP Financially Constrained Project List**

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TOTAL		\$3,030,226

Proposed Amendment to the 2008-2011 MTIP

Project Name	OR 213 at Redland Road Intersection Improvement (Oregon City)	
PHASE	YEAR	COST
PL		
PE	2009	\$357,719
RW		
CN	2010	\$2,672,507
TOTAL		\$3,030,226

2010-2013 Regional Flexible Fund - Step 2 Local Projects

	RFFA ID	Project name	Phase	Agency	Request (2012 dollars)	Score	Bike/Ped
Regional Mobility Corridors	50075	NE/SE Twenties Bikeway: Lombard - Springwater Trail	PD, FDE, Con	City of Portland	\$2,097,850	82.75	x
	50090	Bus Stop Development & Streamline Program	PD, FED, ROW, Con	TriMet	\$3,640,874	67.33	
	50080	Hogan/NE 242nd Dr: Glisan - Stark	PD, FDE, Con	City of Gresham	\$3,213,308	64.50	
	50087	Westside Trail: Kaiser Ridge Park - Kaiser Woods Park	FDE, ROW, Con	THPRD	\$2,692,830	63.50	x
	50081	40 Mile Loop: Blue Lake Park - Sundial Rd	Con	City of Fairview	\$2,322,421	62.25	x
	50085	Farmington Road at Murray Blvd Intersection	ROW	City of Beaverton	\$4,002,099	63.00	
		Kerr Parkway Bike Lanes: Stephenson - Boones Ferry Rd	FDE, Con	City of Lake Oswego	\$1,742,926	51.50	x
Mixed-Use Area Implementation	50084	SW Rose Biggi: Hall - Crescent	ROW	City of Beaverton	\$2,758,238	82.75	
	50074	102nd Ave: NE Glisan - SE Washington	ROW, Con	City of Portland	\$5,000,000	80.75	
	50070	McLoughlin Blvd: Clackamas River Bridge - Dunes Dr	FDE, Con	City of Oregon City	\$3,918,288	70.00	
	50076	Red Electric Trail: SW 30th - SW Vermont	FDE, ROW, Con	Portland Parks	\$1,929,183	68.50	x
	50071	N Fessenden/St Louis: Columbia Way - Lombard	PD, FDE, Con	City of Portland	\$2,159,431	68.00	x
	50073	Killingsworth: N Commercial - NE MLK Jr Blvd	Con	City of Portland	\$2,354,093	65.00	
		SE Division: 6th - 39th	FDE, Con	City of Portland	\$2,500,000	59.50	
	50072	OR 43: Arbor Dr - Marylhurst Dr	FDE, Con	City of West Linn	\$3,800,097	50.75	x
Industrial	50079	St Johns Rail Line (UP): N St Louis - N Richmond	PD, FDE, Con	Port of Portland	\$3,649,337	55.75	
	50083	Evergreen Rd: 253rd Ave - 25th Ave	FDE, ROW, Con	Washington County	\$2,763,700	48.50	
Environmental Enhancement & Mitigation	50092	School Bus Diesel Engine Emission Reduction	Con	DEQ	\$2,100,000	95.00	
	50053	Electronic Mini-Hybrid Bus Retrofit	Con	TriMet	\$1,345,950	74.00	
	50089	Transit Bus Diesel Engine Emission Reduction	Con	TriMet	\$1,166,490	37.00	
Project Development	50069	French Prairie Bridge: Boones Ferry Rd - Butteville Rd	PD	City of Wilsonville	\$1,250,000	N/A	x
	50078	Airport Way at 82nd Ave Intersection	PD	Port of Portland	\$500,000	N/A	
	50082	SE 174th: Jennie - Giese	PD	City of Gresham	\$222,500	N/A	
	50086	Council Creek Trail: Banks - Hillsboro	PD	City of Forest Grove	\$448,650	N/A	x
	50077	Willamette Greenway Trail: N Columbia Blvd - Steel Bridge	PD	Portland Parks	\$444,800	N/A	x
	50088	SE Division: 96th - 174th	PD	City of Portland	\$500,000	N/A	
Total					\$58,523,065		

Note: In some instances project costs were revised to include inflationary factors and other adjustments to account for all project elements. Funding requests for Project Development and Environmental Enhancement and Mitigation Projects were not revised and reflect the original amount requested.



METRO

DATE: August 29, 2008

TO: TPAC Members and Interested Parties

FROM: Ted Leybold, MTIP Program Manager

SUBJECT: RFF score adjustment

Immediately following the release of the draft RFF project technical evaluation results on August 14th, applicants were given a week to submit requests for scoring adjustments and revisions to qualitative information. Requests were due in writing on August 21st. MTIP staff reviewed the requests and determined where changes may be warranted and minor adjustments have been made to some of the quantitative and qualitative information. Now that this component of the process has been completed, the scores have been finalized. The following information provides a summary of each request submitted and what, if any, action was taken and why.

Adjustment requests/response

SE Division: 96th – 174th

Request:

1. *Gaps and Deficiencies*: add that project addresses gaps and deficiencies in the sidewalk network and transit deficiencies.

Added “and .5 miles of sidewalk gaps” and “addresses deficiencies by improving transit stops on a Frequent Bus corridor” to the Qualitative analysis description.

2. *Leverages Discretionary Funds*: add that project will contribute discretionary funds to Final Design & Engineering, Right-of-Way and Construction.

Added “May leverage overmatch in an initial construction phase as \$584,000 of SDC funds remain available for project.”

SE Division: 6th – 39th

Request:

1. *Design Elements Checklist:*

- Item B: pedestrian crossings: check box for “reduced corner radii”
- Item C: bike facilities: check box for “advanced stop lines/bike boxes
- Item E: other complete street features: add check box for “gateway feature”, “on-street parking”, and “street trees”

Item B: 1 point added for reduced corner radii, as documented in plan subsequently provided.

Item C: 1 point added for advance stop lines/bike boxes, as documented in plan subsequently provided.

Item E: 1 point added for street trees, as documented in plan subsequently provided. No points added for gateway feature or on-street parking, since these could be added but are currently indeterminate.

2. *Land use narrative:*

Section A : add info about about Center, Station Area, Targeted Area Plan

No adjustment made. Points already given for area plans.

Section F: add info about Investments in Parking Management

No adjustment made. Supplementary information doesn't warrant additional points. Level of parking management efforts in mid range.

3. *Gaps and Deficiencies:* add bike amenities at “Seven Corners”

Added 1 point for providing bike improvements (bike boxes on SE Ladd and SE 21st at the 7 corners intersection) on an RTP bike system community connector.

Killingsworth: N Commercial – NE MLK Jr Blvd

Request:

1. *Safety:* consider additional information provided about crossing at Mallory and Killingsworth

Safety panel will not be reconvened to rescore projects.

2. *Design element checklist:*

Item B: *pedestrian crossings:* add points for ped crossings, reduced corner radii, curb extensions

Item D: *transit:* add point for adding crosswalk at transit stop

Item E: *other complete street features*: add point for turning radius improvements

No points added; no documentation, plan, or design was provided to demonstrate that additional features were part of project plan.

Hogan/242nd Dr: Glisan – Stark

Request:

1. Design elements checklist:

- Item A: sidewalk features add a point for multi-use trail
- Item D: transit: add points for local school bus transit network
- Item E: other complete street features: add point for ITS elements

Item A: 1 point added for added sidewalk, since trail did not receive additional points in section C due to maximum score being reached.

Item D: No points added; turn lane serving school buses is not a transit stop amenity or transit queue-bypass lane.

Item E: No points added; ITS point was already received.

2. Gaps and deficiencies: add points for severity of gap, system classifications, area land uses, and the presence of bike/peds

No adjustment provided. Explanation provided in technical analysis in awarding scaled points within the “High” rating relative to other projects receiving the high rating adequately explains the scaled score. Scores were scaled by the RTP classification of the facility addressed, the length of the gap/deficiency addressed, the scope of the gap/deficiency, any off-RTP system gaps/deficiencies addressed, and the option of parallel facilities available.

3. Congestion management checklist:

- Item J: connectivity: add points for east side block lengths
- Item K: alternate modes: add point for “regional transit”
- Item L: transportation demand management activities: add point for ON Semiconductor trip reduction plan.
- Item N: land use: add points for walkability

Item J: No points added; west side is undeveloped, which allowed 3 points (awarded) for having a connectivity plan, east side does not meet standards, with large block size and many dead-end streets.

Item K: No points added; project corridor does not carry a regional transit route, 257th is not within ½ mile, and Stark is perpendicular, not parallel.

Item L: This project received 1 point for being covered by the regional employer outreach program, which includes efforts from employers such as ON Semiconductor; however, the project is not in an area where the RTO program has additional programs to leverage the investment (i.e., a Transportation

Management Association or residential-based individualized marketing project). Points should remain at 1 out of 3, in keeping with the objective method for scoring points in the TDM criterion.

Item N: No points added. Land uses not oriented to toward a walkable, alternative mode conducive environment (mixed use development, buildings oriented to the street, pedestrian scale, transit oriented).

SW Rose Biggi: Hall – Crescent

Request:

1. *Other considerations (qualitative):*

- add info about potential Westgate Drive purchase
- add information on advancement of PE phase to FFY 2009

-Added information about Westgate Drive to qualitative considerations under "Linked to other project."

-Note not added. Advancement of PE phase not pertinent to consideration of funding project.

2. *Design element checklist:*

- Item A: *sidewalk features*: add point for documented sidewalk amenities
- Item B: *pedestrian crossings*: add point for documented crossing improvements

Item A: No points added; sidewalk amenities already received a point. Project received points for adding sidewalks, sidewalk width of 10', and amenities. Points were not awarded for improving delineation (this is an either/or with new sidewalk), removing obstructions (only for existing sidewalks), or missing curb ramps (only for existing sidewalks).

Item B: No points added; points were already awarded for crossing improvements: adding ped crossing, reducing ped crossing distance, and reduced corner radii. Narrowed travel lanes do not apply since they do not yet exist.

3. *Land use narrative:*

- I. *Regulatory approaches*: resolve inconsistencies in scoring for parking strategies and add points for documented strategies in place.

No adjustment made. Notes have been changed to differentiate between implemented strategies vs. developing parking management strategies. Points were accurately assessed for responses given.

- III. Performance of center: add point for housing capacity percentage and cultural activities

III. No adjustment made. The percentage provided would place project at the low end for achieving housing capacity.

4. *Environmental stewardship*: add point for being a “clean mode”

No adjustment made. Points structured to give highest points to projects that have no emissions. This project is not solely a bike/ped/trail project.

Farmington Road at Murray Blvd Intersection

Request:

1. *Design element checklist*:

-Item A: *sidewalk features*: add point for missing curbs, landscape buffer and ped scale lighting

-Item B: *pedestrian crossings*: add points for documented crossing elements

-Item E: *other complete street features*: add point for street trees and ITS elements

Item A: 1 point added for area on southeast corner where sidewalk delineation does not exist. No points added for sidewalk width (only 8 feet shown, not 10 as required for added point), or removing obstructions from sidewalk (none documented).

Item B: No points added; no ped crossings are added, median is not a ped refuge here as it is adjacent to crosswalk but does not protect it, ped crossing distances are all increased, narrowed travel lanes are appropriate but do not score because this is not a ped district.

Item E: No points added; street trees were already given 1 point, countdown signals and signal timing adjustments do not qualify as ITS.

2. *Congestion management checklist*: add points for checked items

Item F: No points added; connectivity does not meet standards with large block lengths and parallel connections 1,100' – 1,200' away.

Item M: No points added; signal phasing is standard with no turn restrictions, upgraded equipment and ITS would qualify only if SCATS were already in place.

Council Creek Trail: Banks – Hillsboro

Request:

1. *Leverages Discretionary Funds*: add note about seeking additional funds.

Note was not added. All funding sources cited have not been secured for the project and reflect intent to “seek” other funds. Only discretionary funds that have been dedicated to the project are being considered in the qualitative analysis.

McLoughlin Blvd: Clackamas River Bridge – Dunes Dr

Request:

1. *Population and employment*: consider additional information not available to the land use forecast used by Metro staff to evaluate populations and employment during the technical evaluation process.

No additional points given. Added a comment in the qualitative summary. Information provided did not change the forecasted population and employment, thus warranting additional points.

St. Johns Rail Line (UP): N St Louis – N Richmond

Request:

1. *Land use narrative*: consider additional information and clarifications about industrial area land uses.

Half a point was added to project score for supplementary information detailing the River Plan and efforts to maintain harbor jobs.

2. *Gaps and deficiencies*: add points for filling a gap or deficiency based on clarification of importance of the St Johns Lead for relieving existing bottleneck on an RTP Freight railroad mainline and the relative importance of branch railroad lines to road connectors.

Added 2 points. Original score did not credit the project for providing alternative capacity to an existing bottleneck on an RTP Freight main line and the relative importance of being the only rail freight alternative for this capacity and to serve this industrial area.

3. *Design element and efficiency checklist*:

-Item B: *pedestrian crossings*: add point for crosswalk safety treatments.

-Item C: *bike facilities*: add point for reconstructing multi-use trail.

-Item F: *efficiency improvements*: add points for ITS elements (box not checked in original application)

Item B: No points added; railroad crossings are not crosswalks, but this improvement was a factor in the safety score.

Item C: No points added; this is for addition of multi-use trail, not relocation.

Item F: No points added; crossing improvements intended primarily to reduce noise do not qualify as ITS.

4. *Environmental justice*: add points for benefits to environmental justice communities.

Added one point for benefits to environmental justice communities for noise reduction and positive impacts on businesses that employ environmental justice populations.

5. *Environmental stewardship*: add points for being a “cleaner mode.”

Added one point for being a cleaner and more efficient mode for freight movement as compared with trucks. Additional consideration given for this project only to address the nature of industrial projects.

6. *Limited funding sources*: add points for being a mode with limited funding sources.

No adjustment made. Railroad improvements have access to private capital of facility owner, federal rail safety funds and Connect Oregon funds.

7. *Qualitative considerations*:

-*Economic impact/jobs*: add note that project supports businesses at Terminal 4.

-*Project readiness*: add note that “Whistle Free Zone” is an element in the Cathedral Park Master planning efforts and that the UP railroad supports the rail realignment.

-*Other considerations*: add note that while the project’s value is not captured by the measurement criteria, the project achieves several desirable goals.

-Note added to “Economic impact/jobs” section in qualitative summary about Terminal 4 benefits.

-Note added to “Project readiness” section in qualitative summary about Cathedral Park Master Plan and UP railroad support.

-No change made. The goals listed in the comments were addressed in the measurement criteria.

Kerr Parkway Bikelanes: Stephenson – Boones Ferry Rd

Request:

1. *Gaps and deficiencies*: add points for serving as a critical link and completing a large gap in the regional bicycle system

No adjustment provided. Explanation provided in technical analysis in awarding scaled points within the rating relative to other projects adequately explains the scaled score. Scores were scaled by the RTP classification of the facility addressed, the length of the gap/deficiency addressed, the scope of the gap/deficiency, any off-RTP system gaps/deficiencies addressed, and the option of parallel facilities available.

2. *Safety*: add points for providing a safe alternative for biking in the area.

Safety panel will not be reconvened to rescore projects. This project scored fairly well in its addressing of safety issues, due to the recognized improvement bike lanes provide. Better documentation would have been needed to score higher.

3. *Qualitative considerations*:

-*Overmatch*: potential for TE additional funds for overmatch

Added note to “overmatch” section in qualitative summary.

Airport Way at 82nd Ave intersection

Request:

1. *Addresses a gap or deficiency*: provided supplementary information for consideration about projected capacity issues at intersection.

No adjustment made. Gaps and deficiencies are noted. Deficiencies provided are forecasted, not existing.

2. *Supports modes that reduce emissions*: provided supplementary information for consideration about project supporting light rail access to the airport, as well as bike/ped access.

No adjustment made. Does not appear to significantly benefit bike/ped or light rail.

3. *Leverages discretionary funds*: will seek additional transportation grants to aid in funding the project through to construction.

No adjustment made. Additional discretionary funds have not been secured for this project.

Evergreen Rd: 253rd – 25th Ave

Request:

1. *Design element and efficiency checklist*:

-Item A: *sidewalk features*: add point for checked item that didn't receive point

-Item F: *efficiency improvements*: add points for checked items that didn't receive points, also “access management” should have been checked

Item A: No points added; no removal of sidewalk obstructions or missing curb ramps (these are for existing sidewalk sections), which was checked but not scored.

Item F: No points added; transition from 5 to 2 lanes does not qualify as a geometric design deficiency, which was checked but not scored. No documentation, plan, or design was provided to demonstrate which access points would be removed or consolidated, or how access management would otherwise be implemented.

2. *Land use narrative:*

I. c. consider how points were given in this section.

II.d. consider how points were given in this section.

I.c. No adjustment made. Additional information provided did not warrant assignment of additional points.

II.d. No adjustment made. Clarification provided does not address efficiency of land use in the area.

3. *Safety:* consider future impacts of development on safety in the area and reduction of rear-end collisions.

Safety panel will not be reconvened to rescore projects.

4. *Qualitative considerations:*

-*Linked to other significant project:* City of Hillsboro provided information about other road projects in the area.

Added note to “linked to other significant project” about improvements in area:

Red Electric Trail: SW 30th – SW Vermont

Request

1. Applicant requested that project be reviewed in another solicitation category.

Project was not scored in a different category. Efforts were taken to generally assess how the project would do with a key measurement in the regional mobility corridor category, but a complete re-evaluation of the project was not conducted.

Regional Mobility Corridor Projects -Qualitative Summary

NE/SE Twenties Bikeway: NE Lombard to Springwater Trail	Past regional commitment	No past regional commitments.
	Linked to other project	The project will fill the gap in the north-south bikeway network and will leverage the benefits of recently completed east-west bikeways like Lombard, Tillamook, Ankeny, and Salmon-Taylor.
	Multi-modal benefit	The project will improve the multi-modal character of the corridor, benefit pedestrians with improved crossings and curb extensions, and create traffic calming that benefits the neighborhood.
	Overmatch	No
	Affordable housing/safe school	The bikeway passes within one half mile of nineteen schools and 12 of the 17 adjacent census tracts to the bikeway have a higher percentage of low-income residents than the regional average.
	Economic impact/jobs	The bikeway corridor connects several places identified as strategic areas in the Regional 2040 Growth Concept, including main streets, corridors, station communities and industrial areas. In addition, the bikeway will connect to industrial areas, such as the Brooklyn Yard, and future station communities along the Portland-Milwaukie light rail line.
	Project readiness	Some segments had generic design treatments submitted - needs further refinement.
	Other considerations	N/A
Bus Stop Development & Streamline Program	Past regional commitment	No past regional commitment.
	Linked to other project	Corridors and improvements sites have been defined per TriMet's Transit Investment Plan (TIP) and are linked to service improvements and identified safety access issues.
	Multi-modal benefit	Enhancement of bus stops will provide more incentive and opportunities for people to choose transit for their trips. In addition, improvements to bus stop locations and access will include sidewalk improvements in targeted locations, encouraging pedestrian activity.
	Overmatch	No
	Affordable housing/safe school	No information provided.
	Economic impact/jobs	No information provided.
	Project readiness	No concerns
	Other considerations	N/A

Regional Mobility Corridor Projects -Qualitative Summary

Hogan/NE 242nd Dr: Glisan - Stark	Past regional commitment	No past regional commitments.
	Linked to other project	Project completes street improvements in 242nd Avenue corridor between US 26 and I-84, including new improvements on south end of corridor.
	Multi-modal benefit	The project will install sidewalk and bike path features, including a 10-foot shared use path and pedestrian-scale lighting, that are in excess of what's required by state law. The project will also provide multi-modal benefit for freight through a center turn lane.
	Overmatch	Yes. A \$500,000 match, which is about 13.5%.
	Affordable housing/safe school	By creating a new shared use path, a new bicycle lane, pedestrian refuges, and improving an existing sidewalk the project will provide increased safety for students walking and biking to the one of four schools in a one-mile radius of the project. Also, there are two affordable housing developments within a quarter mile of the project.
	Economic impact/jobs	The corridor is near existing industrial firms and areas zoned light industrial available and business park available. All of this property is designated by Metro for employment or industry.
	Project readiness	No concerns
	Other considerations	N/A
Westside Trail: Kaiser Ridge Park - Kaiser Woods Park	Past regional commitment	No past regional commitment.
	Linked to other project	The proposed project will connect to an existing section of the Rock Creek Regional Trail and continue development of the corridor following on construction of segments #7 - #11 of the Westside Regional Trail.
	Multi-modal benefit	Application says there are no multi-modal improvements beyond what has already been identified previously in this application.
	Overmatch	No
	Affordable housing/safe school	The project may have a link in providing an off-street option for parents and school children living in close proximity to the project area as Jacob Wismer Elementary School and Stoller Middle School are both located within 1/4 mile of the proposed trail.
	Economic impact/jobs	The project is not expected to have any direct impact on economic development or job creation. But the trail may provide a transportation alternative to those individuals who may live and work in close proximity to the project area.
	Project readiness	Westside Trail master plan that will identify project development issues is not yet completed.
	Other considerations	Project intersects high value habitat area and wildlife mortality hotspot. West Union Road, the south terminus of the project, has no bike or pedestrian facilities to provide access to the trail.

Regional Mobility Corridor Projects -Qualitative Summary

40 Mile Loop: Blue Lake Park - Sundial Rd	Past regional commitment	No past regional commitment.
	Linked to other project	The project is linked to the construction of the eastern section of the 40-Mile Loop Trail between Sundial and Graham Road as part of the development of the Troutdale Reynolds Industrial Park.
	Multi-modal benefit	The project provides more opportunities for bicycle and pedestrian options as the Port of Portland property develops and future connections to new developments and streets in the Troutdale Reynolds Industrial Park.
	Overmatch	No
	Affordable housing/safe school	No direct benefits to schools or affordable housing.
	Economic impact/jobs	There are no known direct beneficial economic impacts other than through design and construction of the project. Long term indirect impacts are expected in relation to the trail as a commuter and recreation trail providing attractive benefits and amenities to area businesses and residents.
	Project readiness	Utilities, none provided, but "can be." Sheet flow - checking with agencies. Approval to build on levee required.
	Other considerations	Project intersects wildlife mortality hotspot - low priority area.
Farmington Road at Murray Blvd Intersection	Past regional commitment	The preliminary engineering phase was funded through the MTIP and 90% plans are complete.
	Linked to other project	No direct links to other regional projects.
	Multi-modal benefit	Through improvements like wider sidewalks, marked crossings, pedestrian refuges, signal improvements, lighting, and medians, the project will provide a direct multi-modal connection to the Beaverton Regional Center with its Westgate site, The Round and Beaverton Central MAX station, the Beaverton Transit Transfer, MAX light rail, and Commuter Rail Stations.
	Overmatch	No
	Affordable housing/safe school	Within the project area there is a school and two assisted living facilities. The project is also identified as a positive improvement serving Minority Race and Hispanic Origin Populations and Low Income Populations.
	Economic impact/jobs	Economic benefits of improving Farmington Road are time savings realized by businesses and worker commuter trips by reducing traffic congestion; improved freight commodity flows and production schedules, Enhanced tourist travel industry, and improved access and traffic flow for local businesses and potential businesses.
	Project readiness	No concerns
	Other considerations	N/A

Regional Mobility Corridor Projects -Qualitative Summary

Kerr Parkway Bike Lanes: Stephenson - Boones Ferry Rd	Past regional commitment	No past regional commitments.
	Linked to other project	No specific projects mentioned.
	Multi-modal benefit	Project is for one modal improvement.
	Overmatch	Yes. \$ 300,000, or 15%. Applied for TE funding as potential source of overmatch.
	Affordable housing/safe school	The proposed project will provide a safer route to connect to PCC and Lake Oswego High School.
	Economic impact/jobs	No specific benefits mentioned aside from overall improvement in the quality of life.
	Project readiness	No concerns
	Other considerations	Project intersects high value habitat area.

Mixed-use Area Implementation Projects

SW Rose Biggi: Hall - Crescent	Past regional commitment	The project was funded for preliminary engineering with regional funding and is included as STIP Key #14400.
	Linked to other project	The project is connected to recent infrastructure and development projects at The Round site such as Rose Biggi phase I, Crescent, Beaverton Round, Commuter Rail, Light Rail, which have received federal funding through the MTIP. In addition, this project is connected to the Westgate site and potential local purchase of Westgate Drive.
	Multi-modal benefit	The project fills a multimodal gap in the Regional Center circulation and access system and increases the safety for bicycles and pedestrians to directly access the Westgate TOD site, the Round, Beaverton Central MAX Station, light rail and commuter rail.
	Overmatch	No
	Affordable housing/safe school	The project will enhance pedestrian and bicycle access to the Beaverton School District Arts and Communication High School and the area North of Hall Boulevard contains some affordable housing opportunities.
	Economic impact/jobs	The project will allow for the construction of a connection that will stimulate economic development around the Beaverton Round and the Westgate Site, which will benefit the local economy by creating jobs. The project provides the site access that will promote job creation and economic vitality in the center.
	Project readiness	Stormwater treatment adjacent to creek to be addressed in PE.
	Other considerations	N/A

Mixed-use Area Implementation Projects

102nd Ave: NE Glisan - SE Washington	Past regional commitment	Phase I of the project received two RFF allocations, one for preliminary engineering and one for Right of Way.
	Linked to other project	Extends Phase I project currently under construction south.
	Multi-modal benefit	Project improves pedestrian, bike and transit modes.
	Overmatch	Yes. 18.3%
	Affordable housing/safe school	The project would provide a sidewalk improvement in an area with a significant percentage of low-income housing.
	Economic impact/jobs	No direct relationship to economic impacts.
	Project readiness	No concerns
	Other considerations	N/A
McLoughlin Blvd: Clackamas River Bridge - Dunes Dr	Past regional commitment	No past regional commitment.
	Linked to other project	Would extend boulevard treatment under construction further north.
	Multi-modal benefit	The project itself provides better mobility for pedestrians and bicyclists, but the application does not specify any additional multi-modal benefit. Without the project, other multi-modal improvements would not prevail. Oregon City is the primary lead to improve the multi-modal characteristics of this section of McLoughlin.
	Overmatch	Yes. 20.3%
	Affordable housing/safe school	N/A
	Economic impact/jobs	The project would significantly encourage development by upgrading the condition of the street system and providing a comfortable space for pedestrians, bicyclists, transit users, and motorists. In the project area, Oregon City is currently working with that will provide a total of 1877 jobs, some direct through construction and some indirect. Land use score based on forecast may be low if proposed development occurs. Geographic barriers appear to be a factor in the low score for the project on population and employment given the methodology did not take these into account.
	Project readiness	Archeological, 4(f) historic impacts to be addressed in PE.
	Other considerations	Project intersects high value habitat area.

Mixed-use Area Implementation Projects

Red Electric Trail: SW 30th - SW Vermont	Past regional commitment	No past regional commitment.
	Linked to other project	The project will connect to improvements made on SW Capitol Highway in Hillsdale Town Center and the ODOT Iowa structure (I-5) replacement project and the SW Barber Boulevard repaving.
	Multi-modal benefit	The trail project will provide an east-west crossing in Southwest Portland for pedestrians and bicyclists.
	Overmatch	No.
	Affordable housing/safe school	The trail project will help provide safe transportation for students at Wilson High School, Reike Elementary School, and Gray Middle School.
	Economic impact/jobs	The project has no direct economic impacts aside from providing better multi-modal access to any projects in the Hillsdale Town Center that BOP study hopes to catalyze.
	Project readiness	Potential wetland impacts to be addressed in PE.
	Other considerations	N/A
N Fessenden/St Louis: Columbia Way - Lombard	Past regional commitment	No past regional commitment.
	Linked to other project	The first phase of the project received funding in the 2004-2007 RFF cycle for design engineering and construction. The project is connected to the redesign of the Columbia/Portland Road intersection (PE funded in 2007) and to the project to reconstruct the Burgard Bridge, which address other deficiencies of the Columbia Blvd freight route.
	Multi-modal benefit	Pedestrian and transit benefits.
	Overmatch	No.
	Affordable housing/safe school	The project will improve the safety of access to two schools in the area, George Elementary and Roosevelt High School, through crossing improvements.
	Economic impact/jobs	No information provided.
	Project readiness	No concerns
	Other considerations	N/A

Mixed-use Area Implementation Projects

Killingsworth: N Commercial - NE MLK Jr Blvd	Past regional commitment	The project received an RFF allocation for \$400,000 for design in the 2008-2011 RFF cycle.
	Linked to other project	The three significant/relevant projects include phase one of this same project, improvements from N Interstate to N Commercial, ODOT funding of sidewalk improvements on the Killingsworth Bridge, and PCC Cascade Campus funded Killingsworth street improvements.
	Multi-modal benefit	No information provided.
	Overmatch	Yes. 25% for project construction.
	Affordable housing/safe school	There are affordable housing opportunities located close to the project area including Iris Court Cluster and Killingsworth Station as well as two schools, Humboldt Elementary and Jefferson High School, which both have majority of African American and low-income enrollments.
	Economic impact/jobs	The streetscape improvements from Interstate to Commercial and the leveraged investment of PCC in the Cascade Campus has helped catalyze small business and retail growth in the project area. In addition, PDC has provided certain programs to catalyze development and growth in the project area such as Development Opportunity Services, Storefront Improvement Program, and small business loans.
	Project readiness	No concerns
	Other considerations	N/A

Mixed-use Area Implementation Projects

SE Division: 6th - 39th	Past regional commitment	The project received an RFF allocation of \$2.5 million in 2002, during the Priorities 2004-2007 process.
	Linked to other project	The project will complement BES' stormwater and sewer improvements in the project area/Taggart-D basin that will include opportunities for constructing stormwater facilities.
	Multi-modal benefit	The project's streetscape improvements and enhanced transit access will promote all modes that travel along Division.
	Overmatch	Yes. 68%.
	Affordable housing/safe school	Since the project area includes three neighborhood schools the transportation and streetscape improvements will enhance access and transportation to the schools.
	Economic impact/jobs	The infrastructure and streetscape improvements is part of the development of Division as a Main street and green street. Revitalizing the infrastructure surrounding the commercial nodes along Division will help create opportunities for economic development and private investment.
	Project readiness	No concerns
	Other considerations	Project intersects wildlife mortality hotspot - low priority area
OR 43: Arbor Dr - Marylhurst Dr	Past regional commitment	No past regional commitment.
	Linked to other project	No information provided.
	Multi-modal benefit	The project will increase pedestrian and bicycle mobility along the project corridor.
	Overmatch	No.
	Affordable housing/safe school	The project improves pedestrian and bike transportation to Marylhurst University, which is at the northern edge of the project area.
	Economic impact/jobs	None.
	Project readiness	No concerns
	Other considerations	Project intersects high value habitat area and wildlife mortality hotspots - medium to low priority area

Industrial and Employment Area Implementation Projects - Qualitative Summary

St Johns Rail Line (UP): N St Louis - N Richmond	Past regional commitment	No previous regional commitments.
	Linked to other project	The project is linked to the expansion of the St Johns lead by UP to construct the rail adjacent to terminal 4 and increase train capacity. Also significant is the terminal pipeline infrastructure project.
	Multi-modal benefit	The first phase of the project will separate train traffic from other modes of travel within Bradford Street.
	Overmatch	Yes. 40.7%
	Affordable housing/safe school	No information provided
	Economic impact/jobs	Project supports businesses at Terminal 4.
	Project readiness	"Whistle free zone" is element in the Cathedral Park Master planning efforts and UP supports the rail realignment.
	Other considerations	N/A
Evergreen Rd: 25th Ave - 253rd Avenue	Past regional commitment	No previous regional commitments.
	Linked to other project	Project complemented by other collector improvements in area: Huffman Road extension, 253rd frontage improvements.
	Multi-modal benefit	No multi-modal benefit mentioned except improving access to the Hillsboro airport.
	Overmatch	No.
	Affordable housing/safe school	No link to affordable housing or safe school access.
	Economic impact/jobs	The project is increasing mobility in an area that is has experienced economic growth and mobility is important to the continued growth of the area in the future.
	Project readiness	No concerns
	Other considerations	Project intersects wildlife mortality hotspot - high priority area

Environmental Enhancement and Mitigation Projects - Qualitative Summary

Transit Bus Diesel Engine Emission Reduction	Past regional commitment	The 2008-2011 adopted MTIP includes \$1,000,000 for the installation of the same technology (continuously regenerating traps) for buses.
	Linked to other project	The project complements all existing bus and transit service improvements.
	Multi-modal benefit	The project will improve air quality for pedestrians and bicyclists using the roads with the buses.
	Overmatch	No.
	Affordable housing/safe school	No information provided.
	Economic impact/jobs	No information provided.
	Project readiness	No concerns
Electronic Mini-hybrid Bus Retrofit	Past regional commitment	The technology requested is new and has not yet been the focus of a regional funding request.
	Linked to other project	The project complements all bus and transit service improvements.
	Multi-modal benefit	The project will improve air quality for pedestrians and bicyclists using the roads with the buses.
	Overmatch	No.
	Affordable housing/safe school	No information provided.
	Economic impact/jobs	No information provided.
	Project readiness	No concerns
School Bus Diesel Engine Emission Reduction	Past regional commitment	No past regional commitment.
	Linked to other project	Not linked to previous projects.
	Multi-modal benefit	The school buses eliminate the parent driven vehicle miles to get kids to school.
	Overmatch	Yes. 38.7%.
	Affordable housing/safe school	School buses provide a safe way to transport children to school.
	Economic impact/jobs	The providers of this diesel engine technology will likely be locally-based diesel engine repair facilities, which will help this growing local industry.
	Project readiness	No concerns

Regional Mobility Corridor Projects - Quantitative Summary

Project name	I.a. Design element checklist (15 points max)	I.b. Gap or deficiency (25 points max)	Only one of these applies		I.e. Underserved or EJ population (5 points max)	I.f. Safety (20 points max)	I.g. Reduces emissions (5 points max)	I.h. funding limitations (5 points max)	Total points for project
			I.c. V/C Ratio (25 points max)	I.d. Traffic analysis & CMP (25 points max)					
NE/SE Twenties Bikeway: NE Lombard - Springwater Trail	11	21	25	n/a	4	13.75	5	3	82.75
Bus Stop Development & Streamline Program	12	25	10	n/a	5	11.33	3	1	67.33
Hogan/NE 242nd Dr: Glisan - Stark	10	19	n/a	12	3	18.5	1	1	64.50
Westside Trail: Kaiser Ridge Park - Kaiser Woods Park	9	17	10	n/a	3	14.5	5	5	63.50
40 Mile Loop: Blue Lake Park - Sundial Rd	9	20	10	n/a	3	10.25	5	5	62.25
Farmington Road at Murray Blvd Intersection	7	22	n/a	19	2	11	1	1	63.00
Kerr Parkway Bike Lanes: Stephenson - Boones Ferry Rd	7	10	15	n/a	0	11.5	5	3	51.50

Mixed-use Area Implementation Projects

Project name	II.a. 2040 land use area (10 pts max)	II.b. design element checklist (20 pts max)	II.c. Land use narrative (20 pts max)	II.d. Population & employment (10 pts max)	II.e. Gaps & deficiencies (15 pts max)	II.f. Underserved populations (5 pts max)	II.g. Environmental justice (5 pts max)	II.h. Safety (10 pts max)	II.i. Environmental stewardship - Alt modes (5 pts max)	II.j. Limited funding source (5 pts max)	Total points for project
SW Rose Biggi: Hall - Crescent	10	9	17	7	15	4	5	7.75	3	5	82.75
102nd Ave: NE Glisan - SE Washington	10	11	15	8	15	3	5	5.75	5	3	80.75
McLoughlin Blvd: Clackamas River Bridge - Dunes Dr	10	15	16	2	10	2	0	7	3	5	70.00
Red Electric Trail: SW 30th - SW Vermont	5	10	14.5	4	13	3	0	9	5	5	68.50
N Fessenden/St Louis: Columbia Way - Lombard	5	10	15	6	7	3	5	9	5	3	68.00
Killingsworth: N Commercial - NE MLK Jr Blvd	5	8	18	5	7	5	5	4	3	5	65.00
SE Division: 6th - 39th	5	11	12.5	10	9	3	0	7	1	1	59.50
OR 43: Arbor Dr - Marylhurst Dr	5	8	7.5	2	14	0	0	6.25	5	3	50.75

Industrial and Employment Area Implementation Projects -Quantitative Summary

Project name	II.a. 2040 land use area (5 pts max)	II.b. Land use narrative (10 pts max)	II.c.Gap and deficiency (20 pts max)	II.d. Design element checklist (30 pts max)	II.e. Underserved populations (5 pts max)	II.f. Safety (10 pts max)	II.g. Environmental stewardship - Alt modes (5 pts max)	II.h. Limited funding source (5 pts max)	Total project points
St Johns Rail Line (UP): N St Louis - N Richmond	5	8.5	17	12	3	8.25	1	1	55.75
Evergreen Rd: 25th Ave - 253rd Ave	5	6	20	10	2	3.5	1	1	48.50

Environmental Enhancement and Mitigation Projects - Quantitative Summary

Emission reduction track

Project name	IV.a. 2040 land use area (5 pts max)	IV.b. Emission reduction for EJ (10 pts max)	IV.c. Total emission redux (60 pts max)	IV.d. Cost effectiveness (25 pts max)	Total project points
School Bus Diesel Engine Emission Reduction	N/A	10	60	25	95
Electronic Mini-hybrid Bus Retrofit	N/A	10	35	29	74
Transit Bus Diesel Engine Emission Reduction	N/A	10	13	14	37

Project Development - Qualitative Analysis

Project name	Project development criteria/factors	Qualitative analysis
French Prairie Bridge: Boones Ferry Rd - Butteville Rd	Solicitation category	Regional mobility corridors
	Addresses a gap or deficiency	Local TSP gap but not an RTP system gap in Ped/Bike/Trail system. Adjacent I-5 Boone Bridge deficient facility for peds & bikes crossing Willamette River but only facility between Oregon City and Newberg.
	Serves an underserved or environmental justice population	Bridge connects to elderly and disabled population in unincorporated Clackamas County outside of the Urban Growth Boundary (low)
	Supports modes that reduce emissions	Yes - project is a Bike/pedestrian bridge (high)
	Limited funding sources	Yes - project is a type that has limited or no other source of funds (high)
	Leverages discretionary funds	Will seek federal earmarks, RFF, Emergency Management, Fed/State Park Service and local sources for construction.
	Appropriateness of scope	No concerns
	Other considerations	Project intersects high value habitat area.
Willamette Greenway Trail	Solicitation category	Regional mobility corridors
	Addresses a gap or deficiency	Yes - project is designated in the RTP as a regional bike corridor and pedestrian
	Serves an underserved or environmental justice population	"Low - medium" elderly and disabled,"medium - high" low-income, minority & Hispanic, 4 EJ populations, significant very low-income, Black, Hispanic, American Indian/ Alaska Native (high)
	Supports modes that reduce emissions	Yes - project is a trail (high)
	Limited funding sources	Yes - project is a type that has limited or no other source of funds (high)
	Leverages discretionary funds	No
	Appropriateness of scope	No concerns
	Other considerations	Project intersects high value habitat area.

Project Development - Qualitative Analysis

Project name	Project development criteria/factors	Qualitative analysis
SE 174th: Jennie - Giese	Solicitation category	Mixed-use area implementation
	Addresses a gap or deficiency	Addresses gap in street network of Pleasant Valley concept plan.
	Serves an underserved or environmental justice population	"Very low" low-income, minority & hispanic and elderly and disabled populations, Significant Hawaiian and Pacific Islander (low)
	Supports modes that reduce emissions	No - is new road construction project. Has bike/ped/transit elements (low)
	Limited funding sources	No - project is not a type that has limited or no other source of funds (low)
	Leverages discretionary funds	Unknown
	Appropriateness of scope	No concerns
	Other considerations	Project intersects high value habitat area. Low to medium on land use narrative.
SE Division: 96th - 174th	Solicitation category	Mixed-use area implementation
	Addresses a gap or deficiency	Addresses gaps and deficiencies in pedestrian crossings of and .5 miles of sidewalk gaps on a Pedestrian transit/mixed-use corridor. Addresses deficiencies by improving transit stops on a Frequent Bus corridor.
	Serves an underserved or environmental justice population	Significant Black, Asian, Hawaiian/Pacific Islander, American Indian/Alaska Native, Non-English speaking, 3 environmental justice populations. "Low - medium" elderly and disabled, mostly "low" low-income, minority & Hispanic (high)
	Supports modes that reduce emissions	Yes - streetscape improvements focused on pedestrian and bike safety and access, transit improvements (medium)
	Limited funding sources	Yes - project is a type that has limited or no other source of funds (high)
	Leverages discretionary funds	May leverage overmatch in an initial construction phase as \$584,000 of SDC funds remain available for project.
	Appropriateness of scope	No concerns
	Other considerations	Medium to high on land use narrative.

Project Development - Qualitative Analysis

Project name	Project development criteria/factors	Qualitative analysis
Airport Way at 82nd Ave Intersection	Solicitation category	Industrial & employment area implementation
	Addresses a gap or deficiency	Not a current deficiency
	Serves an underserved or environmental justice population	Significant Black, American Indian/Alaska Native. "Medium" low-income, minority, Hispanic, "very low" elderly and disabled. 2 EJ populations (medium)
	Supports modes that reduce emissions	No - grade separated intersection construction project (low)
	Limited funding sources	No - project is not a type that has limited or no other source of funds (low)
	Leverages discretionary funds	Port Operational Revenues
	Appropriateness of scope	Inconclusive priority for project without resolution of I-205/Airport Way interchange design.
	Other considerations	Interchange spacing may require braided ramps, increasing project complexity and cost. Medium to high on land use narrative.
Council Creek Trail: Banks - Hillsboro	Solicitation category	Regional mobility corridors
	Addresses a gap or deficiency	Urban portion addresses trail system gap.
	Serves an underserved or environmental justice population	"Low" elderly and disabled, "low-medium" low-income, minority & Hispanic, Significant American Indian/Alaska Native, Hispanic and non-english speaking. 3 EJ populations (medium)
	Supports modes that reduce emissions	Yes - trail project (high)
	Limited funding sources	Yes - project is a type that has limited or no other source of funds (high)
	Leverages discretionary funds	No
	Appropriateness of scope	No concerns
	Other considerations	Project intersects high value habitat area and wildlife mortality hotspot - low priority area



CITY OF OREGON CITY

PUBLIC WORKS

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MEMORANDUM#

"

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www.orcity.org

TO: Nancy Kraushaar
FROM: Aleta Froman-Goodrich, P.E.
DATE: August 28, 2008
PROJECT: Hwy. 213 at Redland Rd. Intersection Improvements – Phase 1
SUBJECT: Description Change for the RTP Metro Project ID 10143

The description needs to be changed for RTP Constrained Project, Metro Project ID 10143, Hwy 213 at Redland Rd Intersection Improvements Phase 1.

The following shows the description changes in red:

Description:

| Intersections improvements.
Widen west side Hwy 213
north of Hwy 213/Redland Rd.
| intersection to add ~~left-right~~ turn
lane storage, convert existing
| 3rd SB ~~lane to~~ through lane at
Redland Rd., widen west side
Hwy 213 south of Hwy
213/Redland Rd. intersection
to transition from 3 SB lanes
to 2 SB lanes.

Regional Infrastructure: Comparative Costs

August 29, 2008

Regional Infrastructure Analysis

The challenge:

- Significant deferred maintenance backlog
- Existing funding mechanisms insufficient
- 30-year population growth estimate: one million more people

\$\$\$\$\$



Growth and Infrastructure

- Most of the growth we are expecting will occur in existing communities
- Expanding services to urbanizing areas increasingly difficult
- How we invest can have significant influence on our community livability
- The challenge: to invest strategically and improve service efficiency



Infrastructure Needs

- Vibrant communities require a range of infrastructure types:
 - ◆ **Pipes, pavement and wires:** transportation, transit, sewer, water, stormwater, and energy
 - ◆ **Spaces and structures:** urban parks and greenspaces, parking, schools, civic buildings and facilities (including police and fire stations, libraries)



Infrastructure Needs

Breakdown of Needs

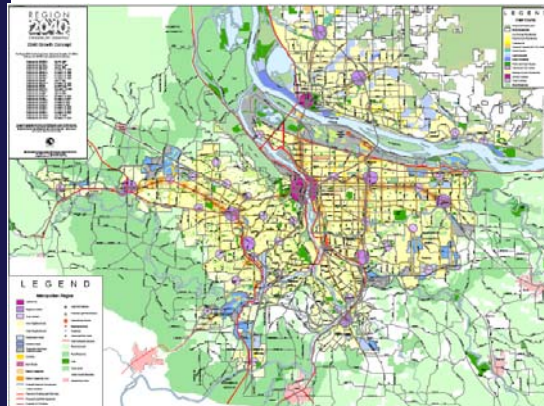
- Business as usual = up to \$40 billion
- No funding source for 50% of that gap
- RTP alone shows gap of over \$7 billion



Comparative Costs

Return on Investment

How can we invest in infrastructure to get the greatest return?



Comparative Costs

Case Studies

12 newly urbanizing areas evaluated using local land use and public facility plans.

Comparative Costs

Case Studies

Five urban areas evaluated using locally adopted land use and public facility plans or completed projects.



Comparative Costs

Analyzing infrastructure costs

Equivalent Dwelling Unit (EDU)



= one household
(2.5 residents)

= five jobs

One EDU

One household has about the same amount of infrastructure demand as 5 jobs.



Comparative Costs

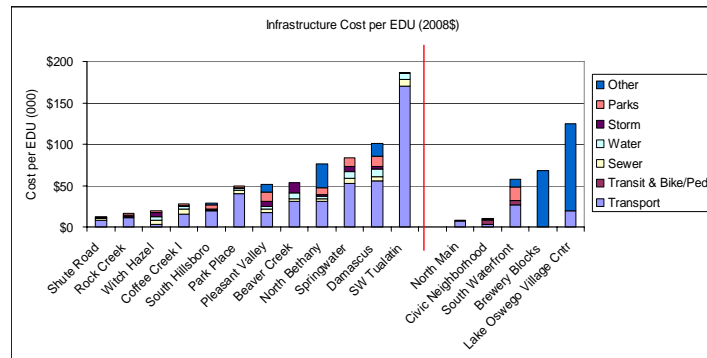
Newly urbanizing and urban area costs

- Wide variation from project to project
- Average capital cost per EDU
 - ◆ Newly urbanizing areas: \$75K
 - ◆ Urban redevelopment areas: \$51K
- Removing high cost outlier:
 - ◆ Newly urbanizing areas: \$72K
 - ◆ Urban redevelopment areas: \$31K
- Regional costs are not included
 - ◆ Higher commute distances in newly developing areas increase costs further



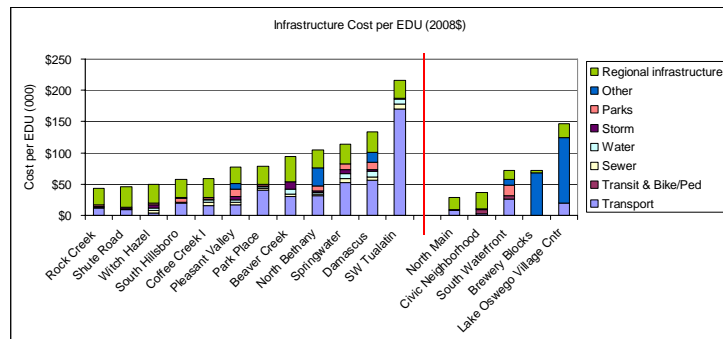
Comparative Costs

Local/Community Infrastructure Cost Per EDU



Comparative Costs

Total Costs: Regional & Local/Community Costs Per EDU



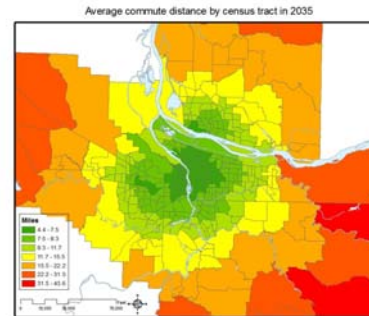


Comparative Costs

Regional Costs

An estimate of costs for regional projects:

- Transit (10%)
- Roads, bridges (66%)
- Marine, air (5%)
- Public facilities (17%)



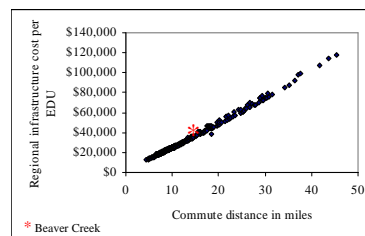
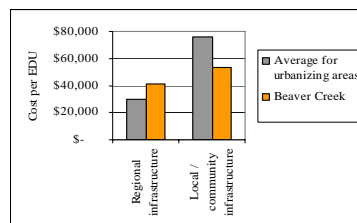
Regional transportation costs are assigned to census tracts using average commute distance.

Port and public facility costs are assigned on a flat per EDU basis.



Comparative Costs

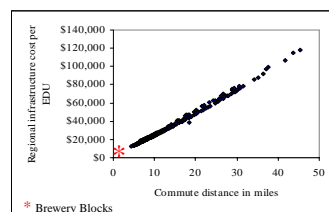
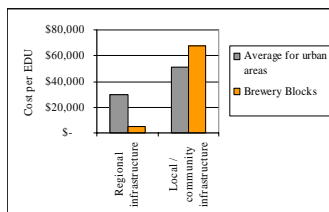
Case Studies: Beaver Creek (pp. 12-13)





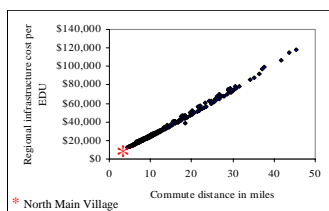
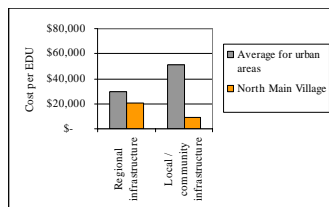
Comparative Costs

Case Studies: Brewery Blocks (pp. 14-15)



Comparative Costs

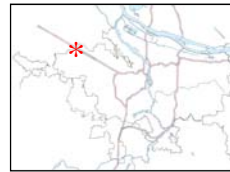
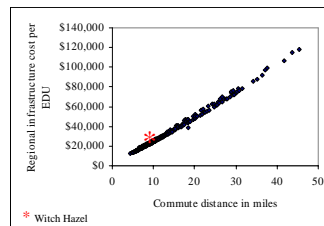
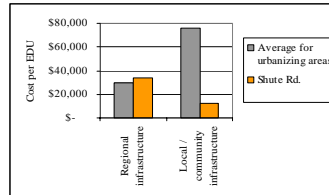
Case Studies: N Main Village (pp. 26-27)





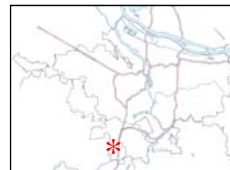
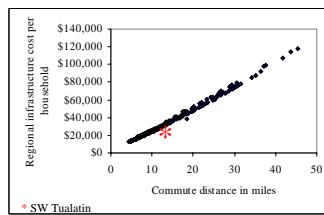
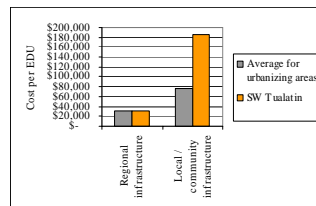
Comparative Costs

Case Studies: Shute Road (pp. 34-35)



Comparative Costs

Case Studies: SW Tualatin (pp. 42-43)





Next steps

- Analysis and comparative study complete
- Ongoing public engagement process
- Upcoming “Framing Choices” events
 - Oct. 8 Making Connections
 - Oct. 22 MPAC/JPACT – Land Use Choices
 - Nov. 12 MPAC/JPACT – Transportation Choices
 - Dec. 10 MPAC/JPACT – Bringing it All Together
- Focus of future infrastructure work:
 - Supporting new investment strategies
 - Encouraging efficiency & innovation in service delivery
 - Exploring demand management strategies



Comparative infrastructure costs: local case studies

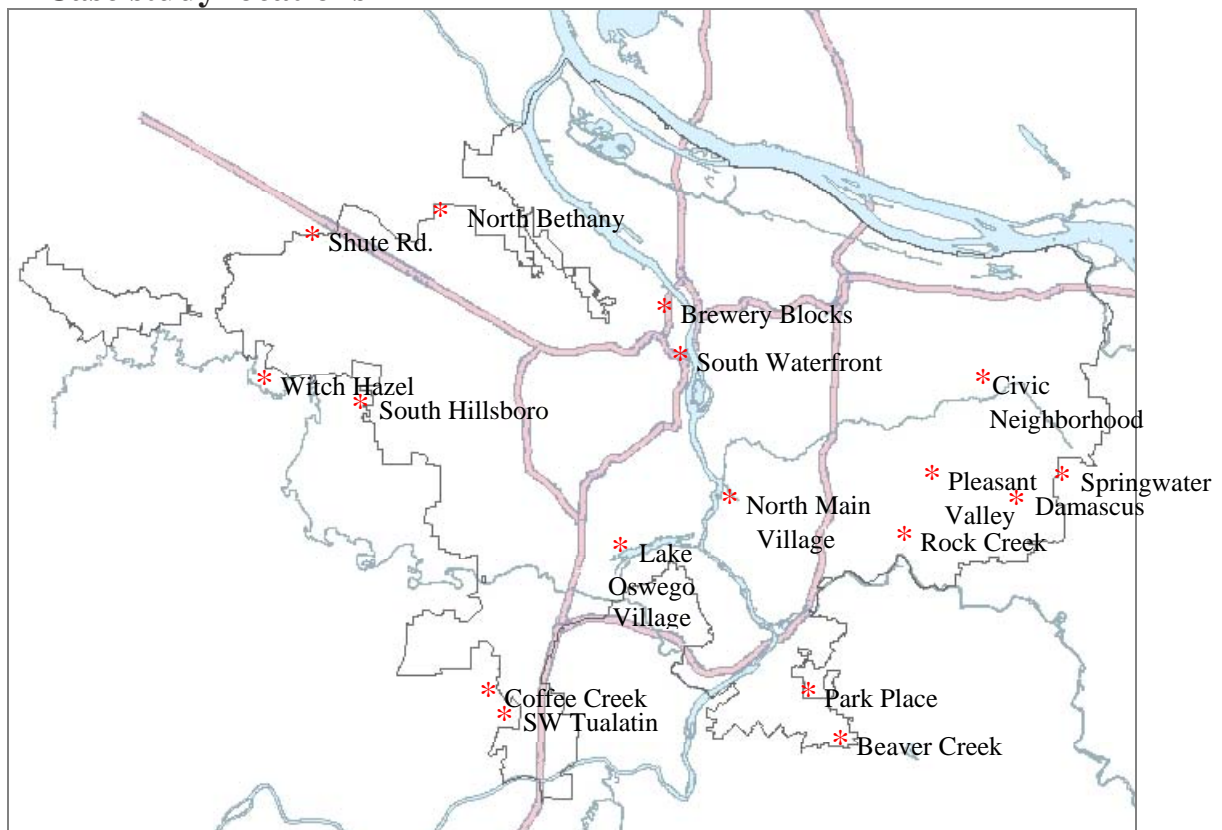
Regional Infrastructure Analysis

Discussion draft

Purpose

In the coming years, the region will grapple with questions of where and how to grow. These decisions will have implications for the long-term costs, both environmental and financial, that will be borne by current and future residents. An understanding of the factors that contribute to variations in infrastructure costs will be essential in making these decisions. To assist in these decisions, this paper focuses on the financial costs associated with providing infrastructure. In particular, this paper places 17 local case study areas in the context of the national literature on the relationship between development patterns and infrastructure costs. These 17 case studies from throughout the Metro region include 12 areas that are newly urbanizing and 5 case studies that are in established urban areas.

Case study locations





Rail~Volution 2008

Building Livable Communities with Transit
October 26-30, 2008 in San Francisco, California