



METRO

Agenda

MEETING: METRO COUNCIL
DATE: October 2, 2008
DAY: Thursday
TIME: 2:00 PM
PLACE: Metro Council Chamber

CALL TO ORDER AND ROLL CALL

1. INTRODUCTIONS

2. CITIZEN COMMUNICATIONS

3. CONSENT AGENDA

3.1 Consideration of Minutes for the September 25, 2008 Metro Council Regular Meeting.

3.2 **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 2008-11 Metropolitan Transportation Improvement Program.

3.3 **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.

4. RESOLUTIONS

4.1 **Resolution No. 08-3954**, Amending the Greenspaces Master Plan by Updating the Regional Trails System Map. Collette

5. CHIEF OPERATING OFFICER COMMUNICATION

6. COUNCILOR COMMUNICATION

ADJOURN

Television schedule for October 2, 2008 Metro Council meeting

Clackamas, Multnomah and Washington counties, and Vancouver, Wash. Channel 11 – Community Access Network www.tvctv.org – (503) 629-8534 2 p.m. Thursday, October 2 (Live)	Portland Channel 30 (CityNet 30) – Portland Community Media www.pcmtv.org – (503) 288-1515 8:30 p.m. Sunday, October 5 2 p.m. Monday, October 6
Gresham Channel 30 – MCTV www.mctv.org – (503) 491-7636 2 p.m. Monday, October 6	Washington County Channel 30 – TVC-TV www.tvctv.org – (503) 629-8534 11 p.m. Saturday, October 4 11 p.m. Sunday, October 5 6 a.m. Tuesday, October 7 4 p.m. Wednesday, October 8
Oregon City, Gladstone Channel 28 – Willamette Falls Television www.wftvaccess.com – (503) 650-0275 Call or visit website for program times.	West Linn Channel 30 – Willamette Falls Television www.wftvaccess.com – (503) 650-0275 Call or visit website for program times.

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

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

Consideration of Minutes of the September 25, 2008 Metro Council
Regular Meeting

Consent Agenda

Metro Council Meeting
Thursday, October 2, 2008
Metro Council Chamber

Agenda Item Number 3.2

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 2008-11 Metropolitan Transportation Improvement Program.

Consent Agenda

Metro Council Meeting
Thursday, October 2, 2008
Metro Council Chamber

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

**METRO**

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 Swiebert 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/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 Cushion		Total Additional From The Rivers and FEDEX (iin grams)	Worst case grams/mile	Average trip length in miles	FEDEX		Cushion After OR 213 & Fedex (in grams)
			Pounds/day below SIP budget	(Grams/day below SIP budget)				The Rivers Trips	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.

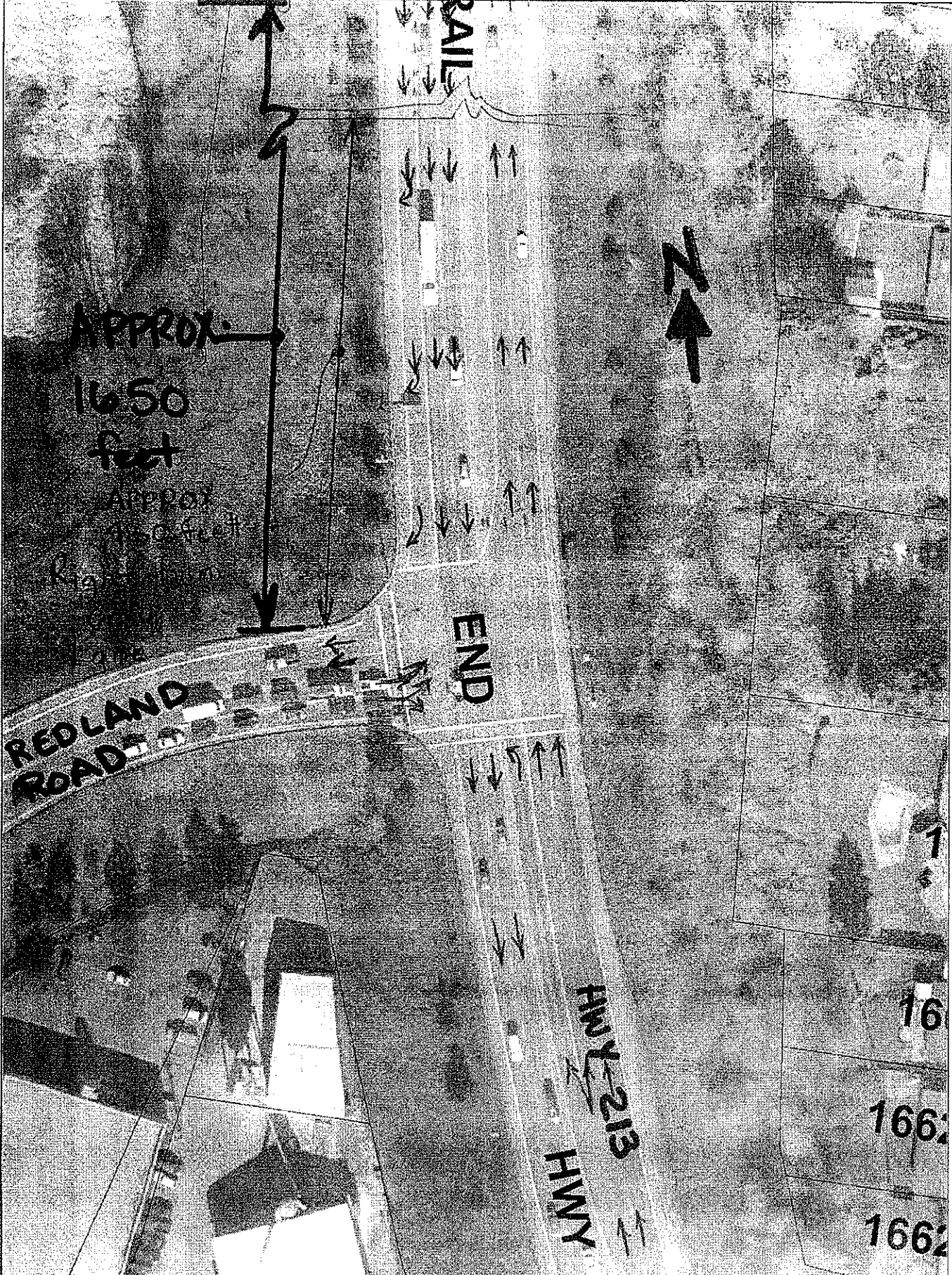
Milepoints

Approximate Milepoints: from MP 0.40 to MP 0.70

MP 0.14

Washington St

Liberty St



APPROX
1650
feet

APPROX
1000
feet

K

END

HWY 213
HWY

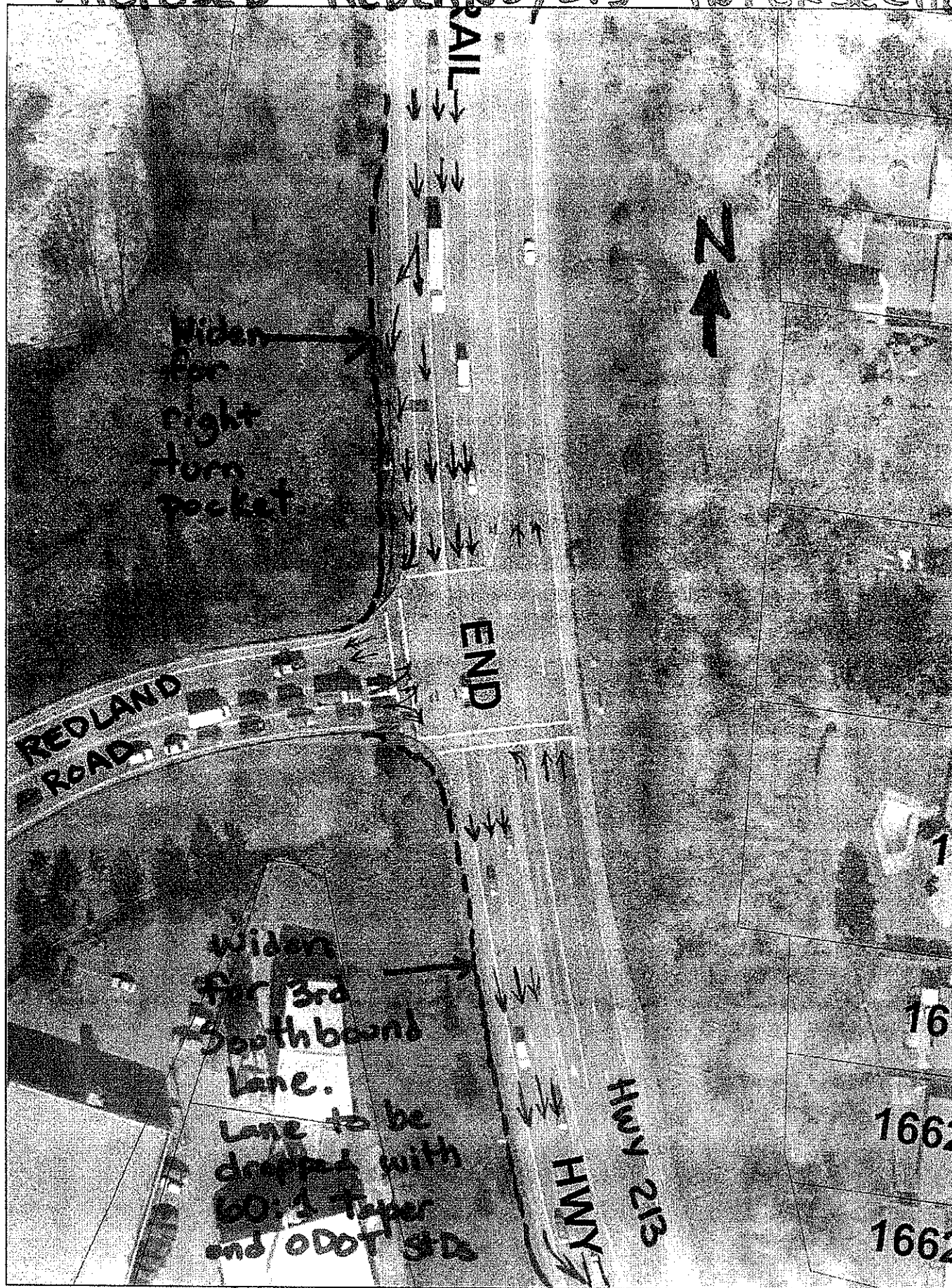
1662
1662

MP
0.48

REDLAND
ROAD

EXISTING REDLAND/213 INTERSECTION

PROPOSED REDLAND/213 INTERSECTION



3rd Southbound Travel Lane Merge to Two Southbound Lanes

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	710	50,000	780	135	25	110	125	20	10	10
Internal			(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

Agenda Item Number 3.3

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.

Consent Agenda

Metro Council Meeting
Thursday, October 2, 2008
Metro Council Chamber

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 September 11, 2008 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

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
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								\$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
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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
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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

Agenda Item Number 4.1

Resolution No. 08-3954, Amending the Greenspaces Master Plan
by Updating the Regional Trails System Map.

Metro Council Meeting
Thursday, October 2, 2008
Metro Council Chamber

BEFORE THE METRO COUNCIL

AMENDING THE GREENSPACES MASTER
PLAN BY UPDATING THE REGIONAL
TRAILS SYSTEM MAP

RESOLUTION NO. 08-3954

Introduced by Chief Operating Officer
Michael J. Jordan with the concurrence
of Council President David Bragdon

WHEREAS, the Greenspaces Master Plan was adopted by the Metro Council in July 1992, which included the Regional Trails System Map; and

WHEREAS, the Regional Trails System Map was last updated in July of 2002; and

WHEREAS, the ten nominated regional trails are conceptual in nature (e.g., the exact alignments are to be determined); and

WHEREAS, the trails were nominated and are supported by local jurisdictions and trail partners, and have been reviewed by Metro's Trails Working Group; and

WHEREAS, the nominated trails will be coordinated with the "Connecting Green Trails" initiative and local trail planning efforts, now therefore,

BE IT RESOLVED that the Metro Council approves amending the Greenspaces Master Plan and Trails System Map as described in Exhibit "A" and mapped in Exhibit "B."

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

David Bragdon, Council President

Approved as to Form:

Daniel B. Cooper, Metro Attorney

EXHIBIT A
Resolution No. 08-3954
Description of Nominated Trails
Regional Trails System Map

All Trails Are Conceptual
Alignments Have Not Been Determined
September 2008 Update

1. Crown Zellerbach (CZ) Trail:

The trail follows a 20-mile former railroad right-of-way and logging road and is owned by Columbia County. The county parks department manages the trail corridor. When fully built out, the trail will accommodate hikers, joggers, bicyclists and equestrians. The CZ Trail connects to the “Path to the Pacific Trail” (via the Banks to Vernonia Trail), which is a trail package of the “Connecting Green Trails” initiative.

The trail also connects to the Hwy. 30 Bike Route to the Oregon Coast and Columbia River at Scappoose and the Banks to Vernonia (BV) Trail. The popular 21-mile BV Trail is in a former railroad corridor and is owned and maintained by Oregon State Parks. It bisects the new L.L. Stub Stewart State Park. The park has an additional 15 miles of trails within its 1,650 acres. Campsites, cabins, trails and equestrian facilities are available. A new 41-mile trail loop northwest of the metro area is now available to the region’s citizens.

Trail champions include: Columbia County, City of Scappoose, Scappoose Park and Recreation District, Port of St. Helens, City of Vernonia, Scappoose Bay Watershed Council, Oregon State Parks and Portland United Mountain Pedalers

2. Powerline Corridor: Rock Creek Greenway to Tualatin River

This is a proposal for a north-south regional trail via an existing 10-mile powerline corridor. The trail would be multi-modal for hikers and bicyclists. It would connect the Rock Creek Greenway Trail, including Orchard Park in Hillsboro south to the Tualatin River. It would cross the Westside Max Line. It would also provide future trail access to Cooper Mt. Nature Park via the proposed Cooper Mt. Trail and be in the vicinity of the Jenkins Estate, Park which is owned by the Tualatin Hills Park and Recreation District (THPRD).

Trail champions include: City of Hillsboro and Tualatin Hills Park and Recreation District

3. Cooper Mountaint. Trail

This is a proposal for an east-west trail of about 4 miles connecting the “Rock Creek Greenway to Tualatin River Powerline Corridor” to the “Westside Trail”. Metro’s Cooper Mountain Nature Park would be adjacent to the trail. The trail will most likely be a combination of off street and on street segments.

Trail champions include: Tualatin Hills Park and Recreation District, City of Hillsboro and Metro Parks & and Greenspaces

4. Tonquin Trail Extension to Tualatin

This is a technical amendment to the Tonquin Trail, which is already on the Regional Trails System Map. The current conceptual alignments connect Wilsonville and Sherwood, but not Tualatin. The city of Tualatin participated in a trail feasibility study in 2004 with Metro and local partners and wishes to be connected to the Tonquin Trail. The completion of the new bike/ped bridge over the Tualatin River in summer of 2007 makes a direct connection between the Tonquin Trail and Fanno Creek Greenway Trail. The city of Tualatin has built additional bike lanes and sidewalks and plans to build more connecting to the Tonquin Trail. This section of trail will be approximately 4 miles when completed.

Trail champions include: Cities of Tualatin, Sherwood and Wilsonville, Washington County, Clean Water Services, Clackamas County, Villebois Housing Development/Costa Pacific Homes and Metro.

5. Lake Oswego to Milwaukie Trail

A bike/ped crossing of the Willamette River is proposed. A bike/ped facility would either be attached onto the existing Union Pacific Railroad Bridge (similar to the Steel Bridge cantilevered retro-fit) or a new bike/ped bridge could be built in the vicinity. The bike/ped bridge would connect Lake Oswego's Foothills Park to North. Clackamas Park's River Villa Park on the eastside of the river. The trail could follow the exiting railroad right-of-way or on public streets to the Trolley Trail. This corridor could would entail be 2.4 miles. It should be noted that there is no adequate bike/ped bridge crossing of the Willamette River from the Hawthorne Bridge in downtown Portland to the old Willamette River Bridge crossing in downtown Oregon City. The Ross Island and Sellwood bridges allow bike/ped use, but they are not substandard. The Sellwood bike/ped crossing is very inadequate and unsafe. Multnomah County, and local partners are studying bridge replacement options for the Sellwood Bridge with bike/ped options. Metro, through MTIP, has funded a technical feasibility study of the bike/ped crossing on the existing Union Pacific Railroad Bridge between Lake Oswego and Milwaukie. The study will start in early 2009.

The UP Railroad bridge is also being looked at by Metro's Transportation Corridor Planning Division as a potential crossing for high capacity transit (e.g., commuter rail, light rail, and streetcar).

Trail champions include: Cities of Lake Oswego and Milwaukie, North. Clackamas Parks and Recreation District, Clackamas County and Metro.

6. Gresham MAX Path

This is a two-mile "Rail with Trail" multi-use path to run parallel to the light rail tracks from Ruby Junction Station to the Cleveland Ave. Station in downtown Gresham. The trail would be very complementary to the new mixed used, Transit Oriented Development (TOD), commercial development and housing in the Gresham Regional Center.

Trail champions include: City of Gresham, Gresham Downtown Development Association, Rockwood Action Plan, TriMet and Metro.

7. Tickle Creek Trail

This is a proposed 9-mile trail connecting the Springwater Corridor and Cazadero Trail to the city of Sandy, Oregon. This would be a key regional trail and is coordinated with the “Connecting Green Trail: Mt. Hood Connections.” trail package. The city of Sandy has a sewer easement along Tickle Creek and proposes a trail in the corridor as well. The corridor is very well vegetated and serves as a greenbelt. The future trail would go through the city on a separated trail right-of-way and at times along a street right-of-way. The trail would connect to the Sandy River and the 124-acre Sandy River Park and fish hatchery. Other parks along the trail route include: Tickle Creek, Double Creek, Knollwood, Nicholas Glen Greenway, Barlow Ridge Park, and a future park (Timberline).

Trail champions include: City of Sandy, Clackamas County Parks and Oregon State Parks.

8. City of Sandy to Bull Run/Dodge Park

This is a key proposed regional trail corridor of approximately 5.2 miles. This trail would connect the city of Sandy north to the Portland Water Bureau’s Dodge Park on the Sandy River. Much of the route would be on or adjacent to the public right-of-way. The city of Portland is in the process of renovating this very historic and scenic park. Trail users from Pioneer Courthouse Square could bike along the Springwater on the Willamette Trail, Springwater Corridor and future Tickle Creek Trail to Sandy and then head north to Dodge Park. It would be a destination point for bicyclists and hikers. Trail users would have a unique environmental experience and learn about the source of Portland’s drinking water. Dodge Park is located at the edge of the Bull Run Watershed. A watershed observation post may be built in the park along the river. An old trolley line from Portland, Gresham and Troutdale used to run to Dodge Park.

Trail champions include: Portland Water Bureau, Portland Parks Bureau, Cities of Sandy and Gresham and Clackamas County Parks.

9. Gales Creek Connection Trail

This is a proposal for an 8-mile trail adjacent to Gales Creek on the western boundary of Forest Grove. It would connect the future Council Creek Trail, Forest Grove (in proximity to downtown and Pacific University) and the Tualatin River.

Trail champions include: City of Forest Grove, Pacific University, Oregon State Parks, Washington County., City of Cornelius, Tualatin Riverkeepers and Metro Parks and Greenspaces.

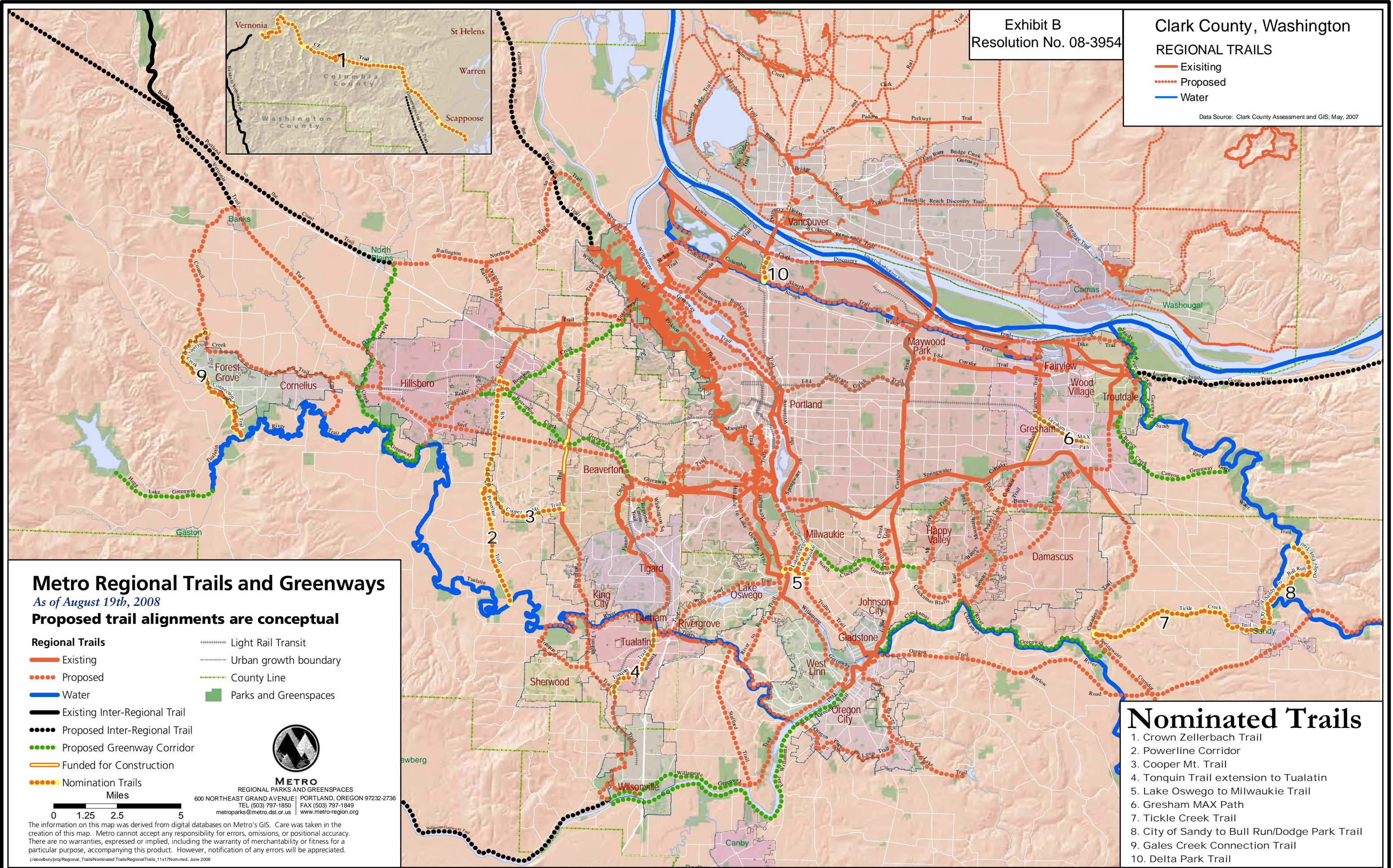
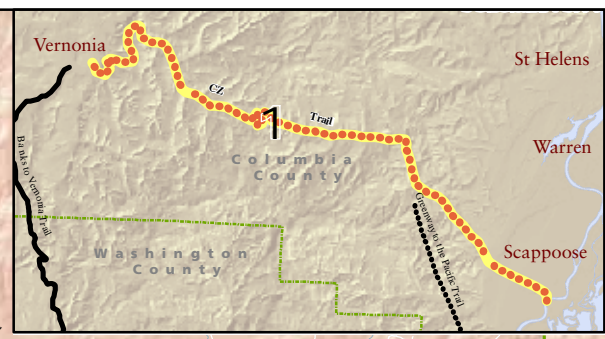
10. Delta Park Trail

This one-mile trail will connect the Columbia Slough Trail with the Marine Drive Trail. It is a key north – south trail and ties to Delta Park. It is on the city of Portland’s Comprehensive Plan and Recreational Trails Strategy: A 20-Year Vision for Portland’s Regional Trail System.

Trail champions include: Portland Parks Bureau, 40-Mile Loop Land Trust, Columbia Slough Watershed Council, Kenton Neighborhood Association and Bridgeton Neighborhood Association.

- Existing
- - - Proposed
- Water

Data Source: Clark County Assessment and GIS; May, 2007



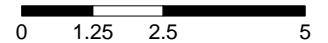
Metro Regional Trails and Greenways

As of August 19th, 2008
Proposed trail alignments are conceptual

- Regional Trails**
- Existing
 - - - Proposed
 - Water
 - Existing Inter-Regional Trail
 - - - Proposed Inter-Regional Trail
 - Proposed Greenway Corridor
 - Funded for Construction
 - Nomination Trails
- Light Rail Transit
 - - - Urban growth boundary
 - - - County Line
 ■ Parks and Greenspaces



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Nominated Trails

1. Crown Zellerbach Trail
2. Powerline Corridor
3. Cooper Mt. Trail
4. Tonquin Trail extension to Tualatin
5. Lake Oswego to Milwaukie Trail
6. Gresham MAX Path
7. Tickle Creek Trail
8. City of Sandy to Bull Run/Dodge Park Trail
9. Gales Creek Connection Trail
10. Delta Park Trail

STAFF REPORT

IN CONSIDERATION OF RESOLUTION NO. 08-3954 AMENDING THE GREENSPACES MASTER PLAN BY UPDATING THE REGIONAL TRAILS SYSTEM MAP

Date: September 18, 2008

Prepared by: MaryAnne Cassin and Mel Huie

BACKGROUND

This resolution would amend the “Metro Greenspaces Master Plan - 1992” adopted via Resolution No. 92-1637 on July 23, 1992, (“For the Purpose of Considering Adoption of the Metropolitan Greenspaces Master Plan”). It would also amend the Master Plan’s Regional Trails System Map to include ten additional trail corridors. The trails are conceptual (exact alignments have yet to be determined) and were nominated by local jurisdictions and trail partners. The Regional Trails System Map was last updated on July 23, 2002 via Resolution 02-3192, (“For the Purpose of Amending the Greenspaces Master Plan and Updating the Regional Trails and Greenways Plan and Map”). The trail nominations have been reviewed by the Metro Trails Working Group of local, state and community-based trail partners.

See Exhibit A for a description of the trails and Exhibit B for the Trails System Map.

ANALYSIS / INFORMATION

Known Opposition

None

Legal Antecedents

Metro Resolution No. 92-1637 (“For the Purpose of Considering Adoption of the Metropolitan Greenspaces Master Plan”) adopted July 23, 1992

Metro Resolution No. 93-1872 (“For the Purpose of Amending the Greenspaces Master Plan and Map of Natural Areas, Trails and Greenways of Regional Significance By Adding the Peninsula Crossing Trail in North Portland”) adopted December 23, 1993

Metro Resolution No. 01-3068 (“For the Purpose of Preparing Recommendations for Updating the Regional Trails and Greenways Map”) adopted May 31, 2001

Metro Resolution No. 02-3192 (“For the Purpose of Amending the Greenspaces Master Plan and Updating the Regional Trails and Greenways Plan and Map”) adopted July 23, 2002”

Anticipated Effects

The ten nominated trails would add 69 miles of proposed trails to the Regional Trails System. The current system has 673 total miles (188 existing miles and 485 proposed miles). The new trails would be coordinated with the “Connecting Green Trails” initiative and local and state partners’ trail planning efforts.

Budget Impacts

Adoption of the resolution to update the Regional Trails System Map has no budget impact at this time. There will be costs associated with the planning, design, construction and maintenance of the trails in the future. These costs will be shared by local, regional and state partners.

Recommended Action

Staff recommends the approval of Resolution No. 08-3954.