600 NE Grand Ave.
Portland, OR 97232-2736
www.oregonmetro.gov

Metro | *Agenda*

Meeting: Metro Council Work Session
Date: Tuesday, April 2, 2013
Time: 2 p.m.
Place: Council Chamber

CALL TO ORDER AND ROLL CALL

2 PM	**1.**	**ADMINISTRATIVE/ COUNCIL AGENDA FOR APRIL 4, 2013/ CHIEF OPERATING OFFICER COMMUNICATION**	
2:15 PM	**2.**	**COUNCILOR USE OF ELECTRONIC DEVICES AT METRO – INFORMATION**	**Alison Kean Campbell**
2:25 PM	**3.**	**2006 NATURAL AREAS BOND MEASURE STATUS REPORT – INFORMATION**	**Kathleen Brennan-Hunter**
2:55 PM	**4.**	**BREAK**	
3 PM	**5.**	**REGIONAL TRANSPORTATION PLAN AMENDMENTS – INFORMATION**	**John Mermin** **Tom Kloster**
3:20 PM	**6.**	**COUNCIL LIAISON UPDATES – INFORMATION**	
3:50 PM	**7.**	**COUNCIL BRIEFINGS/COMMUNICATION**	

ADJOURN

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Agenda Item No. 3.0

2006 NATURAL AREAS BOND MEASURE STATUS REPORT

Metro Council Work Session
Tuesday, April 2, 2013, 2013
Metro, Council Chamber

METRO COUNCIL

Work Session Worksheet

PRESENTATION DATE: April 2, 2013 **TIME:** 2:25 PM **LENGTH:** 30 Minutes

PRESENTATION TITLE:
2006 Natural Areas Bond Measure status report

DEPARTMENT: Sustainability Center

PRESENTER(S): Kathleen Brennan-Hunter x1948

ISSUE & BACKGROUND

In 2006, voters in the region passed the Natural Areas bond measure. The purpose of the bond measure, as stated in the Metro Council resolution referring the measure to the ballot, is:

> The Metro Council's proposed 2006 Natural Areas Bond Measure is designed to build on the successful conservation efforts of the past by renewing the region's ability to protect critical headwaters, rivers, streams, and forests through continued land acquisition. Protection of these natural areas throughout the greater Portland metropolitan region will help safeguard critical groundwater and drinking water resources, water quality, and important fish and wildlife habitat for the future. The proposed 2006 Natural Areas Bond Measure conserves the region's most valuable natural resources such as clean air and water while helping to manage growth and maintain the region's heralded quality of life for future generations.

At a little over halfway through the implementation, program staff will provide a comprehensive status update for the Metro Council with detailed information on regional land acquisition, the local share program, and the Nature in Neighborhoods capital grants program, plus financial reports, performance standards and a summary of priorities going forward.

OPTIONS AVAILABLE

N/A

IMPLICATIONS AND SUGGESTIONS

N/A

QUESTION(S) PRESENTED FOR CONSIDERATION

N/A

LEGISLATION WOULD BE REQUIRED FOR COUNCIL ACTION ☐ Yes ☑ No

DRAFT IS ATTACHED

N/A

Agenda Item No. 5.0

REGIONAL TRANSPORTATION PLAN AMENDMENTS

Metro Council Work Session
Tuesday, April 2, 2013, 2013
Metro, Council Chamber

METRO COUNCIL

Work Session Worksheet

Presentation Date: April 2, 2013 Time: 2pm Length: 20 minutes

Presentation Title: RTP Amendments

Service, Office, or Center:

Presenters (include phone number/extension and alternative contact information):
John Mermin x1747 and Tom Kloster x1832
(Also list other department personnel or interested parties who should be invited & invite them.)

* In all categories, use additional sheets if necessary and attach supporting material.

ISSUE & BACKGROUND (Identify the issue or problem. Include background information on the issue and identify the facts pertinent to your presentation of the topic. Include a statement of any potential issues raised by these facts.)
In late 2012, Washington County staff inquired about a Regional Transportation Plan amendment for a Scholls Ferry Rd project for which they would like to begin construction in Spring 2013. The County's inquiry presented an opportunity for other local jurisdictions to request potential RTP amendments that have been *identified through planning processes* completed since June 2010.

RTP amendments typically take several months to complete, given the required air quality analysis, public comment period and approval process through the regional committees. Given the significant amount of staff time and resources both from Metro and affected local jurisdictions, Metro staff recommended that proposed RTP amendments be bundled together for consideration by JPACT and the Metro Council to be more efficient. These requests were instructed to be limited to amendments that are *needed immediately* and cannot wait until the next RTP update is completed in June 2014.

At the November 30 TPAC meeting, Metro staff made a request for any potential amendments to the 2035 RTP to be submitted by December 20. Amendments were submitted by the jurisdictions below:

- Washington County
- Beaverton
- Hillsboro
- Oregon Department of Transportation
- Metro / East Metro Connections Plan partners
- Portland

See attached memo & letters for a description of the proposed amendments.

OPTIONS AVAILABLE (List the options available for any actions that may need to be taken, indicating the pros and cons of each. Cost estimates should be included for each option, where applicable.)
N/A

IMPLICATIONS AND SUGGESTIONS (Please state your departmental suggestions(s) AND the reason(s) for the suggested action. Also include anticipated problems, which will be encountered: a) if the suggestions is implemented, and b) if the suggestion is not implemented.)
N/A

QUESTION(S) PRESENTED FOR CONSIDERATION (Please state clearly your request of the Metro Council. In other words, what do you hope to obtain from the Metro Council? If more than one question, please number them.)

The purpose of this item is to inform the Council about the proposed RTP amendments since the Council will be asked to amend the existing RTP (through 5 Resolutions and 1 Ordinance) in May 2013 after the proposed amendments are considered by MTAC, MPAC, TPAC and JPACT.

LEGISLATION WOULD BE REQUIRED FOR COUNCIL ACTION _X_Yes __No
DRAFT IS ATTACHED ___Yes __X_No

600 NE Grand Ave
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503-797-1700
503-797-1804 TDD
503-797-1797 fax

www.oregonmetro.gov

Metro | *Memo*

Date: March 26, 2013

To: Metro Council

From: John Mermin, Senior Transportation Planner

Re: 2035 Regional Transportation Plan (RTP) Amendments

Background

In late 2012, Washington County staff inquired about an RTP amendment for a Scholls Ferry Rd project for which they would like to begin construction in Spring 2013. The County's inquiry presented an opportunity for other local jurisdictions to request potential RTP amendments that have been *identified through planning processes* completed since June 2010. RTP amendments typically take several months to complete, given the required air quality analysis, public comment period and approval process through the regional committees. Given the significant amount of staff time and resources both from Metro and affected local jurisdictions, Metro staff recommended that proposed RTP amendments be submitted in a single window for consideration by JPACT and the Metro Council. These requests were instructed to be limited to amendments that are *needed immediately* and cannot wait until the next RTP update is completed in June 2014.

At the November 30 TPAC meeting, Metro staff made a request for potential amendments to the 2035 RTP to be submitted by December 20. A summary of the proposed amendments are listed below. See attached letters for more detail.

- **Attachment 1. Washington County** has requested to add the Scholls Ferry Rd: Roy Rogers Rd to Teal Blvd project to the 2035 RTP Financially Constrained list and remove project # 10547, a proposed 174th/173rd undercrossing of US 26. The Scholls project would add eastbound and westbound through lanes and a continuous center turn lane.

- **Attachment 2. The City of Beaverton** has requested a minor change to the extent of the Crescent St multimodal extension project on the 2035 RTP Financially Constrained list. The terminus will now be Westgate Dr, instead of Cedar Hills Blvd.

- **Attachment 3. The City of Hillsboro** has requested to add six projects to the 2035 RTP financially constrained list, and remove project #10547 a proposed 174th/173rd undercrossing of US 26. The projects to be added include:
    - Gibbs Dr - a new 3-lane street with cycle tracks and sidewalks in AmberGlen Regional Center
    - 253rd – a new 3-lane street with bike lanes and sidewalks near the US 26/Brookwood Pkwy area, recently recommended for funding as part of the Regional Economic Opportunity Fund
    - Road widenings in the US 26/Brookwood Parkway area to support planned Intel expansions:
        - Brookwood Pkwy (7-lanes with bike lanes and sidewalks)
        - Butler Dr (5-lanes with bike lanes and sidewalks)
        - Cornelius Pass Rd (7-lanes with bike lanes and sidewalks)
        - US 26 westbound off-ramp at Cornelius Pas Rd (add second lane on westbound off-ramp and third southbound approach lane on Cornelius Pass Rd).

- **Attachment 4. Metro** (on behalf of the **East Metro Connections Plan (EMCP)** partners) has requested to add the EMCP's top priority project, NE 238th Drive: Halsey Street to Glisan Street Freight and Multimodal Improvements, to the 2035 RTP Financially Constrained list and remove projects #11074 - East Buttes Loop trail and #10409 – Beaver Creek trail. The EMCP has also recommended several changes to RTP policy maps, e.g. modifying the maps that currently designate the 242nd right-of-way as a future part of the regional transportation system (moving that designation to the existing 238th/242nd), designating the existing North/South arterials in the EMCP study area to be of equal significance for motor vehicle and freight movement, and adding a future trail connection between the Sandy River and Springwater trail.

- **Attachment 5. The Oregon Department of Transportation** has requested to add three projects to the 2035 RTP Financially Constrained list:
    - Extending existing auxiliary lane on I-205 Southbound from I-84 Eastbound entrance-ramp to Stark/Washington St
    - Extending existing acceleration-lane on I-205 Northbound from Powell entrance ramp to match with existing auxiliary lane from Division St entrance ramp to Stark/Washington St exit ramp, and provide two lane exit at Stark/Washington.
    - Extending I-5 SB auxiliary lane from Lower Boones Ferry exit-ramp to Lower Boones Ferry entrance-ramp

  Financial Constraint is maintained through a reduction in cost of an existing ODOT project in the RTP.

- **Attachment 6. The City of Portland** has requested to add to the 2035 RTP Financially Constrained list the N. Williams Traffic Safety operations project, (N Winning Way to N Killingsworth St) and to reduce the cost of project #11191 – Citywide bicycle boulevards. The Williams project is composed of pedestrian and bicycle traffic safety and operational improvements, including enhanced crossings, buffered bike lane, traffic calming, a new traffic signal and modifications at existing signals on N. Williams, and neighborhood greenway improvements on a low-traffic parallel street - NE Rodney. Financial Constraint is maintained through a reduction in cost of an existing PBOT project in the RTP.

Time line / Next Steps

Metro has completed modeling demonstrating that if all of the proposed projects were built, the region would still meet federal and state air quality requirements. The public comment period on the amendments and air quality analysis will finish on April 8th. The calendar below shows upcoming meetings that are part of the adoption process. The amendments that come before MPAC, TPAC, JPACT and Metro Council for action will come in the form of five resolutions (one per jurisdiction) and one ordinance. The EMCP amendments will be in ordinance form since they include changes to RTP policy maps which are considered to be land use decisions per state law.

April 3 – MTAC Informational
April 4 - JPACT Informational
April 10 – MPAC Informational
April 24 – MPAC Recommendation
April 26 - TPAC Recommendation
May 9 - JPACT Adoption
May 9 - Metro Council First reading
May 16 - Metro Council Adoption

For more information, contact John Mermin at 503-797-1747 or john.mermin@oregonmetro.gov

Attachment 1.

WASHINGTON COUNTY
OREGON

December 19, 2012

John Mermin, Senior Transportation Planner
Metro Planning & Development
600 NE Grand Ave.
Portland, OR 97232-2736

Dear Mr. ~~Mermin~~ John:

Washington County requests an amendment to add the *Scholls Ferry Road: Roy Rogers Road to Teal Boulevard* project to the 2035 RTP Financially Constrained project list. This project will result in a widening of Scholls Ferry Road from Teal Boulevard to Roy Rogers Road as shown on the attached location map. The project will consist of adding eastbound and westbound through-lanes and a continuous center turn lane. The attached cross-section diagram depicts general design features of the project including the following: 11.5-12 foot wide travel lanes, a 13 foot-wide continuous center-turn lane, a four foot-wide planter strip, five foot wide bike lanes and sidewalks and dark sky friendly lighting. The project will be constructed on 98 feet of right-of-way with an arterial road design speed of 45 miles per hour.

To meet our scheduled bid advertizing opening date of April 1, 2013, we request that a decision on our RTP amendment be made prior to this date. Contract awards are scheduled for April or May with construction starting in June 2013. The project is funded for an estimated $12 million through Washington County's MSTIP. To add the Scholls Ferry project to the Financially Constrained list, Washington County is proposing to drop RTP #10547, the proposed 173rd/174th undercrossing of Hwy. 26 from the Financially Constrained list. This project is slotted into the RTP's 2018-2025 time period and has an estimated cost of $58.6 million.

Please don't hesitate to contact me if you have questions or concerns about this request, and thanks for all the help in addressing this issue.

Sincerely,

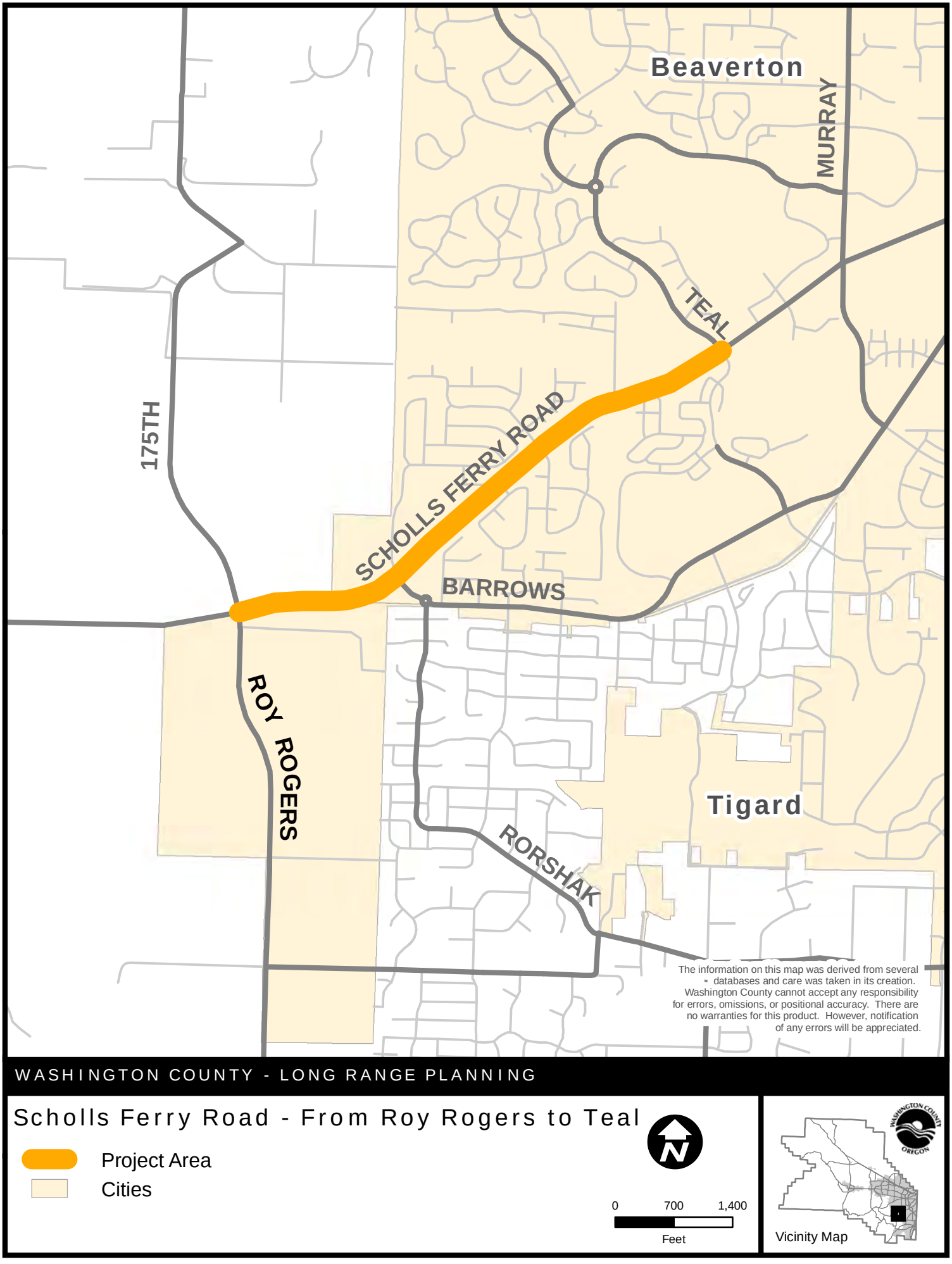
Clark F. Berry, Senior Planner

Attachments

cc: Andrew Singelakis, Director
Andy Back, Manager
Joe Younkins, Principal Engineer
Bill Ihly, Project Manager

Department of Land Use & Transportation • Long Range Planning Division
155 N. First Avenue, Suite 350-14, Hillsboro, OR 97124-3072
phone: (503) 846-3519 • fax: (503) 846-4412

Attachment 1.

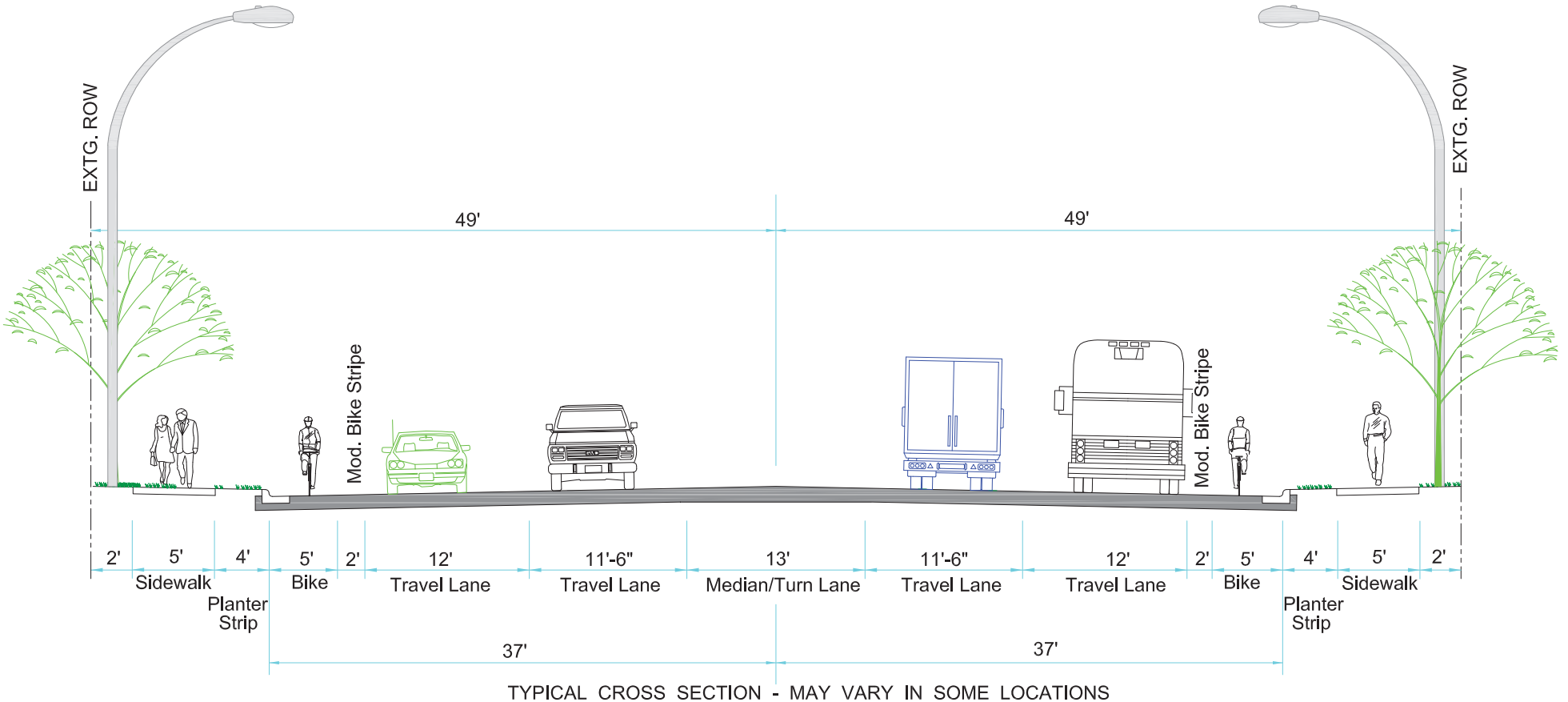


Path: J:\Users\DoriaM\GIS_maps_temp\STAFF\Clark\2012\SchollsFerry_121912.mxd 12/19/2012

Attachment 1.

S.W. SCHOLLS FERRY ROAD - TYPICAL 5 LANE SECTION

S.W. ROY ROGERS ROAD TO S.W. TEAL BLVD.



TYPICAL CROSS SECTION - MAY VARY IN SOME LOCATIONS

MSTIP
MAJOR STREETS TRANSPORTATION IMPROVEMENT PROGRAM

DEPARTMENT OF LAND USE & TRANSPORTATION ENGINEERING

PLOT STAMP: 10/02/12 9:51A ERIKF
CAD: 100099 SCHOLLS FERRY RD (BARROWS - TEAL).DWG, TAB: PRESEC5
PATH: S:\SHARED\PROJECTS\100099 SCHOLLS FERRY RD (R ROGERS - TEAL)\ACAD\

Attachment 2.

Beaverton
OREGON

December 17, 2012

Mr. John Mermin
Metro
600 NE Grand Avenue
Portland OR 97232-2736

Dear Mr. Mermin,

The City of Beaverton requests that the 2035 Regional Transportation Plan (RTP) Financially Constrained scenario be amended to acknowledge the adopted refined alignment for the Crescent Street multimodal extension (Rose Biggi Ave. – Westgate Drive [previously Cedar Hills Blvd.]). The project is included in Metro's adopted 2035 Regional Transportation Plan as project 10619. The City's Comprehensive Plan Amendment to revise the alignment is expected to be adopted on January 15, 2013, and will be effective 30 days later. The City applied for STIP "Enhance" funds to design and construct the project, so this opportunity to refine the description is very timely. Waiting until the next full RTP update leaves uncertainty in the interim and is not advisable given the redevelopment potential created by the amended alignment.

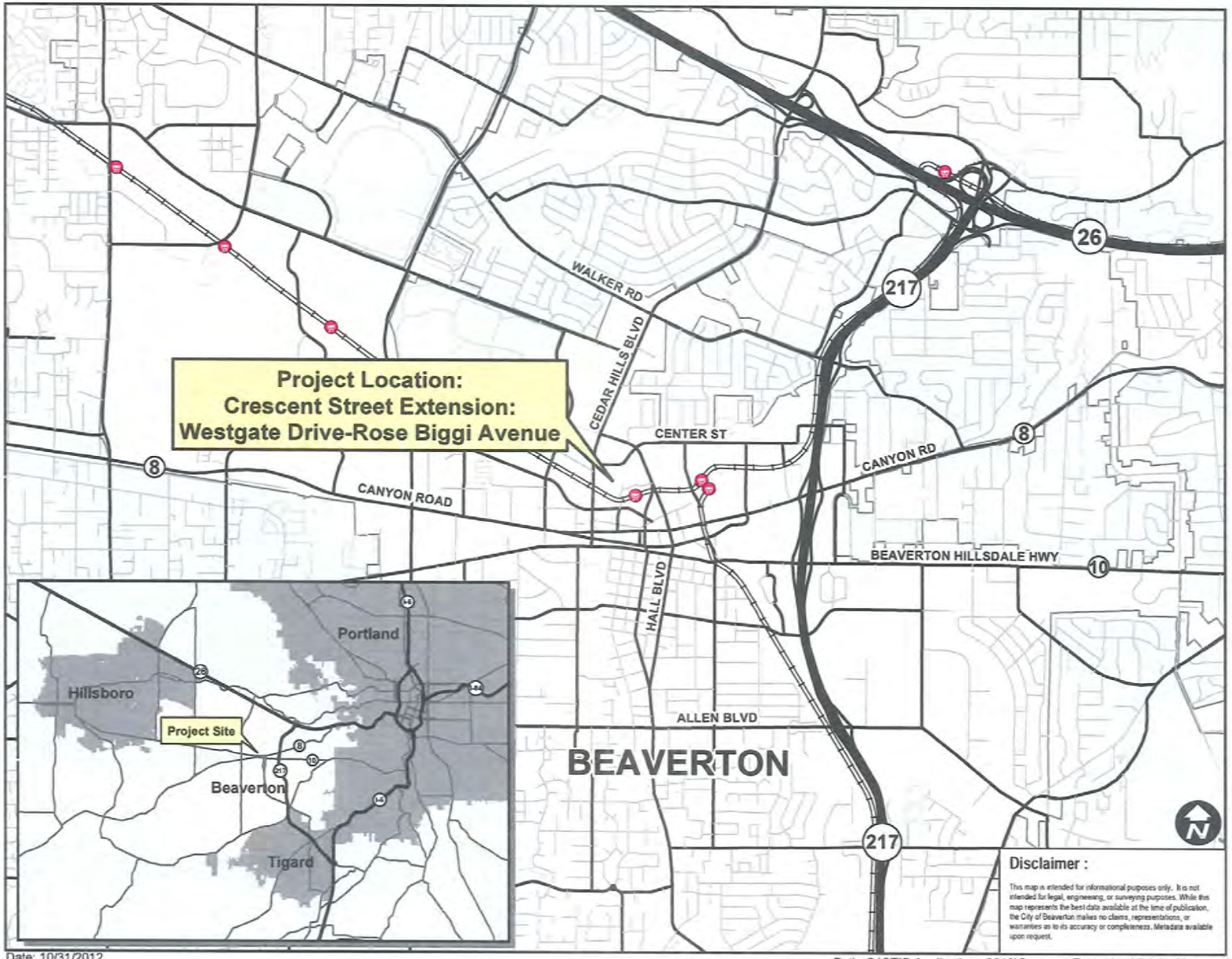
The project was originally identified and listed in the Beaverton Downtown Connectivity Plan and subsequent 2015 and 2020 Transportation System Plans. It is most currently listed as Project #25 in the City's adopted 2035 Transportation System Plan and Comprehensive Plan Transportation Element (page IV-34). It is Project 5080 in the City's adopted Capital Improvements Plan, and is included as a critical multimodal connection in the Beaverton Civic Plan. The cost of the project remains the same.

A map and cross section are attached as requested. Please let me know if you have any questions or concerns.

Sincerely,

Margaret A. Middleton
Principal Transportation Planner

cc: Clark Berry, Washington County DLUT



Date: 10/31/2012

Path: S:\STIP Applications 2012\Crescent Extension Vicinity Map.mxd

GEOGRAPHIC INFORMATION SYSTEM

VICINITY MAP

STIP Application:
Crescent Street Extension:
Westgate Drive-Rose Biggi Avenue

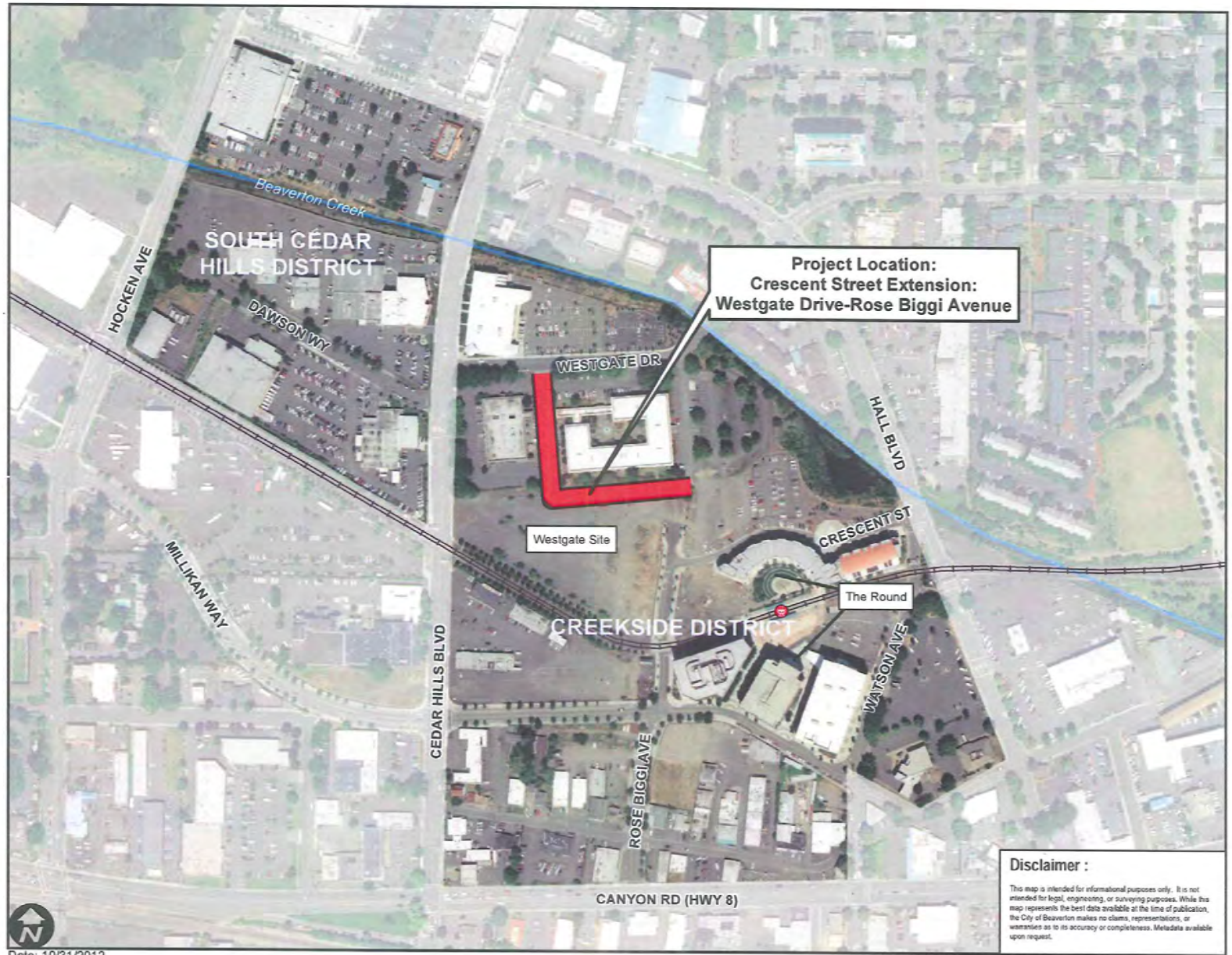
- Light Rail Station
- Light Rail
- Freeways
- Arterials
- Minor Streets
- Private Roads
- Beaverton
- Outside City Limits

0 0.25 0.5 1

Miles

Beaverton

Attachment 2.



Date: 10/31/2012

Path: S:\STIP Applications 2012\Crescent Extension Base Map.mxd

GEOGRAPHIC INFORMATION SYSTEM

SITE MAP

STIP Application:
Crescent Street Extension:
Westgate Drive-Rose Biggi Avenue

- Crescent Street Extension
- Light Rail Station
- Light Rail

Notes:

1. The aerial photo was taken in 2011.

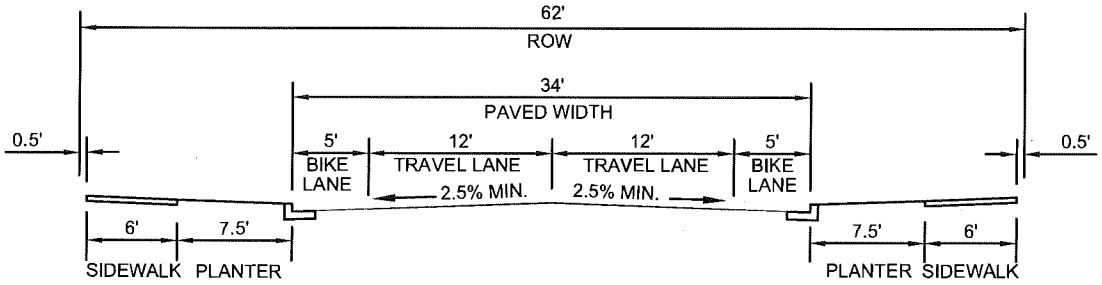
0 125 250 500

Feet

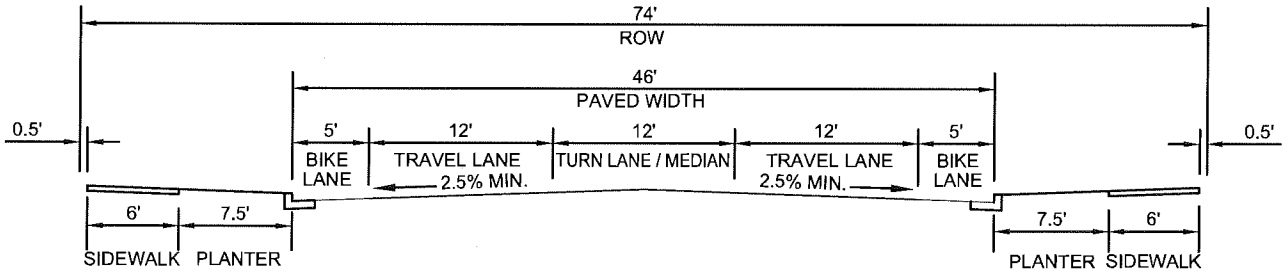
Beaverton OREGON

Attachment 2.

Attachment 2.



2 LANES



3 LANES

NOTES:

1. A planter strip is required on all Collectors.
2. Paved width and planter strip are measured to face of curb.
3. Provide 0.5 feet from right-of-way line to the back of sidewalk for maintenance and survey monument protection.
4. Street trees and street lights are required and shall be located within the planter strip.

City Of Beaverton

PUBLIC WORKS DEPARTMENT		MINIMUM COLLECTOR STREET WIDTHS	
TRAFFIC ENGINEER Randall R. Wooley	DATE 6 - 10 - 04	DRAWN BY JR - CPD	DRAWING NO. 101

Attachment 3.

Hillsboro Planning

January 24, 2013

John Mermin
Metro
600 NE Grand Ave
Portland, OR 97232-2736

Dear Mr. Mermin,

Given the recent opportunity to submit proposed amendments to the Regional Transportation Plan (RTP), the City of Hillsboro would like to request the addition of the following projects to the RTP at a total estimated cost of $30.6 million.

- 253rd Ave (from Huffman extension to Meek Rd): construct new three-lane road with bike lanes and sidewalks (est. $4 million)
- Gibbs Dr (from proposed Stucki Rd extension to Walker Rd): construct new three-lane road with cycle tracks and sidewalks (est. $2 million)
- Brookwood Pkwy (from Evergreen Rd to US 26): widen from five to seven lanes with bike lanes and sidewalks (est. $9 million)
- Butler Dr (from 229th Ave to Cornell Rd): widen from three to five lanes with bike lanes and sidewalks (est. $2 million)
- Cornelius Pass Road (from Cornell Rd to US 26): widen from five to seven lanes with bike lanes and sidewalks (est. $8.6 million)
- US 26 westbound off-ramp at Cornelius Pass Rd: add second lane on westbound loop off-ramp and third southbound approach lane on Cornelius Pass Rd (est. $5 million)

The need for 253rd Ave was identified as part of the US 26/Brookwood Interchange Area Management Plan (IAMP) process. In addition, 253rd Ave was recently recommended for inclusion in the Regional Economic Opportunity Fund (REOF) portion of the Regional Flexible Fund to construct this roadway from Evergreen Rd to Meek Rd (253rd Ave is currently a gravel road extending approximately 2,700 feet north from Evergreen Rd). The construction of 253rd Ave from Evergreen Rd to Huffman extension as a three-lane roadway is already in the RTP as project # 10822. This request is to add the portion from Huffman extension to Meek Rd. Current development opportunities have surfaced which is contingent upon the opening of 253rd Ave by summer 2014.

Gibbs Drive is a planned collector road in the adopted AmberGlen Community Plan. It will provide the needed connectivity in order to support the type of intense, mixed-land use and multi-modal transportation environment envisioned in the AmberGlen Community Plan. Current development interests in the area prompted the urgency to amend this road to the RTP.

Mail 150 E Main Street, 4th Floor, Hillsboro, Oregon 97123 Phone 503.681.6153 Fax 503.681.6245 Web www.hillsboro-oregon.gov

Brookwood Pkwy, Butler Dr, Cornelius Pass Rd, and US 26 westbound off-ramp improvements are all improvements identified as needed, based upon traffic analyses conducted over the past two years, in response to recent and future development expansions on the Intel Ronler Acres campus and on adjacent industrial green field sites. The widening of Brookwood Pkwy was also identified as a needed improvement in the US 26/Brookwood IAMP process. The ongoing expansion of Intel Ronler Acres campus has created the urgency for these improvements in order to provide the needed mobility and safety for the anticipated increase in traffic.

The identified improvements have been amended into the City and County's Transportation System Plans (TSP) in the fall of 2012 (City of Hillsboro Ordinance No. 6031, October 2, 2012, and No. 6032, October 16, 2012, Washington County Ordinance No. 749, September 18, 2012). During the public involvement process of the TSP amendments, these projects received overwhelmingly positive support from the public.

The City, with concurrence from Washington County, proposes to join the County in the removal of RTP project # 10547 - 173rd/174th undercrossing of US 26 at $58.6 million from the RTP financially constrained list to offset the costs of the proposed additions to the RTP. The City had previously proposed to remove RTP Project #10846 – TV Hwy Congestion Relief; but after consulting with Washington County, decided to join the County in its removal of project # 10547 since there is enough value to offset the combination of the City and the County's projects.

Please feel free to contact me if you have any questions or concerns.

Sincerely,

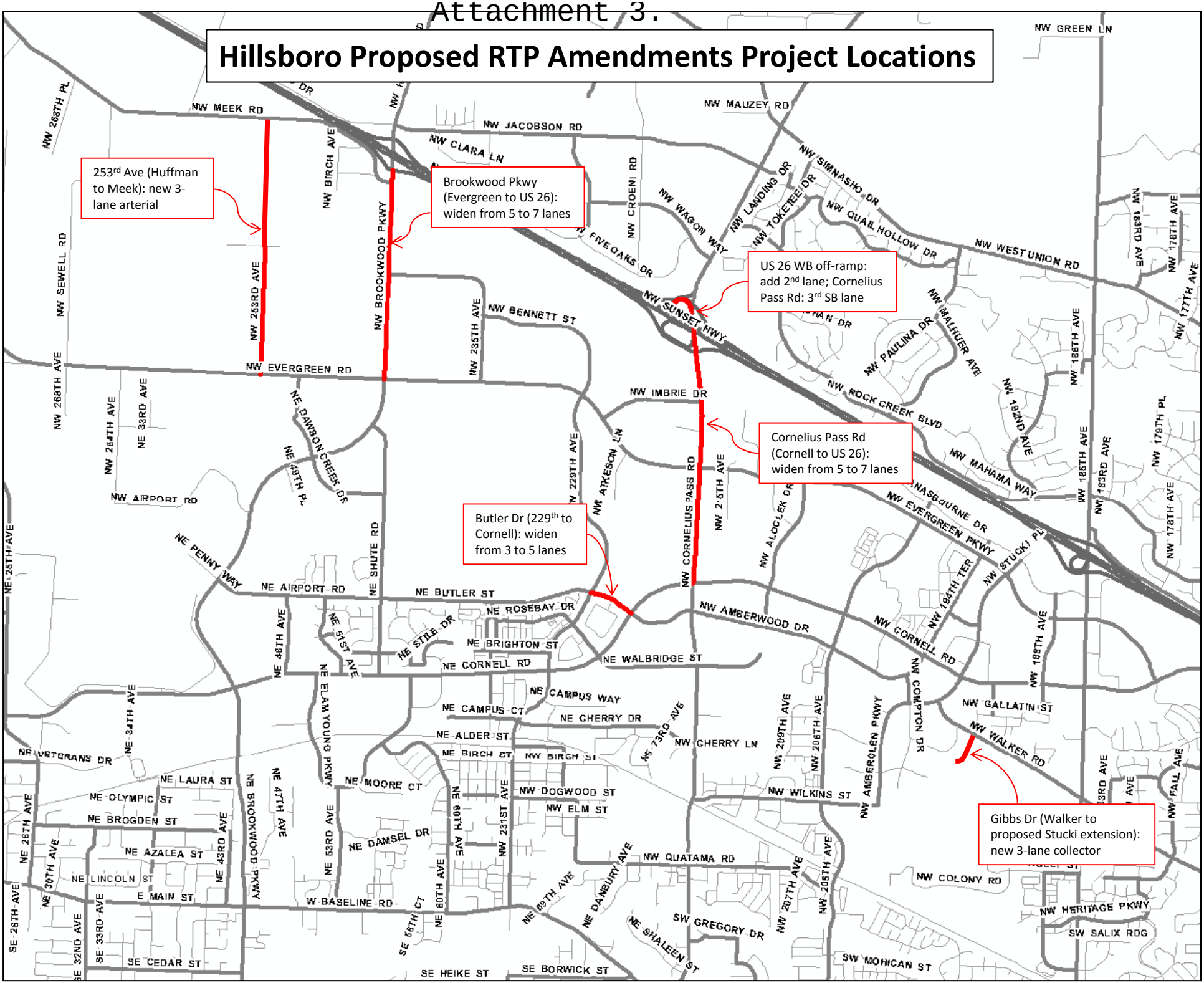
Brad Choi
Transportation Planner

Enclosure

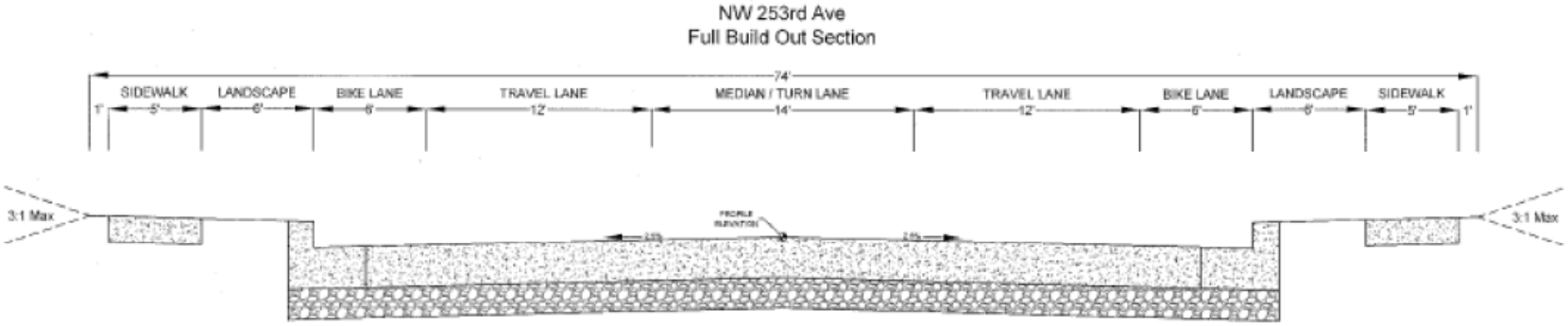
cc: Clark Berry, Washington County

Attachment 3.

Hillsboro Proposed RTP Amendments Project Locations

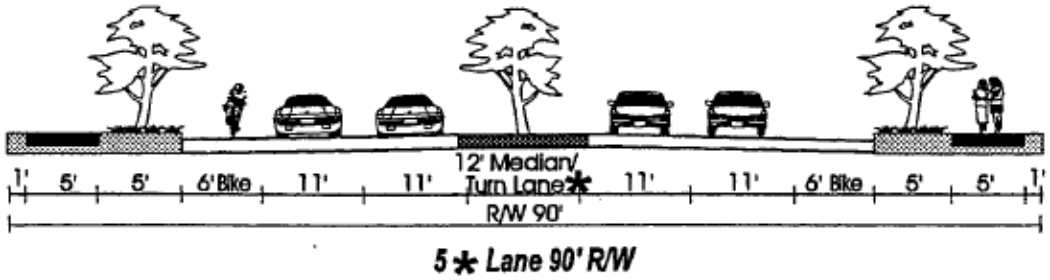


Attachment 3.

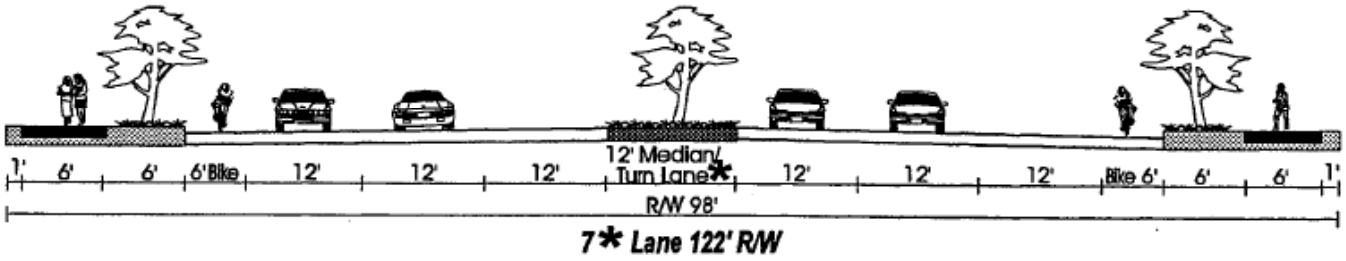


Proposed Cross Section for 253rd Ave

Attachment 3.



Proposed Cross Section for Butler Dr



Proposed Cross Section for Brookwood Pkwy and Cornelius Pass Rd

Attachment 3.

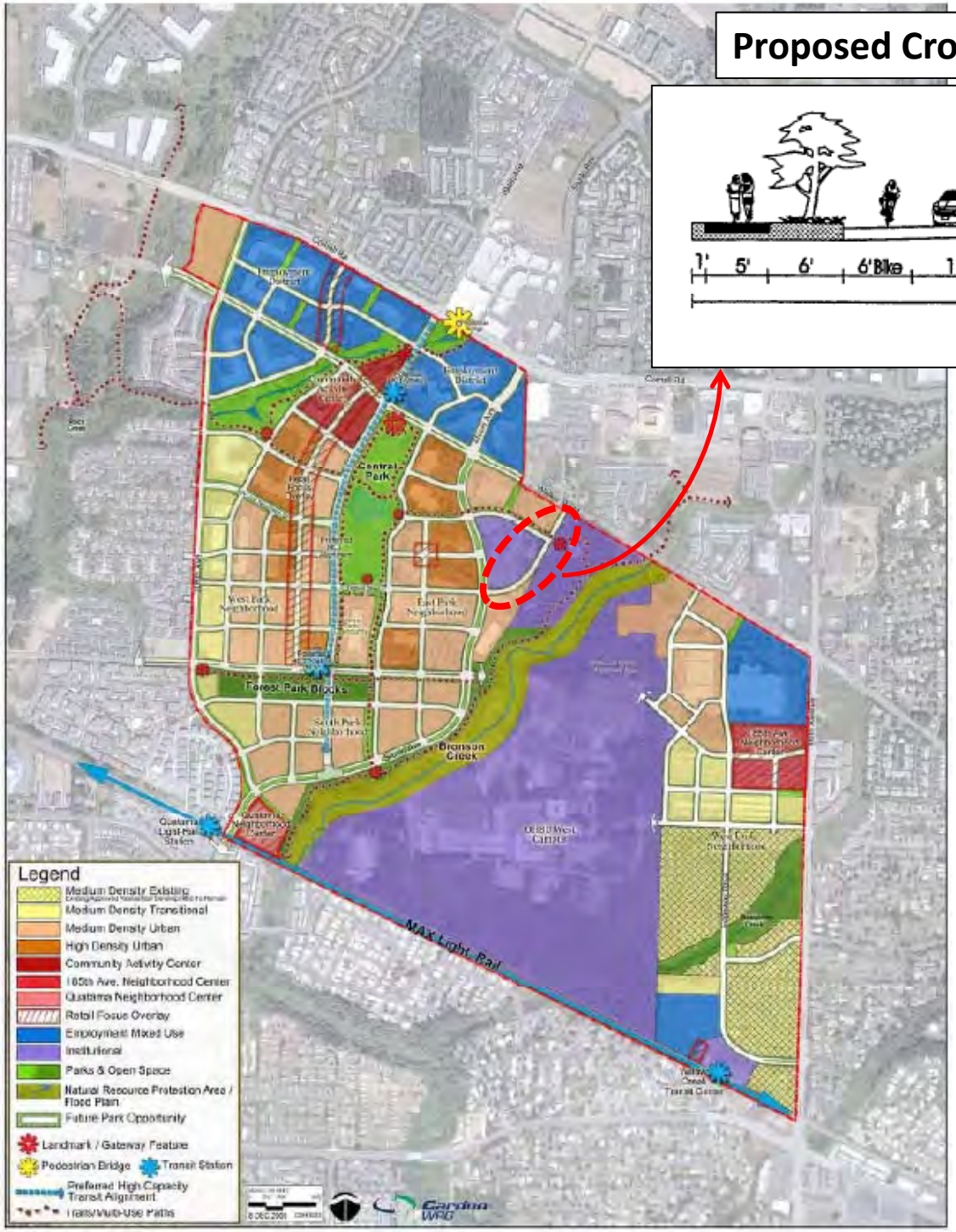
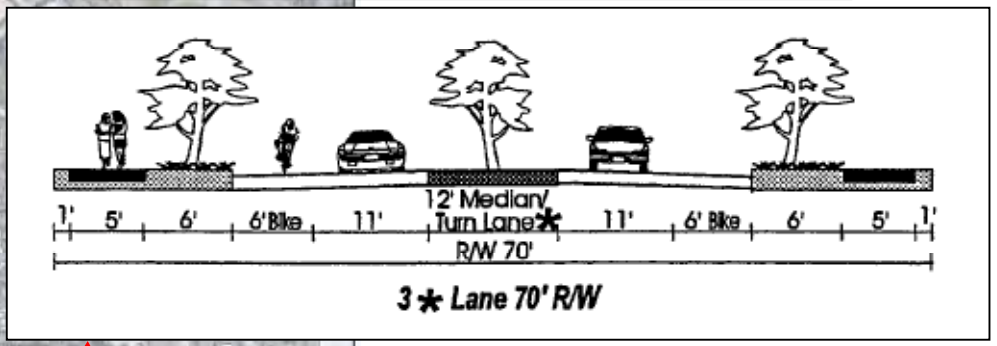


Figure 2-1: AmberGlen Community Plan Land Use Concept Map

Note: This map is presented in the Vision and Concept Plan Section as "Figure B"

Proposed Cross Section for Gibbs Dr



Attachment 4.

600 NE Grand Ave.
Portland, OR 97232-2736
www.oregonmetro.gov

Metro | *Memo*

Date: Friday, February 8, 2013
To: John Mermin
From: Brian Monberg
Subject: 2035 Regional Transportation Plan Amendments from East Metro Connections Plan

The following is a proposed amendment to incorporate the top priority project identified through the East Metro Connections Plan process into the 2035 RTP Financially Constrained list.

The East Metro Connections Plan (EMCP) is the first "mobility corridor refinement" plan identified in the 2035 Regional Transportation Plan to be implemented in our region. A mobility corridor refinement plan aims to better integrate land use, community and economic development, environmental and transportation goals when identifying projects along major transportation corridors. EMCP project partners include the cities of Fairview, Gresham, Troutdale and Wood Village, Multnomah County, ODOT, and Metro. Additional participating entities include Damascus, Portland, Clackamas County, the Port of Portland and TriMet.

This two year effort analyzed present and future transportation needs and opportunities and prioritized solutions for updates to the Regional Transportation Plan and project implementation.

Project Refinements
Members of the EMCP process propose to include the top priority project, NE 238th Drive: Halsey Street to Glisan Street Freight and Multimodal Improvements, for inclusion in the 2035 Regional Transportation Plan. The project consists of improvements to the curvature of the road and construction of multimodal facilities. Elements include construction of a cross-section that includes a southbound travel lane with a passing lane, and a northbound travel lane, and bike and pedestrian facilities on both the northbound and southbound sides. The purpose for inclusion into the 2035 RTP is to allow this project to be nominated as a top priority project for both the 2016-2018 STIP and MTIP cycles. The estimated cost of this project is $9,000,000. Members of the EMCP process are proposing to drop: 1) RTP #11074, *East Buttes Loop Trail: From Springwater Trail to Rodlun Road*, a City of Gresham project in the amount of $8,300,000, and 2) RTP #10409, *Beaver Creek Trail*, a Multnomah County project in the amount of $1,400,000 from the Financially Constrained list.

Policy Changes
Consistent with the outcomes based planning framework of the Regional Transportation Plan and the mobility corridor strategy, the East Metro Connections Plan will advance updated policy elements to support project development identified in the plan. Policy refinements will include the following:

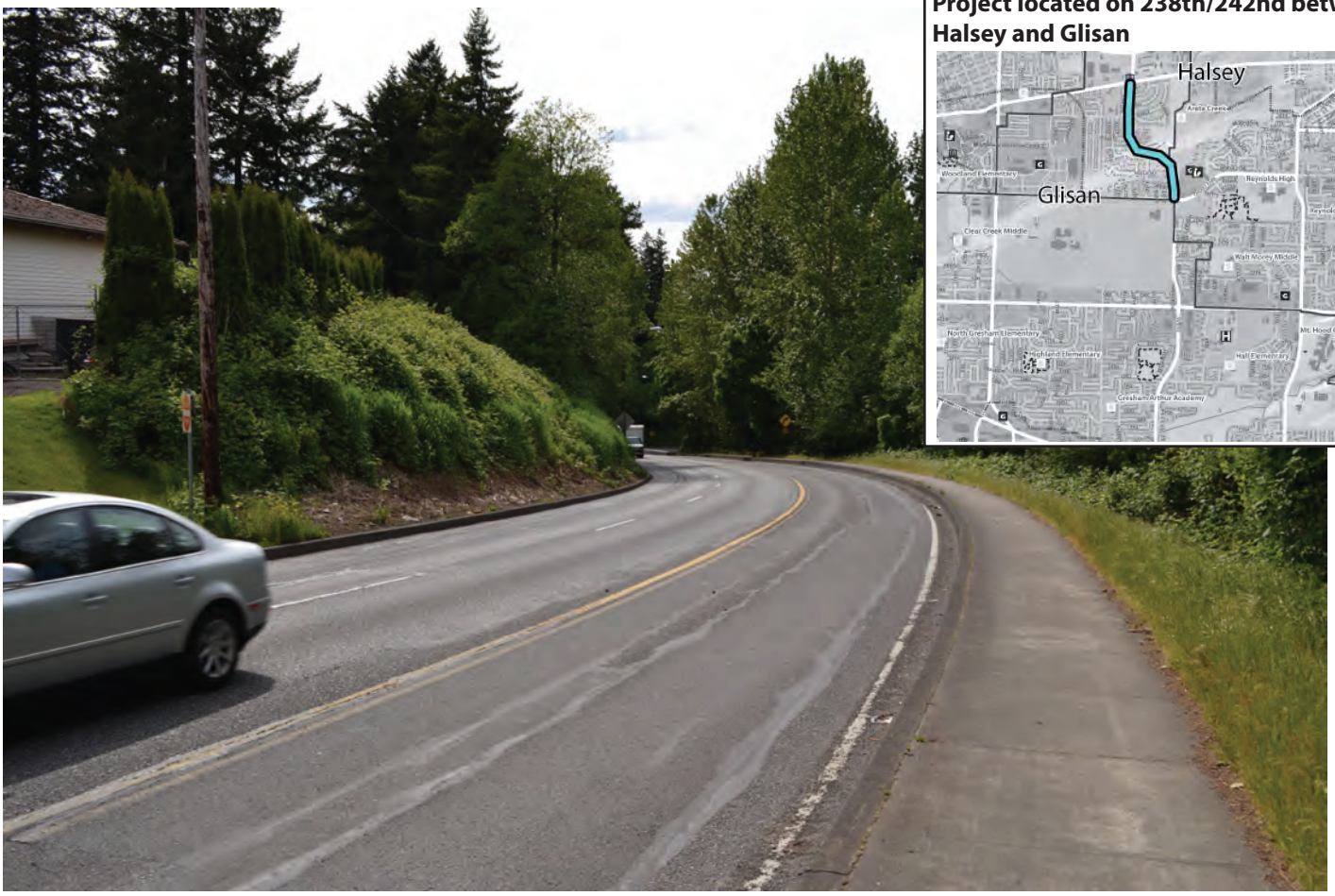
- The RTP freight network map (RTP figure 2.20) will be amended to reflect the proposed East Metro Connections Plan "freight grid", including main roadway routes and road connectors. Projects developed on the "freight grid" will be designed for safe freight movement.
- These changes will include updates to the regional freight network map. Updates to the arterial and through network map and regional design classifications map will be updated for policy consistency with the freight network map.

Attachment 4.

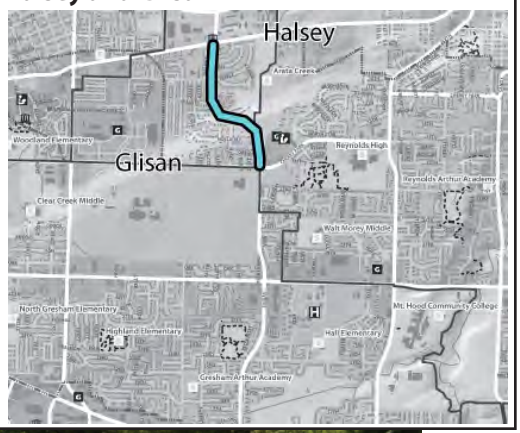
- The East Metro Connections Plan recommends adding a new proposed trail alignment to the regional trail plan. The Sandy River to Springwater Trail would connect the "Sandy River Connections Plan" Trail concept to Mt. Hood Community College, Springwater District, and Springwater Corridor Trail. Future master planning would identify route and design.

Attachment 4.

Existing 238th - looking north

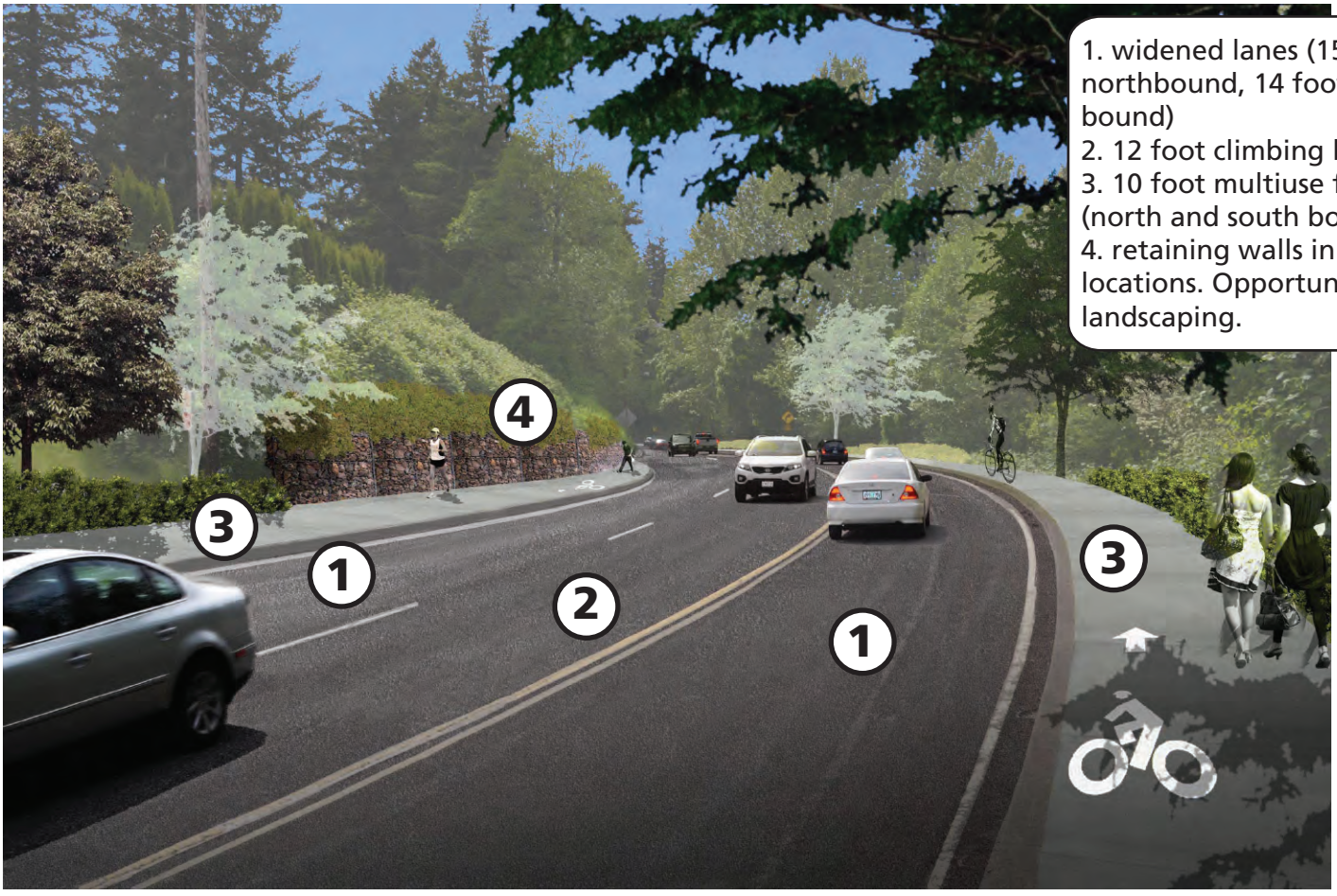


Project located on 238th/242nd between Halsey and Glisan



Refined 238th - looking north

widened travel lanes, widened bicycle and pedestrian facility for safety



1. widened lanes (15 foot northbound, 14 foot south-bound)
2. 12 foot climbing lane
3. 10 foot multiuse facility (north and south bound)
4. retaining walls in two locations. Opportunities for landscaping.

East Metro Policy Updates

What is the regional freight network?

The Regional Transportation Plan (RTP) has two types of freight designations:
- Main roadway routes are the "trunk" of the freight system - higher volume, major connectors with other regions.
- Road connectors have lesser volumes, provide connectivity to industrial/employment land and connect those more significant main roadway routes.

What changes are proposed?

- Remove, from the RTP freight network, Burnside between 181st and 223rd to reflect its actual usage.
- Broaden the RTP freight network to include the following routes as road connectors: 223rd between Glisan and Burnside; 257th/Kane from I-84 to US 26 (Note: projects would not include major improvements that connect Kane to US 26 which might attract more through trips).
- Update the US 26/Hogan connector to be consistent with Springwater Plan.

Why propose changes to the freight network?

Proposed changes to the RTP freight network would bring the use and function of plan area roads more in line and resolve land use conflicts.

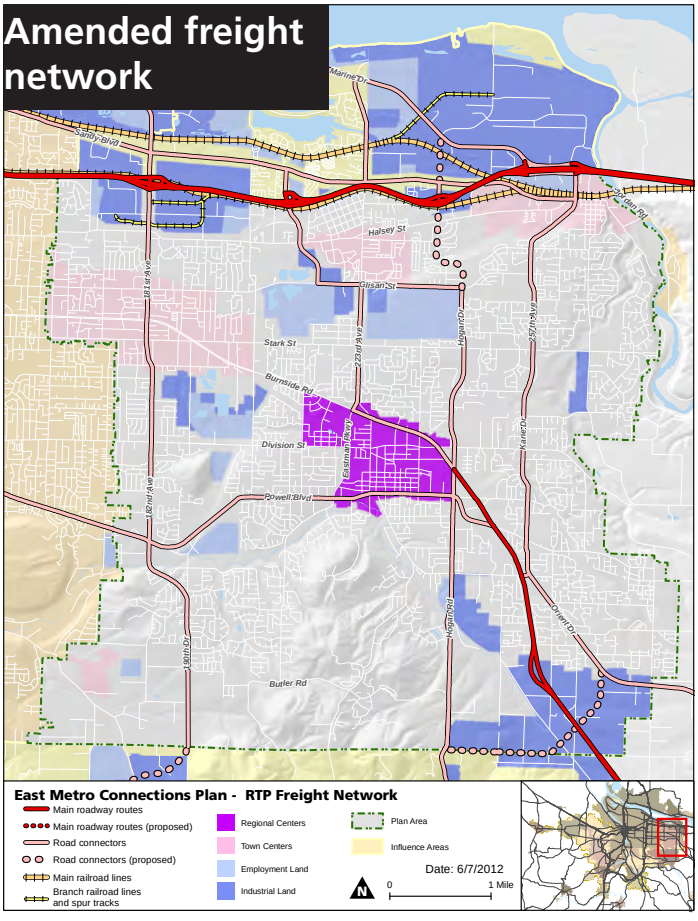
- Proposed freight network roads could see projects that increase their mobility (reducing stops/starts and travel time), that increase safety of other users and projects that accommodate trucks.

- The RTP freight network map (figure 2.20) should be amended to reflect the proposed East Metro Connections Plan "freight grid", including main roadway routes and road connectors. Projects developed on the "freight grid" will be designed for safe freight movement.

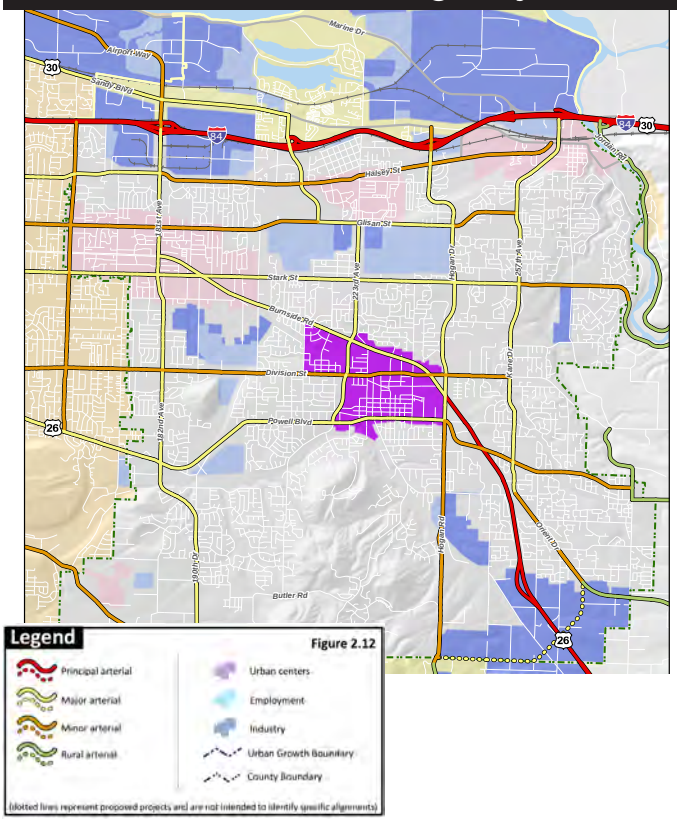
Updates to other RTP road networks

Consistent with the updated Freight Network, updates will also occur to the Arterial and Throughway Network and the System Design Network.
- Update the 238th/242nd link north of Glisan.
- Update the US 26/Hogan connector to be consistent with Springwater Plan (identified as a proposed link on the proposed freight network).

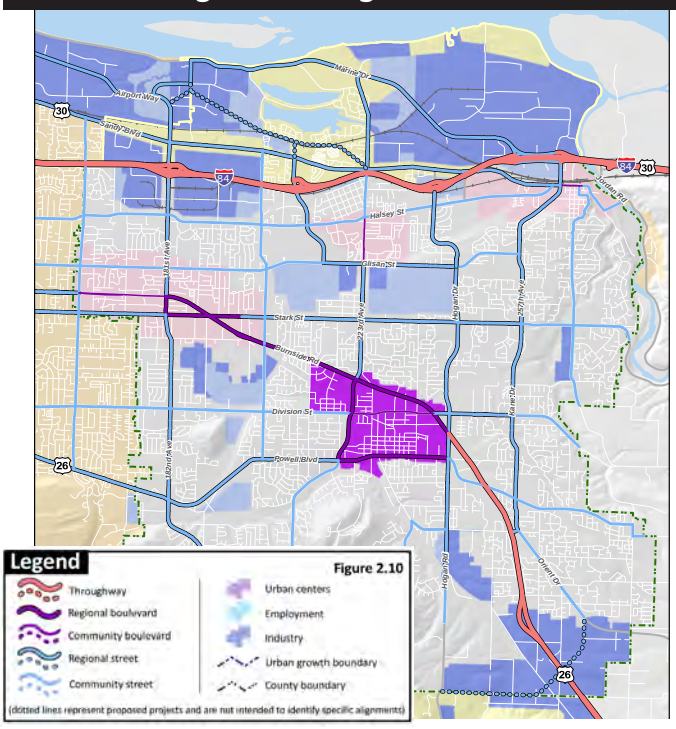
Amended freight network



Amended arterial and throughway network



Amended regional design classifications



Attachment 5.

Oregon
John A. Kitzhaber, MD, Governor

Department of Transportation
Region 1 Headquarters
123 NE Flanders Street
Portland, Oregon 97209
(503) 731.8200
FAX (503) 731.8259

John Mermin, Senior Transportation Planner
Metro Planning & Development
600 NE Grand Ave.
Portland, OR 97232-2736

John
Dear ~~Mr.~~ Mermin:

ODOT requests amending the Regional Transportation Plan (RTP) to incorporate Corridor Bottleneck Operations Study (CBOS) projects to the 2035 RTP Financially Constrained project list. ODOT Region 1 Major Projects started the CBOS in 2009 to identify, rank and provide conceptual solutions for the worst bottlenecks on I-5 south of the Marquam Bridge, I-205, I-84, I-405 and US 26 in the Portland Metro Region. Several projects have been moved into design and construction, and preliminary results are very encouraging.

The CBOS has identified several bottlenecks on the aforementioned corridors based on PORTAL data, ODOT traffic cameras, travel time runs, collision data and field observations. These data helped identify the location of the bottleneck, the duration of the congestion, contributing factors and speeds during bottleneck activation periods. Some bottlenecks locations were eliminated from further investigation because a project has been programmed to address the problem, or a cost-effective improvement was not feasible. The bottlenecks were ranked in terms of delay and cost, and those projects with the highest delay and lowest costs were proposed to move forward.

Four (4) high-priority projects proposed to address bottlenecks on major commute/freight routes in the Portland metro area are described in more detail on the following pages. One of these projects (I-5 NB at Lower Boones Ferry Rd, Figure 1) does not require an RTP amendment, as it only involves restriping.

These projects were selected as providing the best value of benefits and cost. It should be noted, however, that traffic volumes on these highways are very high, particularly during the peak commute hours, and as these operational improvements do *not* add capacity, the benefits achieved will not eliminate congestion, but rather improve the operations and safety of the mainline. Notwithstanding these occurrences, the proposed projects will reduce congestion at identified bottlenecks, particularly on the peak commute shoulders, and enhance safety by improving the weaves and merges that occur at interchanges. Follow-up phases are identified that would provide further benefits, funding permitting.

Briefly, the three high priority projects are summarized as:

I-5 SB: Lower Boones Ferry to Nyberg, Figure 2

- ***Problem:*** The fourth lane from Hwy 217 entrance-ramp drops at Lower Boones Ferry Road exit-ramp, and a high volume weaving movement to Nyberg St. exit-ramp, resulting in poor lane utilization and operational deficiency. Solution: Extend I-5 SB auxiliary lane from Lower Boones Ferry exit-ramp to Lower Boones

Ferry entrance-ramp. Auxiliary lane would provide direct connection from Hwy 217 to Nyberg Street exit-ramp.

- ***Solution:*** Extend I-5 SB auxiliary lane from Lower Boones Ferry exit-ramp to Lower Boones Ferry entrance-ramp. Auxiliary lane would provide a continuous lane from Hwy 217 to Nyberg Street exit-ramp.
- ***Project Benefits:*** Reduce congestion, improve lane balance and travel time reliability, and sustain stable traffic flow. Extension of the auxiliary lane would provide continuous lane from Hwy 217 to Nyberg St. exit. Construction of the auxiliary lane is anticipated to result in a 30% reduction in mainline crashes, based on similar comparative auxiliary lane improvements.
- ***Estimated Cost:*** $7M - $8.5M

I-205 NB: Powell/Division to Stark/Washington, Figure 3

- ***Problem:*** The combined volumes from the two consecutive entrance ramps are high, coupled with the high mainline volumes. Conflicts between entrance-ramps create turbulence at merge points with mainline and difficult weaving movements. Heavy exit demand at Stark/ Washington St. creates unsafe weaves to existing single-in exit ramp.
- ***Solution:*** Extend existing accel-lane from Powell Blvd. entrance-ramp to match with existing auxiliary lane from Division St. entrance-ramp to Stark/Washington St. exit-ramp, and provide two-lane exit at Stark/Washington. Auxiliary lane would provide an extended distance for traffic to merge onto mainline. Two-lane exit at Stark/Washington St. will reduce weaving conflicts in this segment.
- ***Project Benefits:*** Reduce congestion and enhance stable traffic flow. Construction of a 2-lane exit ramp at Stark/Washington will allow motorists additional time/distance to find gaps and safely weave over lanes. Construction of the auxiliary lane is anticipated to result in a 30% reduction in mainline crashes, based on similar comparable auxiliary lane improvements.
- ***Estimated Cost:*** $6.5M to $7.5M

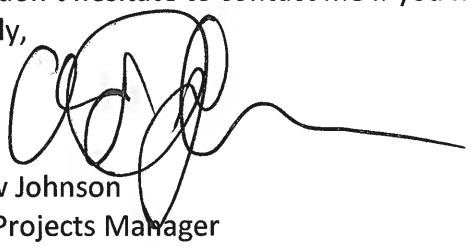
I-205 SB: I-84 EB to Stark/Washington, Figure 4

- ***Problem:*** Division/Powell Blvd. exit-ramp to entrance-ramp from I-84 EB. Congestion/queuing starts from weaving section between Stark/Washington St. entrance-ramp and Hwy 26/Division St./Powell Blvd exit ramp to I-205. Contributing Factors: high volumes from I-84 EB merging with I-205 mainline traffic. Conflicts between entrance-ramps create turbulence at merge points with mainline and difficult weaving movements.
- ***Solution:*** Extend lane from I-84 EB entrance-ramp to Stark/ Washington St., to match existing auxiliary lane from Stark/Washington St. to Division St./Powell Blvd. Approximately 25% of traffic from I-84 EB entrance-ramp is destined for Division/ Powell Blvd. exit. Auxiliary lane would provide direct connection to this exit for almost one out of four vehicles in this segment of I-205.
- ***Project Benefits:*** Reduce congestion, improve lane balance and travel time reliability, and sustain stable traffic flow. Construction of the auxiliary lane would facilitate the I-84 EB to Division/Powell movements. This auxiliary lane is anticipated to result in a 30% reduction in mainline crashes, based on similar comparable auxiliary lane improvements.
- ***Estimated Cost:*** $7.0M - $8.5M

Attachment 5.

The total estimated costs of these projects are $21.5 - $26.5 million. To add these projects to the Financially Constrained list, ODOT is proposing to reduce $26.5 M from the OR 217: Braid from B-H to Allen (#10875) from the Financially Constrained list.

Please don't hesitate to contact me if you have questions or concerns about this request,
Cordially,

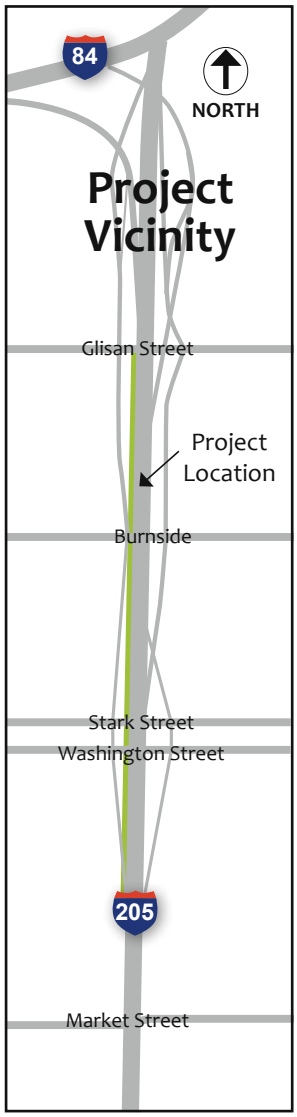


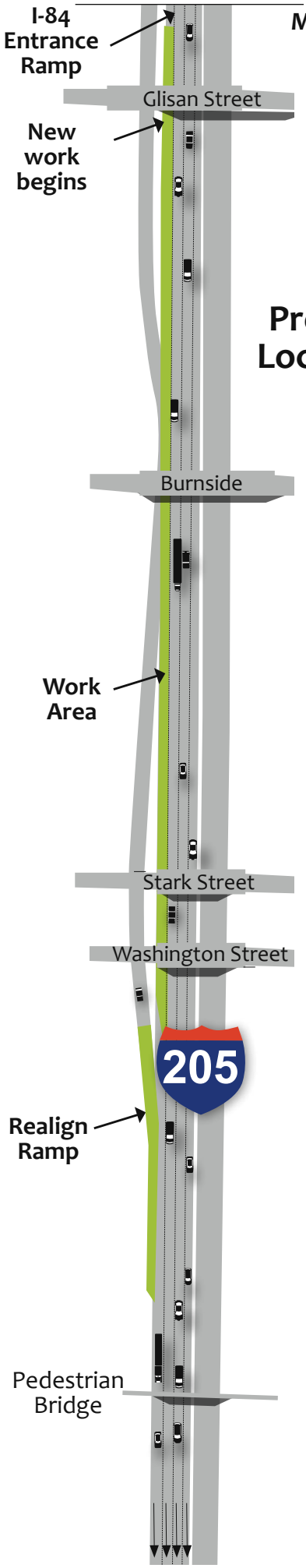
Andrew Johnson
Major Projects Manager
ODOT, Region 1

Attachments

cc: Jason Tell, ODOT Region 1 Manager
Rian Windsheimer, ODOT Planning & Development Manager
Tim Wilson, ODOT Senior Planner

Attachment 5.



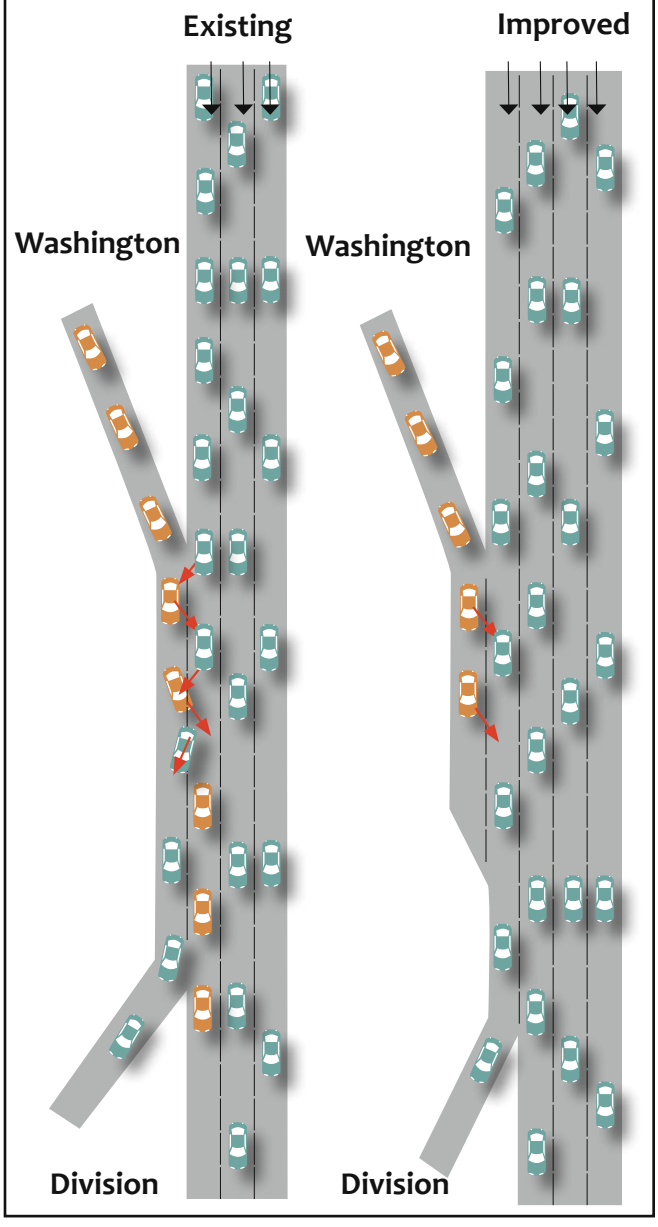


I-205 Southbound

I-84 to Stark/ Division Streets Auxiliary Lane

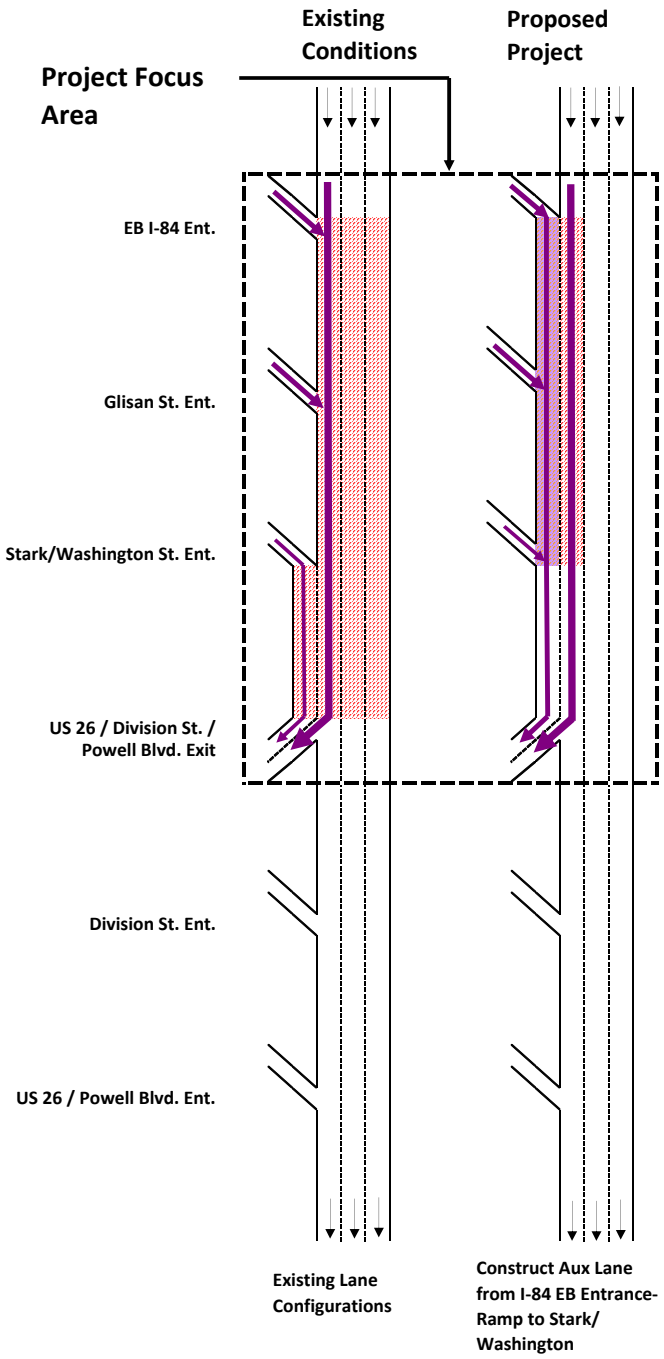
Oregon Department of Transportation

Diagram of Improvements



Attachment 5.

I-205 SB: I-84 EB Entrance-ramp to Stark/Washington St. Auxiliary Lane



Existing Conditions

Queue: Division/Powell Blvd. exit-ramp to entrance-ramp from I-84 EB . Congestion/queuing starts from weaving section between Stark/Washington St. entrance-ramp and US 26/Division St./Powell Blvd exit ramp. Contributing Factors: high volumes from I-84 EB merging with I-205 mainline traffic. Conflicts between entrance-ramps create turbulence at merge points with mainline, and difficult weaving movements.
Duration: Approximately 3 hours daily between 3:00PM to 6:00PM.
Speed: Bottleneck activation speeds drop as low as 20 mph.
Volume (2011ADT): Mainline: 81,760 (8.7% truck); Entrance-Ramp from I-84 EB: 17,390, of which approximately 25% exit to Division/Powell.
Project Focus Area Crashes: Rate: 0.60 per MVMT; Frequency: 112 crashes from 2007 to 2011; No fatal crashes.

Proposed Project

Description: Extend lane from I-84 EB entrance-ramp to Stark/ Washington St., to match existing auxiliary lane from Stark/Washington St. to Division St./Powell Blvd. Approximately 25% of traffic from I-84 EB entrance-ramp is destined for Division/ Powell Blvd. exit

Benefits:

Queue: Congestion/queuing would be reduced in all lanes and completely reduced in the two leftmost lanes.
Duration: It is anticipated that the queue would be reduced to an hour during the peak periods.
Speed: Average speeds within the congested areas are expected to increase to between 40 and 45 mph.

Project Focus Area Benefits Summary:

Reduce congestion, improve lane balance and travel time reliability, and sustain stable traffic flow. Construction of the auxiliary lane would facilitate the I-84 EB to Division/Powell movements. Auxiliary lane would provide direct connection to this exit for almost one out of four vehicles in this segment of I-205. This auxiliary lane is anticipated to result in a 30% reduction in mainline crashes, based on comparable auxiliary lane improvements.

Project Estimated Cost:

$7.0M - $8.5M

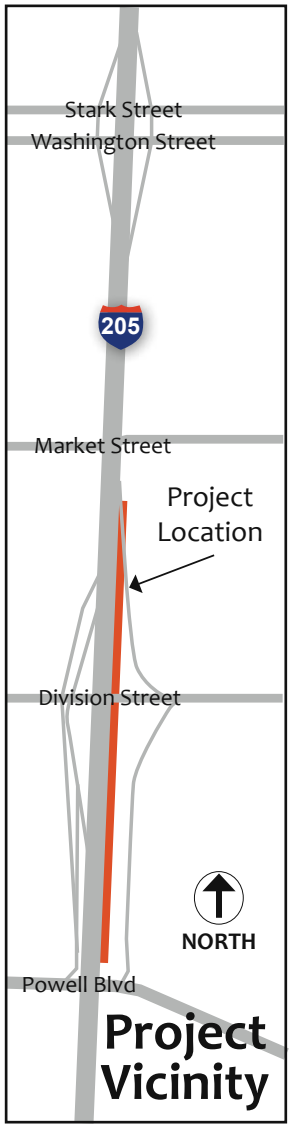
LEGEND

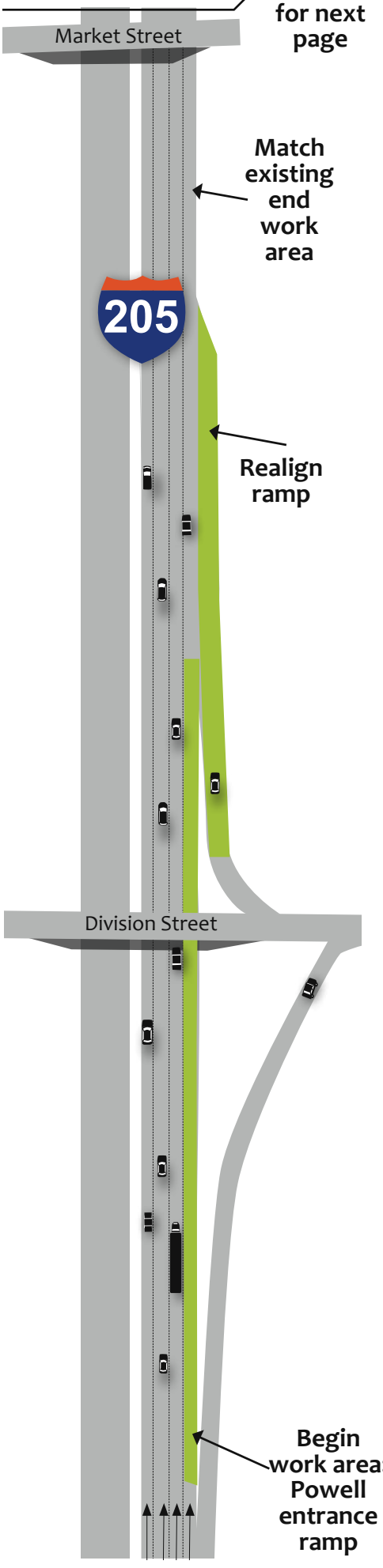
- Area of Congestion
- I-205 SB Auxiliary Lane
- Critical Movements in Focus Area

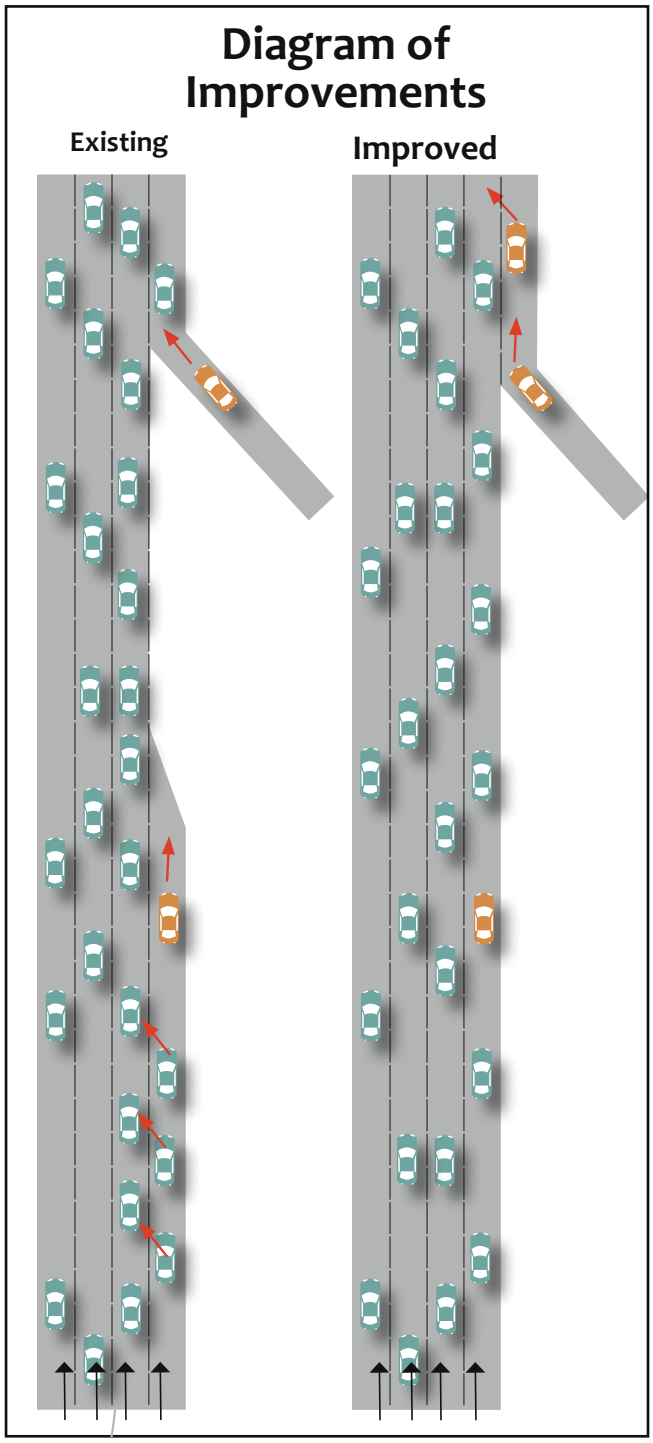
Oregon Department of Transportation

Site Map Diagram
C-BOS: High Priority Projects
I-205 SB: I-84 EB Entrance-ramp to Stark/Washington St.

Attachment 5.





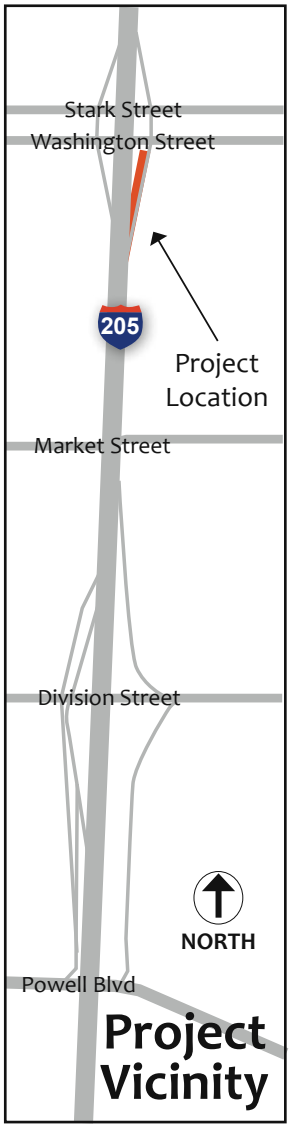


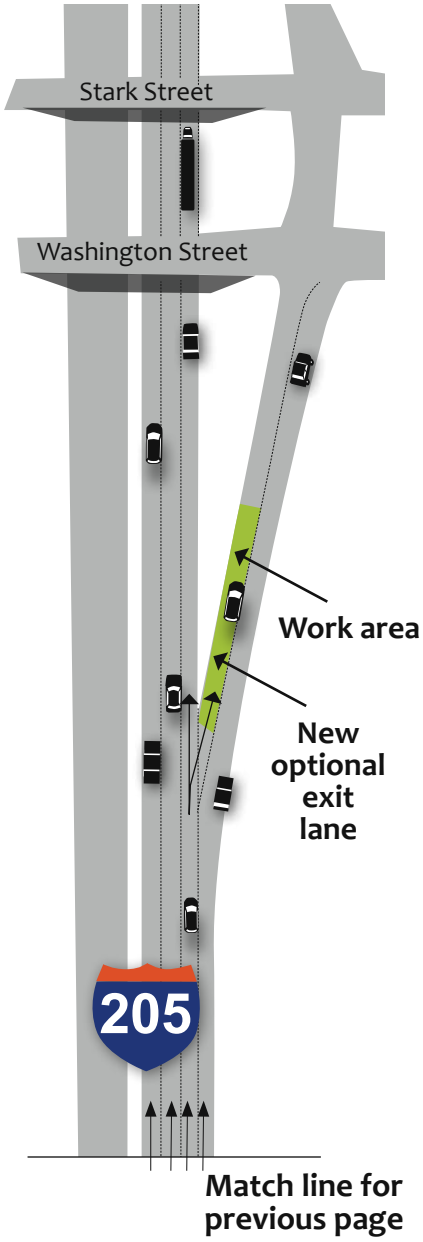
I-205 Northbound

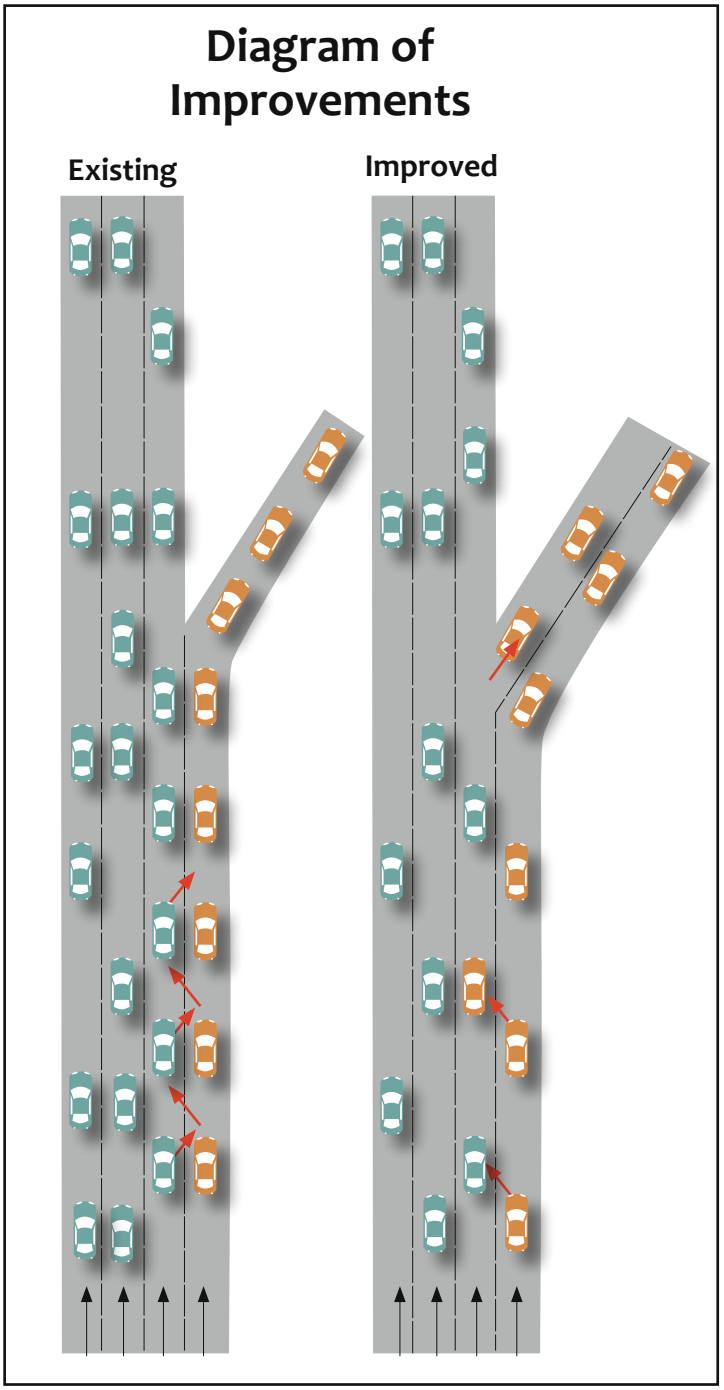
Powell Blvd to Washington St Auxiliary Lane

Oregon Department of Transportation

Attachment 5.





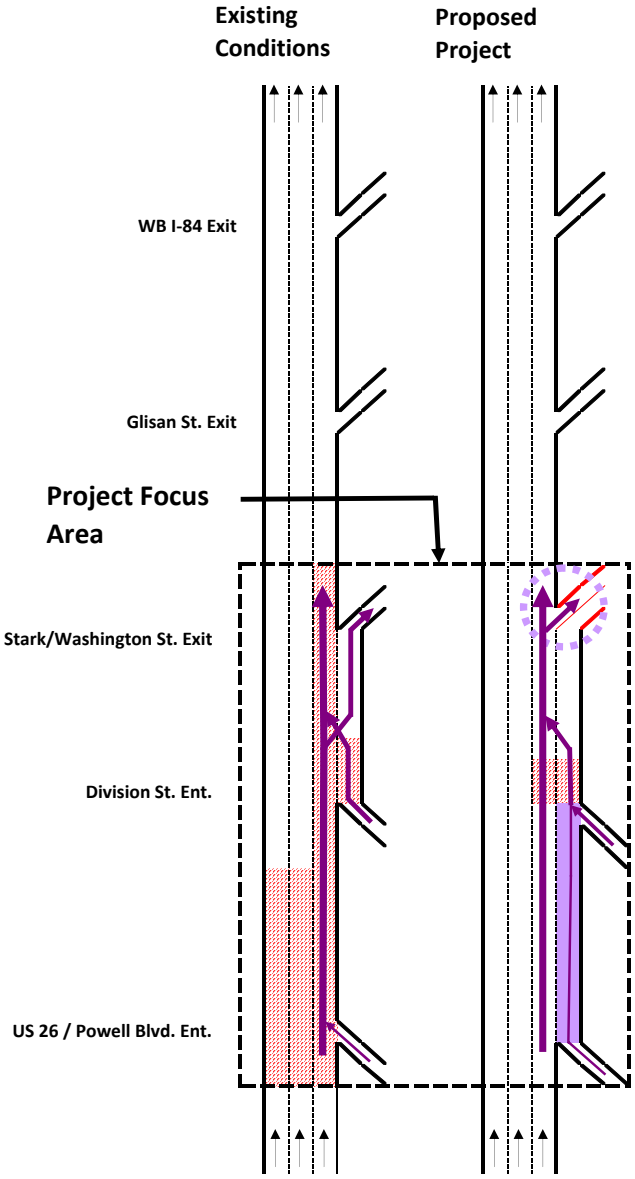


I-205 Northbound

Washington/ Stark Exit Ramp

Oregon Department of Transportation

I-205 NB: US 26/Powell Blvd Entrance-ramp to Division Entrance-ramp Auxiliary Lane and Stark/Washington St. Exit-ramp Bottleneck



Existing Conditions

Queue: AM queues appear to be caused by turbulence at the Powell Blvd entrance-ramp merge point, and is reflected in queues to Stark/ Washington St. exit. In the PM, queues occur at both entrance-ramps (Division St., Powell Blvd.). Contributing Factors: The combined volumes from the two consecutive entrance ramps is high, coupled with the high mainline volumes. Conflicts between entrance-ramps create turbulence at merge points with mainline, and difficult weaving movements. Heavy exit demand at Stark/ Washington St. creates unsafe weaves to existing single lane exit-ramp.

Duration: Approximately 2 hours daily between 4:00PM to 6:00PM.

Speed: Bottleneck activation speeds drop as low as 20 mph.

Volume (2011 ADT): Mainline: 82,810 (8.7% Truck); Powell entrance-Ramp: 11,300; Division entrance-Ramp: 6,790.

Project Focus Area Crashes: Rate: 0.74 per MVMT; Frequency: 114 crashes from 2007-2011; No Fatal crashes.

Proposed Project

Description: Extend existing accel-lane from Powell Blvd. entrance-ramp to match with existing auxiliary lane from Division St. entrance-ramp to Stark/Washington St. exit-ramp, and provide two lane exit at Stark/Washington. Auxiliary lane would provide an extended distance for traffic to merge onto mainline. Two-lane exit at Stark/Washington St. will reduce weaving conflicts in this segment.

Benefits:

Queue: Congestion/queuing would be reduced in most lanes and completely reduced in the two leftmost lanes.

Duration: It is anticipated that the queue would be reduced to an hour during the peak periods.

Speed: Average speeds within the congested areas are expected to increase to between 40 and 45 mph.

Project Focus Area Benefits Summary:

The construction of extending the auxiliary lane from Powell to Division and a 2-lane exit ramp at Stark/Washington will allow motorists additional time/distance to find gaps and safely weave over lanes. Construction of the auxiliary lane is anticipated to result in a 30% reduction in mainline crashes, based on comparable auxiliary lane improvements. The improvements will reduce congestion and enhance stable traffic flow.

Project Estimated Cost: $6.5M - $7.5M

Follow-up Phases to Further Enhance Operations and Safety in Corridor

I-205 NB Auxiliary Lanes:

Division St. to Stark/Washington St.; Stark/Washington St. to Glisan St.; and

Glisan St. to I-84 WB

Description: Construct second NB auxiliary lane from Division St. entrance-ramp to 2-lane exit at Stark/Washington St. and auxiliary lane to Glisan; add auxiliary lane from Stark/Washington to I-84 WB exit-ramp. Construction of the auxiliary lane would facilitate the Powell and Division movements to I-84 WB. This would improve lane balance and travel speeds, and sustain stable traffic flow and would result in overall safety improvements.

Project Estimated Cost: $5.5M - $6.5M

Oregon Department of Transportation

Site Map Diagram

C-BOS: High Priority Projects

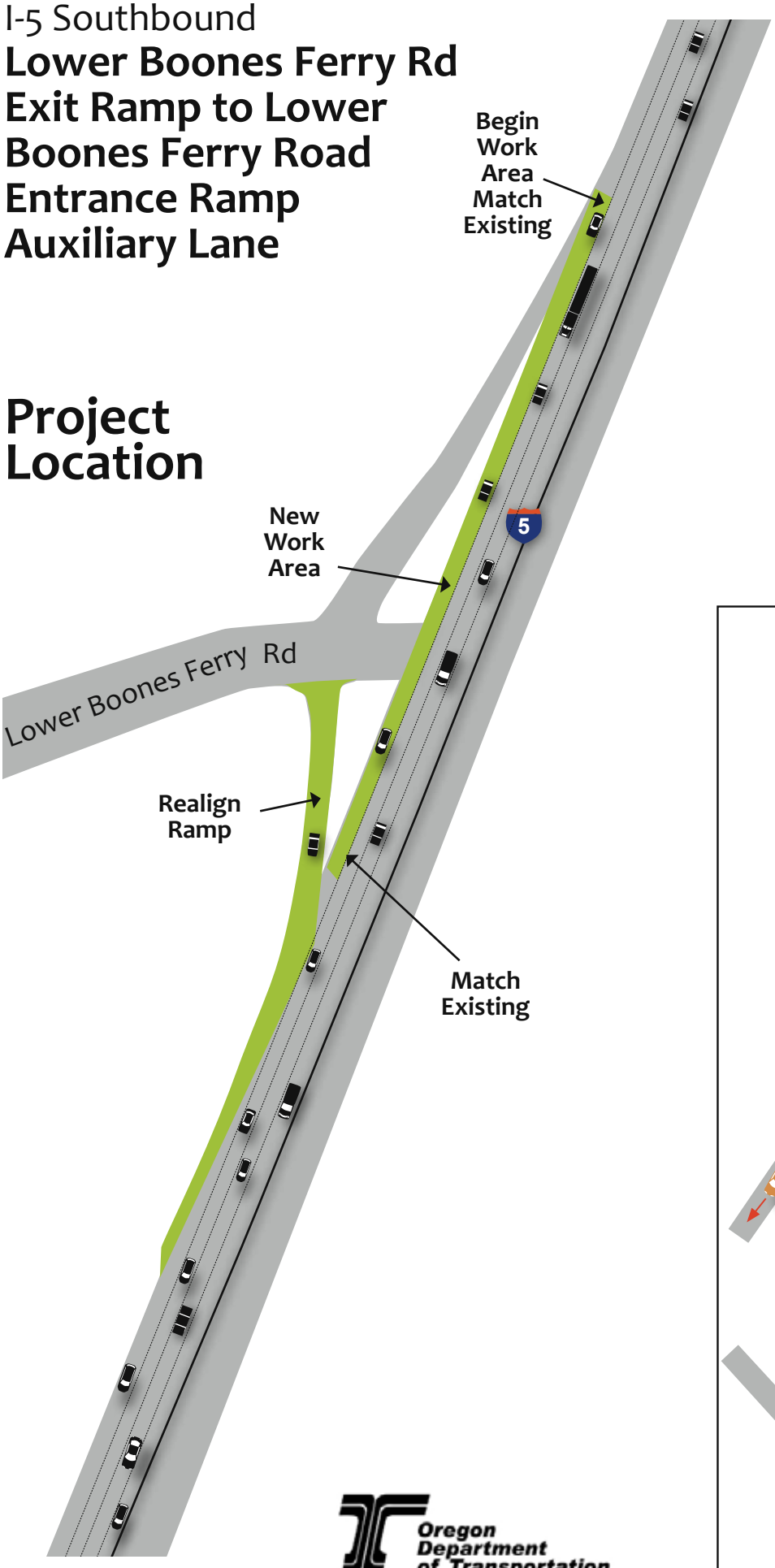
I-205 NB: US 26/Powell Blvd Entrance-ramp to Division Entrance-ramp Auxiliary Lane and Stark/Washington St. Exit-ramp

Attachment 5.

I-5 Southbound

Lower Boones Ferry Rd Exit Ramp to Lower Boones Ferry Road Entrance Ramp Auxiliary Lane

Project Location



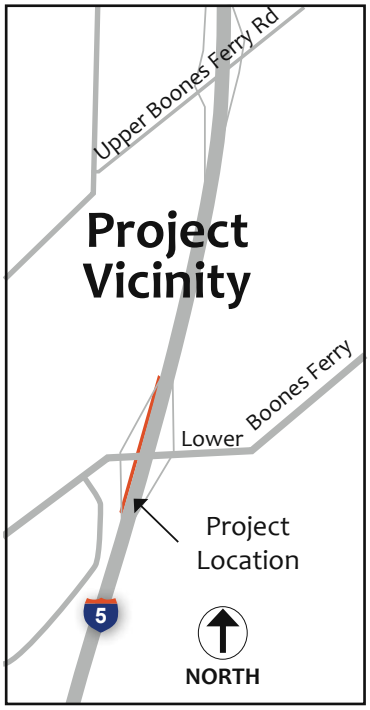
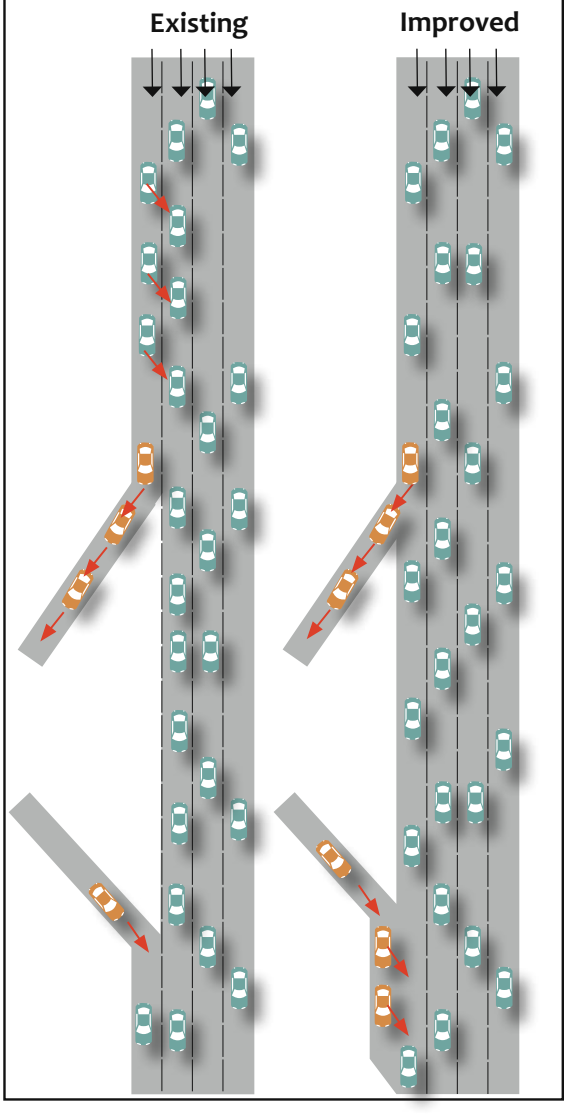


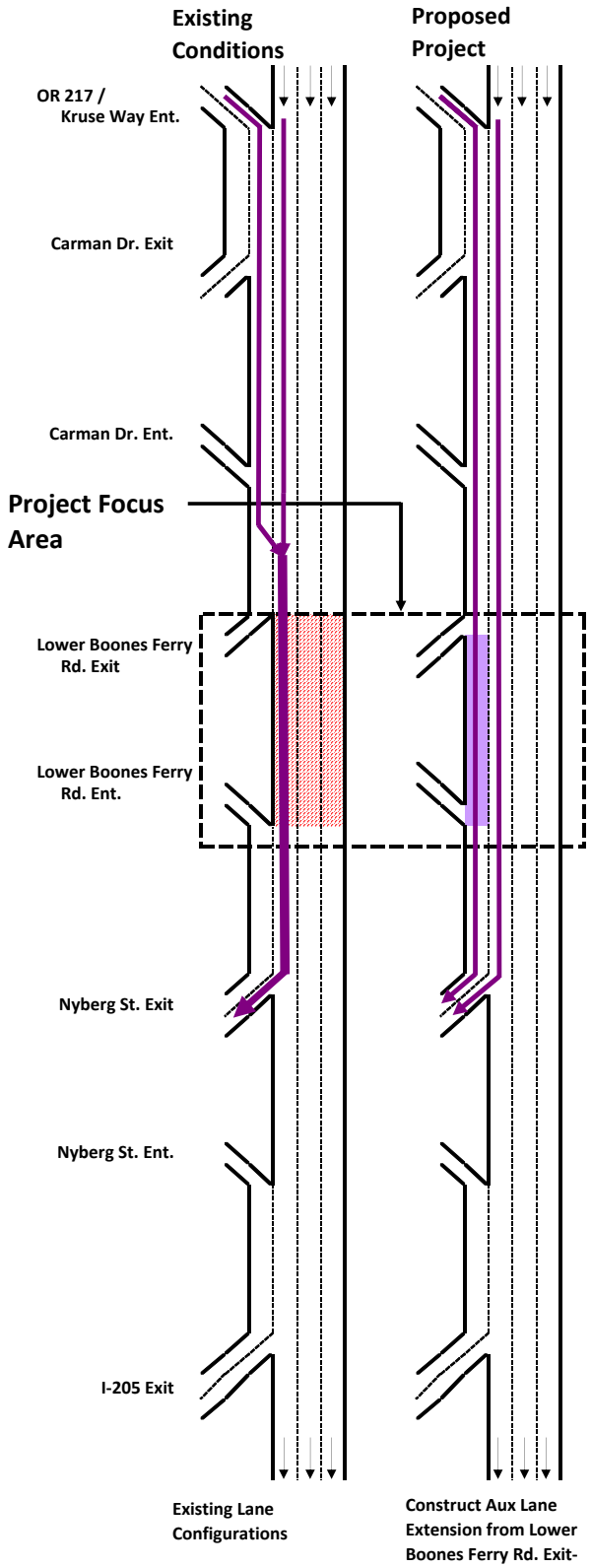
Diagram of Improvements



Oregon Department of Transportation

Attachment 5.

I-5 SB: Lower Boones Ferry Exit-ramp to Lower Boones Ferry Entrance-ramp Auxiliary Lane



Existing Conditions

Queue: Queuing experienced from the Lower Boones Ferry Road exit-ramp to the Lower Boones Ferry Road entrance-ramp. Contributing Factors: The fourth lane from OR 217 entrance-ramp drops at Lower Boones Ferry Road exit-ramp, and a high volume weaving movement to Nyberg St. exit-ramp, resulting in an unbalanced lane utilization and operational deficiency.

Duration: Approximately 2 hours daily between 4:00PM to 6:00PM.

Speed: Bottleneck activation speeds drop as low as 30 mph.

Volume (2011 ADT): Mainline: 77,020 (10% truck); Exit-Ramp to Lower Boones Ferry Road: 13,610; Entrance-Ramp from Lower Boones Ferry Road : 12,870; Exit-ramp to Nyberg St.: 21,190

Focus Area Crashes: Rate: 0.39 per MVMT; Frequency: 27 crashes from 2007-2011; 1 Fatal Crash

Proposed Project

Description: Extend I-5 SB auxiliary lane from Lower Boones Ferry exit-ramp to Lower Boones Ferry entrance-ramp.

Benefits:

Queue: Congestion/queuing would be reduced in all lanes by providing a balanced roadway section.

Duration: It is anticipated that the queue would be reduced to less than an hour during the peak periods.

Speed: Average speeds within the congested areas are expected to increase to between 40 and 50 mph.

Project Benefits Summary:

Reduce congestion, improve lane balance and travel time reliability, and sustain stable traffic flow. Extension of the auxiliary lane would provide continuous lane from OR 217 to Nyberg St. exit. Construction of the auxiliary lane is anticipated to result in a 30% reduction in mainline crashes, based on comparative auxiliary lane improvements.

Project Estimated Cost:

$7M - $8.5M

Follow-up Phases to Further Enhance Operations and Safety in Corridor

I-5 SB Auxiliary Lanes:

An I-5 SB auxiliary lane extension would create a continuous lane connection from OR 217 entrance-ramp to the I-205 exit-ramp.

Description: Extend the SB auxiliary lane from Nyberg St. exit-ramp to the Nyberg St. entrance-ramp. This would connect to the existing auxiliary lane between Nyberg entrance-ramp and I-205 exit-ramp. A new auxiliary lane between Nyberg St. entrance-ramp and I-205 exit-ramp will be required.

Benefits: This would result in improved system to system traffic operations for this section from OR 217 to I-205.

Queue: Congestion/queuing is reduced in all lanes due to improved lane utilization.

Duration: It is anticipated that the queue would be considerably reduced.

Speed: Average speeds within the congested areas are expected to increase to between 40 and 50 mph.

Project Estimated Cost: $19M - $20M

Oregon Department of Transportation

Site Map Diagram

C-BOS: High Priority Projects

I-5 SB - Lower Boones Ferry Exit-ramp to Lower Boones Ferry Entrance-ramp

CITY OF PORTLAND BUREAU OF TRANSPORTATION

Charlie Hales
Mayor

Tom Miller
Director

January 23, 2013

John Mermin
Metro
600 NE Grand Ave
Portland, OR 97232-2736

Dear Mr. Mermin,

Given the recent opportunity to submit proposed amendments to the Regional Transportation Plan (RTP), the City of Portland would like to request an amendment to add the following project to the 2035 RTP Financially Constrained Project List:

- **N Williams Traffic Safety and Operations Project** (from N Winning Way to N Killingsworth St): Pedestrian and bicycle traffic safety and operational improvements, including enhanced crossings, buffered bike lane, traffic calming, a new traffic signal and modifications at existing signals on N Williams and neighborhood greenway improvements on NE Rodney (estimated cost: $1,640,000).

There is some urgency to amend the RTP and add this project to the 2035 RTP Financially Constrained Project List, so this opportunity to amend the list is timely. The City of Portland submitted the *N Williams Traffic Safety and Operations Project* for a grant from the State Transportation Enhancement (TE) – OBPAC combined grant program. These grant funds are available as soon as July 2013. If awarded funds, the project will quickly proceed to design and construction, given the advanced work already completed on public outreach, project development and design for this project. Construction is anticipated to begin in Spring 2014. This is prior to the next scheduled RTP Update. In order to not delay this project, it is necessary to amend the RTP and add this project to the 2035 RTP Financially Constrained Project List now.

The *N Williams Traffic Safety and Operations Project* was the outcome of an extensive public outreach process that lasted 16 months and included a 26 member stakeholder advisory committee with a broad, diverse representation of community stakeholders. The process was originally focused on the N Williams bikeway project #8325 in the Bicycle Plan for 2030. During that process, a number of alternative solutions were considered. With assistance from City of Portland traffic engineers and project managers, the stakeholder advisory committee evaluated many different engineering solutions and painstakingly developed the N Williams Traffic Safety and Operations Plan to address both the local community's wishes to shape the corridor's future and the City's need to improve safety and mobility for multiple modes. The outcome of this process led the City to apply for grants to fund the whole project.

The *N Williams Traffic Safety and Operations Project* is supported by the City's transportation policies in several different ways. This project is comprised of two separate projects from the Portland Bicycle Plan for 2030. Project #8325 in the Bicycle Plan for 2030 calls for improvements to North Williams to include a separated in-

roadway bikeway. Project #8227 in the Bicycle Plan for 2030 calls for the development of NE Rodney as a bicycle boulevard (neighborhood greenway). In the current Portland TSP, N Williams is designated a City Bikeway. In the adopted Bicycle Plan for 2030, it is recommended as a Major City Bikeway. These projects and modal designation will be added to the Portland Transportation System Plan during the next scheduled update.

The Portland Bicycle Plan for 2030 was adopted by Portland City Council in March, 2010, following a 2 ½ year planning process. The plan was developed in two phases with public outreach during both. During phase 1, three public open houses were held. During phase 2, six public open houses were held in May 2009. Mailers, flyers and internet invitations were used to reach as many citizens in Portland as possible. Throughout the process, more than 9,700 individuals and lists were e-mailed notices and reminders about the three public meetings. A team of interns distributed more than 600 flyers to bike shops, bars, coffee shops and grocery stores. Flyers were also distributed at events such as the Mt. Tabor race series and Breakfast on the Bridges. 10,000 mailers were sent to SmartTrips participants. 13 print news organizations received a news release.

Additionally, this project supports implementation of Portland Transportation System Plan (TSP) Policy 11.8B, which calls for the city to address "existing deficiencies or hazards by improving pedestrian, bicycle and vehicular safety." The safety deficiencies on N Williams have been well documented through both the process to update the City's bicycle master plan as well as through public outreach that focused on N Williams.

Another local policy supporting the N Williams project is TSP Policy 6.35 (Transportation District Policies for North Transportation District), which calls for the city to develop "additional east-west and north-south bicycle routes to serve commuter and recreational bicyclists and provide connections to Northeast Portland." Part of this new project includes the development of the N Rodney Neighborhood Greenway, which will serve as an additional north-south route serving both commuters and recreational cyclists.

This project supports implementation of regional policy as well. N Williams is designated a 'Regional Bikeway' on the Regional Bicycle Network (north of N Russell).

The City proposes to reduce the project cost dollar amount for RTP project # 11191, *Citywide Bicycle Boulevards*, in the RTP financially constrained list to offset the cost of the proposed addition to the RTP. The estimated cost of RTP project #11191 is $31,250,000 (2007$) and $93,709,479 (YOE$). The City proposed to reduce the estimated cost by $1,640,000.

Please feel free to contact me if you have any questions or concerns.

Sincerely,

Courtney Duke
Senior Transportation Planner

Williams-Rodney Traffic Safety Project

N LOMBARD ST

N Williams existing bicycle boulevard

N ROSA PARKS WAY

I5 FWY

NE Rodney Proposed bicycle boulevard

NE KILLINGSWORTH ST

NE MARTIN LUTHER KING JR BLVD

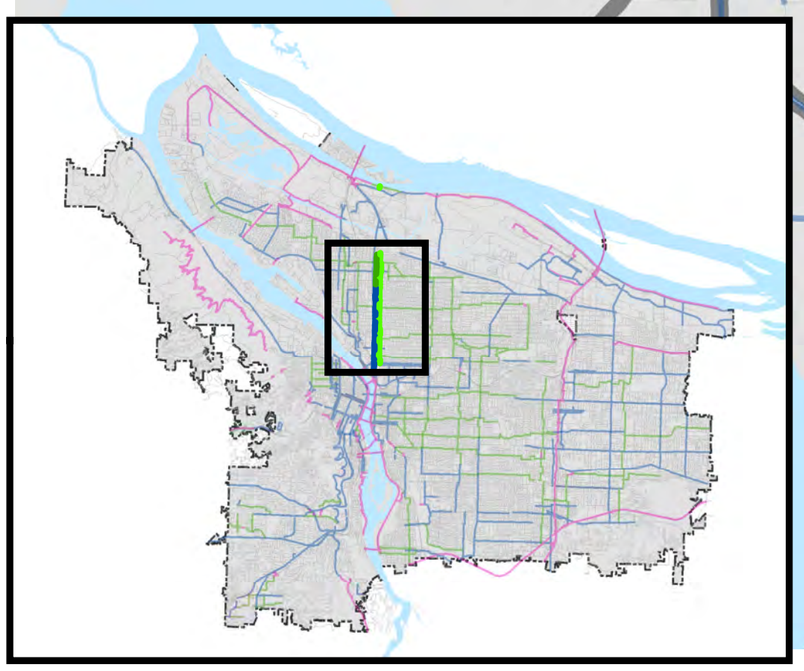
NE PRESCOTT ST

N Williams proposed Safety Improvements

NE FREMONT ST

NE BROADWAY

NE WEIDLER ST



Attachment 6.

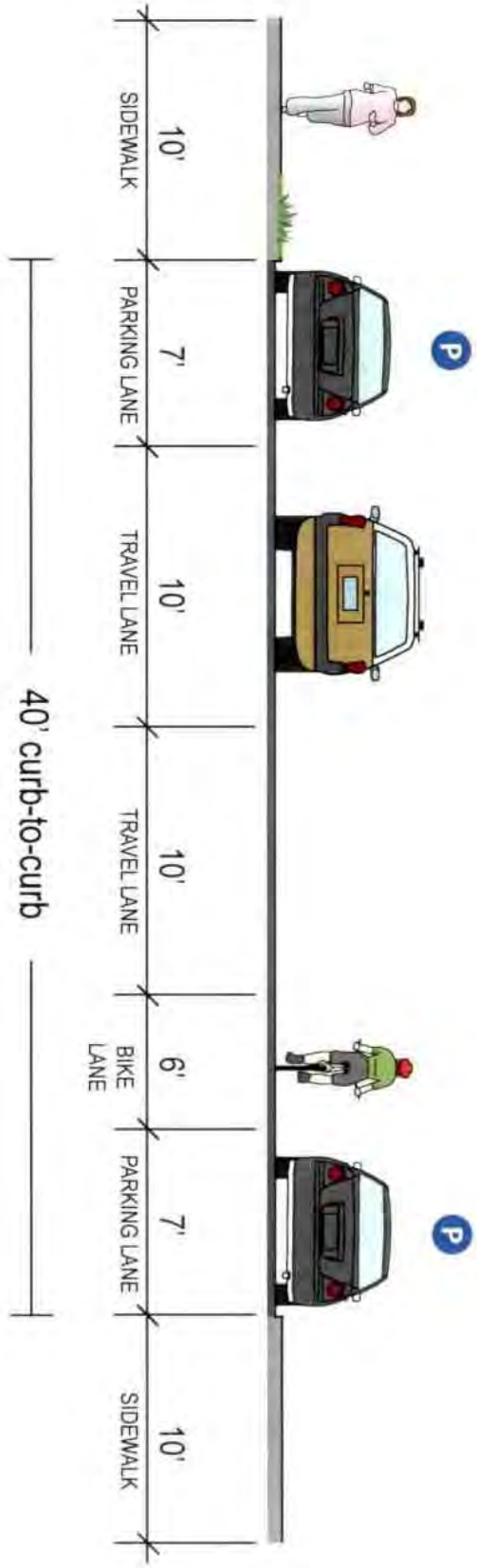
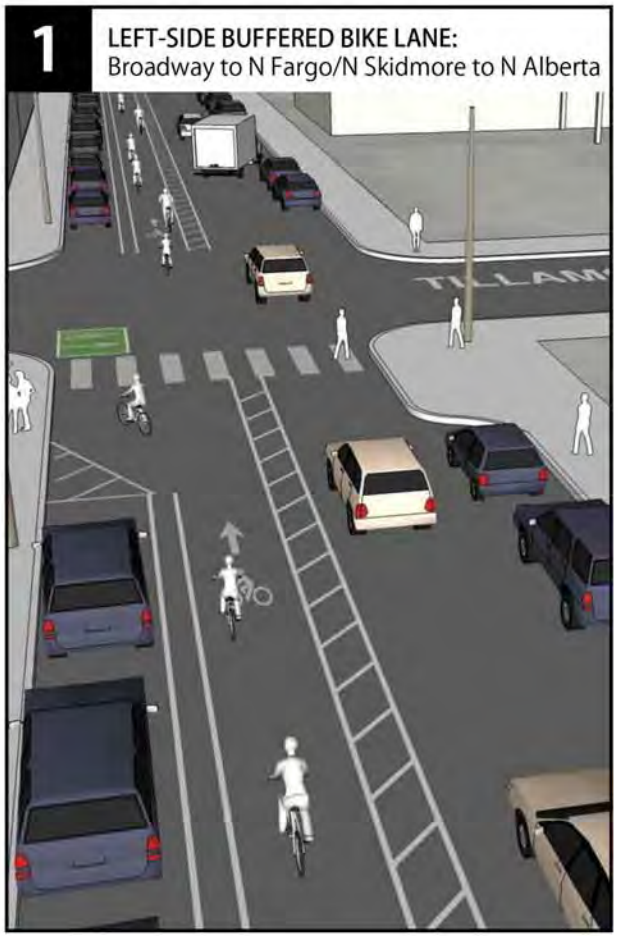
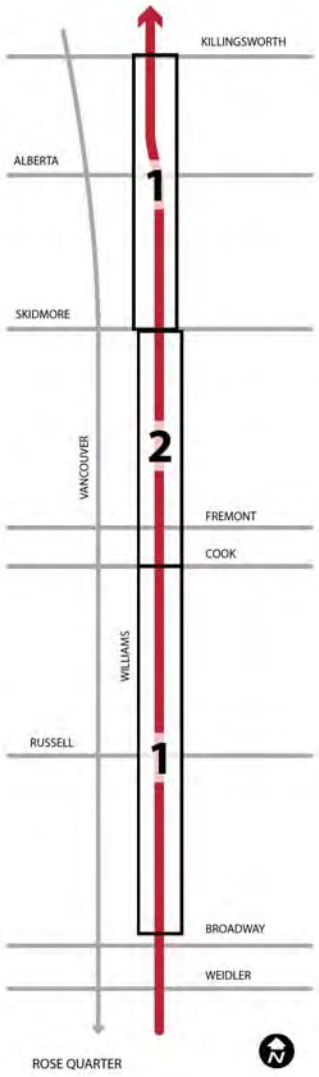
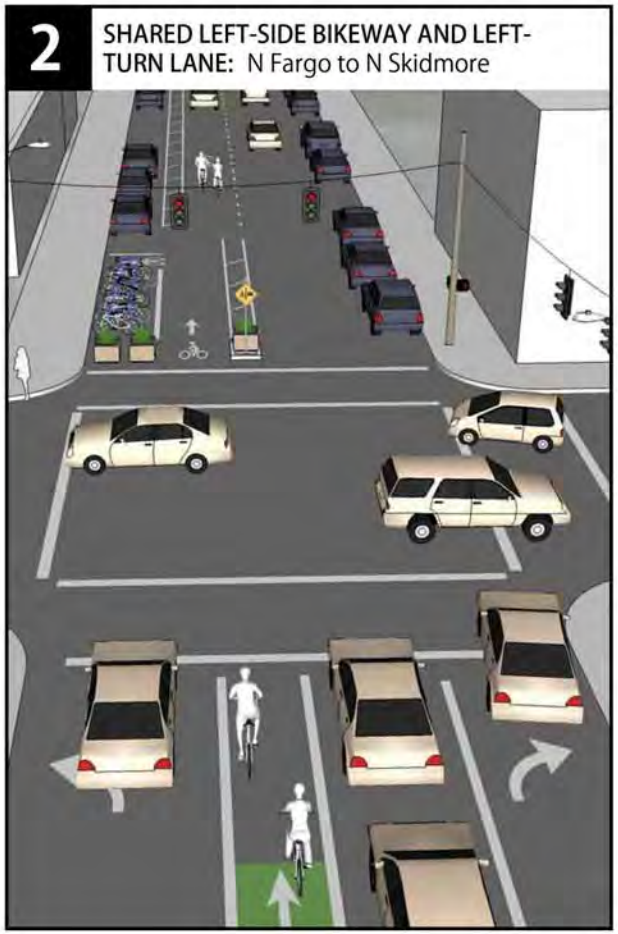


FIGURE 1: Existing street cross section between Hancock Street and Killingsworth Street

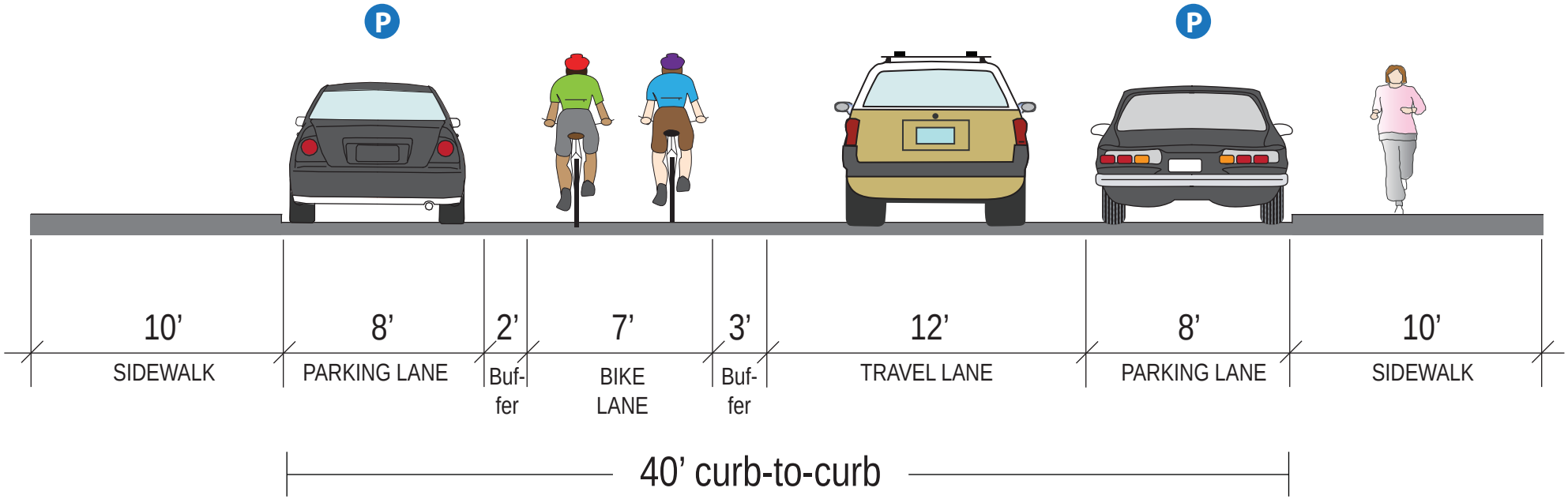
N Williams Traffic Safety and Operations Project
Typical Cross-sections







LEFT-SIDE BUFFERED BIKE LANE CROSS SECTION



Materials following this page were distributed at the meeting.

600 NE Grand Ave.
Portland, OR 97232-2736
www.oregonmetro.gov

Metro | *Making a great place*

April XX, 2013

Congressman Earl Blumenauer
1111 Longworth House Office Building
Washington, DC 20515

Dear Congressman Blumenauer:

On behalf of the Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Council, who as you know are jointly responsible for establishing and implementing transportation policy for the Portland metropolitan region, we applaud your leadership in proposing Discussion Draft legislation to establish a carbon tax. We endorse your efforts and support moving forward with the proposal.

In February of this year, JPACT and the Metro Council approved Resolution No. 13-4412 endorsing a regional position on federal transportation policy. Resolution 13-4412 includes the following policy position on a carbon tax:

> *"Congress should increase the gas tax in the short term and consider enacting a carbon tax in the long term to eliminate the need for a general fund subsidy and increase investment in the future economic prosperity of regions, states and the nation."*
>
> *"The gas and oil industry is coming to the conclusion that a stable, rational carbon tax is better than the current patchwork pattern developing globally. As Congress considers development of a carbon tax, recognition of the substantial contribution from the transportation sector must be reflected in the dedication of a portion of this resource back to transportation infrastructure. In addition, further efforts should be supported to implement less carbon intensive transportation options including alternative modes to reduce vehicle travel, increased use of electric and highly fuel efficient vehicles and reduced carbon content of fuels."*

Our region is engaged in a strategic planning process to identify how to meet state greenhouse gas reduction targets. Through our work to date, we have learned that local actions to implement our existing land use and transportation plans will result in a reduced level of vehicle travel, and will contribute greatly to meeting our emissions reductions targets. We have also recognized the importance of meeting greenhouse gas reduction targets in the context of a prosperous and livable region with the additional benefits of improving mobility and safety of the transportation system.

However, we have also learned that to meet our emissions reductions targets, local actions must be supported by federal actions. One important step, establishing more aggressive CAFÉ standards, is now being implemented. An important next step is a carbon tax that has the combined effect of incentivizing the reduced use of carbon and increasing funding for needed investments in the transportation system.

As your solicitation of comment notes, there are numerous unresolved questions, particularly about the carbon tax rate and how the revenues from such a tax would be used to benefit the American people. As resources to help answer these questions, please reference three useful, recent sources of information:

- The Northwest Economic Research Center (NERC) at Portland State University has released a very timely report examining the potential for a carbon tax in Oregon. It can be accessed at: http://www.pdx.edu/nerc/sites/www.pdx.edu.nerc/files/carbontax2013.pdf

- British Columbia has already implemented a carbon tax and has some very useful experience to share. Their information can be accessed at: http://www.fin.gov.bc.ca/tbs/tp/climate/carbon_tax.htm

- Research completed by Cambridge Systematics for the Oregon Statewide Transportation Strategy to provide a guide for addressing climate change in the transportation sector should be useful to help answer some of the policy questions that you have posed. In particular, Technical Appendix 6 itemizes the various costs of transportation (including the cost of the system itself, user costs and secondary cost to society), and recommends an approach to assigning that cost on a per mile, per gallon or per ton of CO_2 basis. The document can be accessed at: http://www.oregon.gov/ODOT/TD/OSTI/docs/sts/STS_TechAppendices.pdf

Regarding the use of the revenues from a carbon tax, it is important to note that the amount collected from transportation sources could be over 50% (according to the NERC report) and therefore a substantial portion of the collected revenues should be dedicated to transportation purposes, both as infrastructure investments and development of modes of transportation and improvements in technology that reduce carbon emissions. One concept to consider would be to first dedicate the amount needed to fully fund the Highway and Transit Trust Funds and eliminate the subsidy from the General Fund. An additional increment should be dedicated to the Trust Fund to significantly grow the elements of the transportation program that are intended to reduce carbon emissions (e.g. transit, active transportation and electric vehicle charging stations) or are neutral for carbon emissions (e.g. state of good repair, system management and safety). In this manner, Congress could adopt a more robust replacement for MAP-21 when it expires in less than two years based upon these increased revenues and only have to look to a gas tax increase for the remaining highway elements of the program.

Regarding the potential rate of a carbon tax, please consider the following:

- The rate should be set at an initial level sufficient to eliminate the General Fund subsidy to the Trust Fund and then phased in to grow the elements of the program that reduce or are neutral to carbon emissions through a replacement of MAP-21 that substantially increases funding.
- British Columbia implemented a carbon tax starting at $10 per ton, and then increased that rate by $5 per year until it reached a maximum of $30. Most of these revenues are rebated back to individuals and businesses through other tax cuts.
- The NERC report evaluated a carbon tax starting at $10, increasing by $10 per year to a maximum of $60.
- On page 163 of the ODOT document, the societal cost of greenhouse gas emissions contributing to climate change is called out as $30 per ton of CO_2 equivalent in 2010, increasing to $50 per ton in 2030. If your intent is to have the carbon tax reflect the full cost to society, this is a useful benchmark.

Regarding how a federal carbon tax should interact with state programs, like the gas tax and the income tax, there should be an allowance for implementing a carbon tax at the state and local level.

We appreciate the spirit of your solicitation of comments as a tool to raise the policy issues that need to be answered and begin crafting proposals to implement these details. Please accept these suggestions in that light.

Sincerely,

Carlotta Collette, Chair
Joint Policy Advisory Committee
On Transportation and Metro
Councilor, District 2

Tom Hughes, President
Metro Council

Karen - how about fee for services model for at least some of this?

Sandy - outcomes? how do we measure success? ours & the project's?

John - long term financing piece?

PROPOSAL: RIE Business Plan Outline

I. Table of Contents

II. Executive summary (no more than 2 pages)

III. The Need

A. Industry needs

1. What is the nature of the infrastructure problem in our region?
   - *a) Why is this a problem (why can't locals and state just fund it?)*
   - *b) How have other places addressed this challenge?*
   - *c) What are the consequences of doing nothing and continuing the trend of disinvestment (the so what question)?*
2. How does RIE fit into the other various economic development strategies and infrastructure delivery systems in the region and state?
   - *a) CEDS, Oregon Business Plan, Business Oregon, key local economic development strategies (on this last one, maybe we can do a wider scan of local strategies for ec dev)*
   - *b) Federal, state, regional, local and private programs for infrastructure investment*
   - *c) Where can RIE fill a gap in these systems?*
   - *d) Will RIE be perceived as a competitor for these programs?*
3. What factors will give RIE a competitive advantage or disadvantage? What is the RIE NITCH?

IV. Our Approach

A. RIE at a glance

	Phase I	Phase II	Phase III
When			
Range of projects			
Services			
Funding			
Governance			
Staffing			

B. Why is it necessary

C. What will happen in phase one/ two/three

1. *T*iming
2. Phase 1 = Start-up (organizational development) and demo projects
3. Phase 2a = Capitalize with existing resources (interim funding)
4. Phase 2b = capitalize with ballot measure (permanent funding)
5. Phase 3 = provide private investments financing

PROPOSAL: RIE Business Plan Outline

D. Projects and Services by phase

1. General statement - remind people what we want RIE to do.
2. Phase I (frame this as an investment for something bigger in phase II)

a) What are the demonstration projects and what benefit will they yield?

b) What services/support will RIE provide to these projects to help them be successful?

c) Avenues for delivery of service - Who is part of the delivery system?

3. Phase II

a) What is the complete suite of services we think should be able to provide in this stage (using public dollars)

b) What other functions can the RIE serve (owner's rep, service manager, identifying critical path, etc)?

c) How will investment opportunities be will identified (project selection)?

(1) What is the phase two framework for evaluating investments?

(a) How will projects come to RIE?

(b) Process of evaluation - who does the evaluation

(c) How will equity be treated?

(d) Who will formalize and operationalize this process and criteria?

d) Ongoing role of partner jurisdictions

e) What are the pricing or fee structures RIE services (is there a price structure?)?

(1) Will this complete with others providing these services? Will that be an issue?

4. Phase III

a) How would the services or types of projects RIE supports change in this phase?

E. Staffing needs by Phase

1. Phase I

a) What are the staffing needs associated with start-up and execution of phase one demonstration projects?

(1) Professional labor from Port and Metro to deliver RIE functions - how many? What are the roles of these staff?

(2) Does the board need support

(3) Does the existing staff have all the right expertise or will other staff or consultants be needed?

(4) How will roles and responsibilities for staff resources be articulated for phases one and two?

2. **Phase II**

a) What are the staffing needs associated with Phase II?

(1) How will coordination among the Port and Metro be accomplished?

(2) What are the staffing needs associated with supporting the RIE board of directors over the long-term?

(3) What are the staffing needs associated with executing an expanding project pipeline in phase II.

(4) What is the role of contract services and consultants for RIE? When should these be used?

3. **Phase III**

a) Would anything change regarding operation from phase II to phase III?

V. Finance needs by phases

A. Phase 1:

1. **Cost of demonstration projects**

a) The cost of the services provided by RIE (staffing and investment component)

b) Funding strategy for these needs?

2. **What other costs are associated with phase one?**

a) staff

b) consulting

c) Funding strategy

B. Phase II

1. **Reaffirm that this should be about getting access to a dedicate source of public funding for infrastructure.**

2. **What funding options should be considered to capitalize RIE on an ongoing basis?(*Access to other competitive sources: MTIP, STIP, TOD, Metro Parks, Urban Renewal, Immediate Opportunity Fund)***

a) Roughly how much operating and capital investment revenue might RIE need, if it is going to undertake $X million in project work?

b) Should include a rough estimate of funding target:

(1) To place roughly $X in project financing or grants

(2) RIE will need roughly $X in annual operating budget and

(3) Roughly $X in annual capital costs.

PROPOSAL: RIE Business Plan Outline

c) *What equity considerations need to be addressed in developing a funding model?*

C. Phase III

1. Would additional finance needs be associated with Phase III that are different from Phase II? *(in Phase III RIE can play the role of an investment banker)*
2. What resources could be accessed in this phase?

VI. Risks, Barriers and Mitigation strategies

A. What are the barriers and risks associated with each phase of RIE development? How can these be mitigated?

VII. Refining the Plan/Next steps

A. What official decisions/actions need to be taken in order to begin implementation?

1. Who is responsible for these actions/decisions?

B. What is the role of the CII in this?

C. What ~~is the strategy~~ communications and PR strategy needs in order to gain awareness and support for this initiative?

VIII. Appendices

A. Research/interviews related to the Industry and Needs Analysis

1. Primary research
   a) *Focus groups summaries*
   b) *Catalytic infrastructure survey*
   c) *What has the private sector told us about this? (maybe we can do some additional interviews?)*

B. Supporting materials for structuring and governing RIE

1. ORS 190 - what is it and why is this the right approach for the starting the RIE? Are there any drawbacks to this approach?
   a) *What are the other alternatives and why weren't they the right ones*
2. RIE board of directors
3. What is the role of Metro, the Port, and other partners in this agreement?

C. Background materials and details for the demonstration projects for Phase I

1. Phase one demonstration projects

a) What are the characteristics of an appropriate project?

b) What should these projects demonstrate?

c) Demonstration projects

(1) what/where are they

(2) why these we chosen?

(3) what is the timeline, cost and management approach for these investments? (how and who will execute them?)

d) Roughly how much investment might be needed from RIE partners to accomplish Phase I? What are the likely sources of those funds?

e) Role of partner entities / jurisdictions in implementation of demonstration projects

D. **Background material related to ongoing project selection**

1. Evaluation process
2. Options for evaluative criteria
3. Steps to formalizing

E. **Supporting materials and research on options for funding Phases I, II, and III**

Natural Areas Program update

Metro Council work session

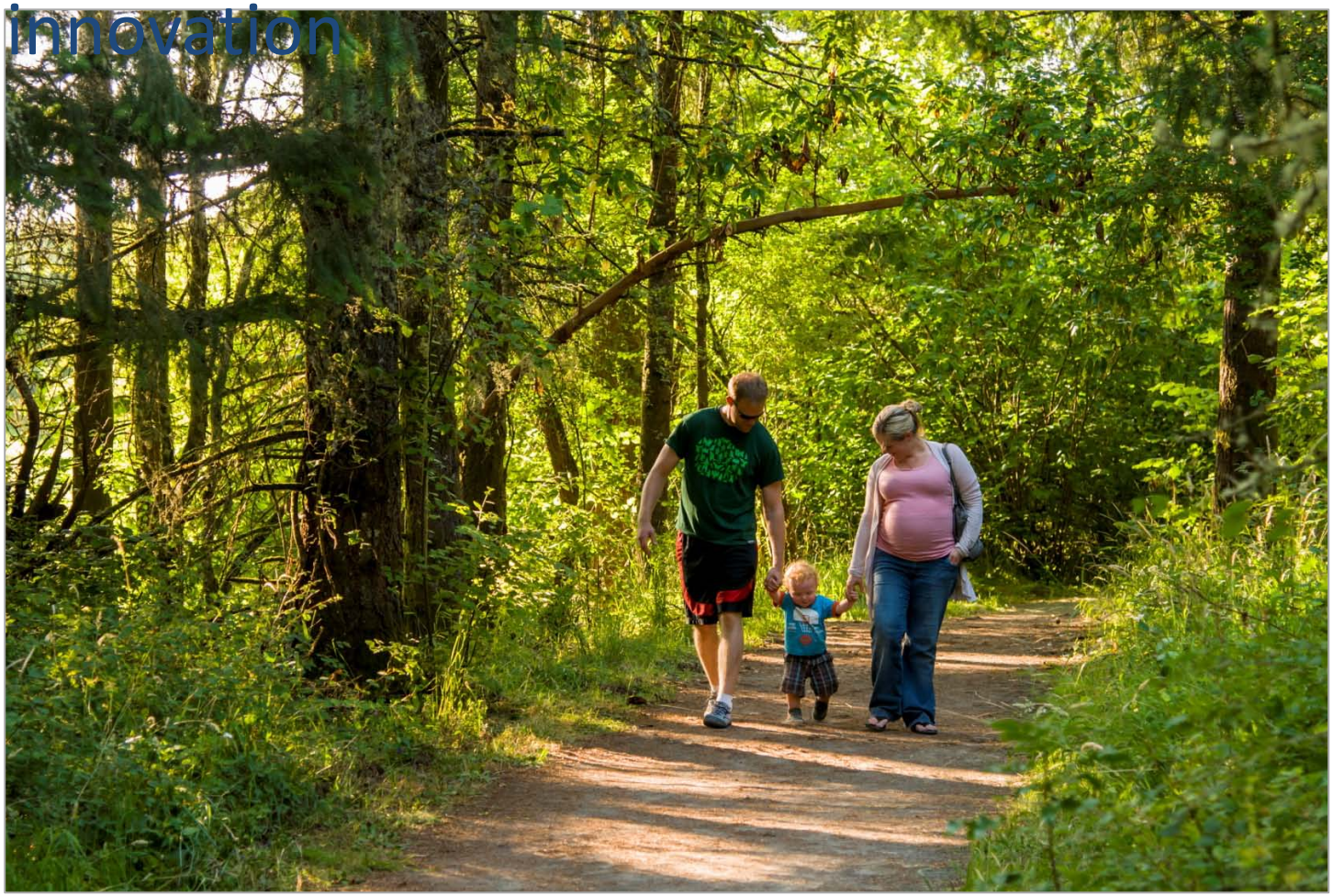
April 2, 2013

Kathleen Brennan-Hunter
Natural Areas Program Director

Natural Areas Program

Fulfilling our promise to voters

innovation



Cooper Mountain Nature Park near Beaverton

Natural Areas Program

CAPITAL GRANTS

Rewarding community innovation

LOCAL SHARE

Nature close to home

REGIONAL ACQUISITION

Building a network

Capital grants

Rewarding community innovation

$15 million for community projects

$6.6 million awarded to 23 projects

6 acquisitions; **68** acres

4 urban transformation projects

6 restoration projects

7 neighborhood livability projects

Capital grants

Acquisition projects

White Oak Savanna in West Linn

Capital grants

Urban transformation projects

Virginia Garcia Memorial Health Center in Cornelius

Capital grants

Restoration projects

Mt. Scott Creek at North Clackamas Community Park

Capital grants

Neighborhood livability projects

Hawthorne Park in Clackamas County

Local share

Nature close to home

$44 million for communities to invest

$33 million spent to date

100+ projects planned across the region

86 acquisitions; **665** acres

8 trail projects

38 parks and natural areas improved

$33.5 million leveraged to date

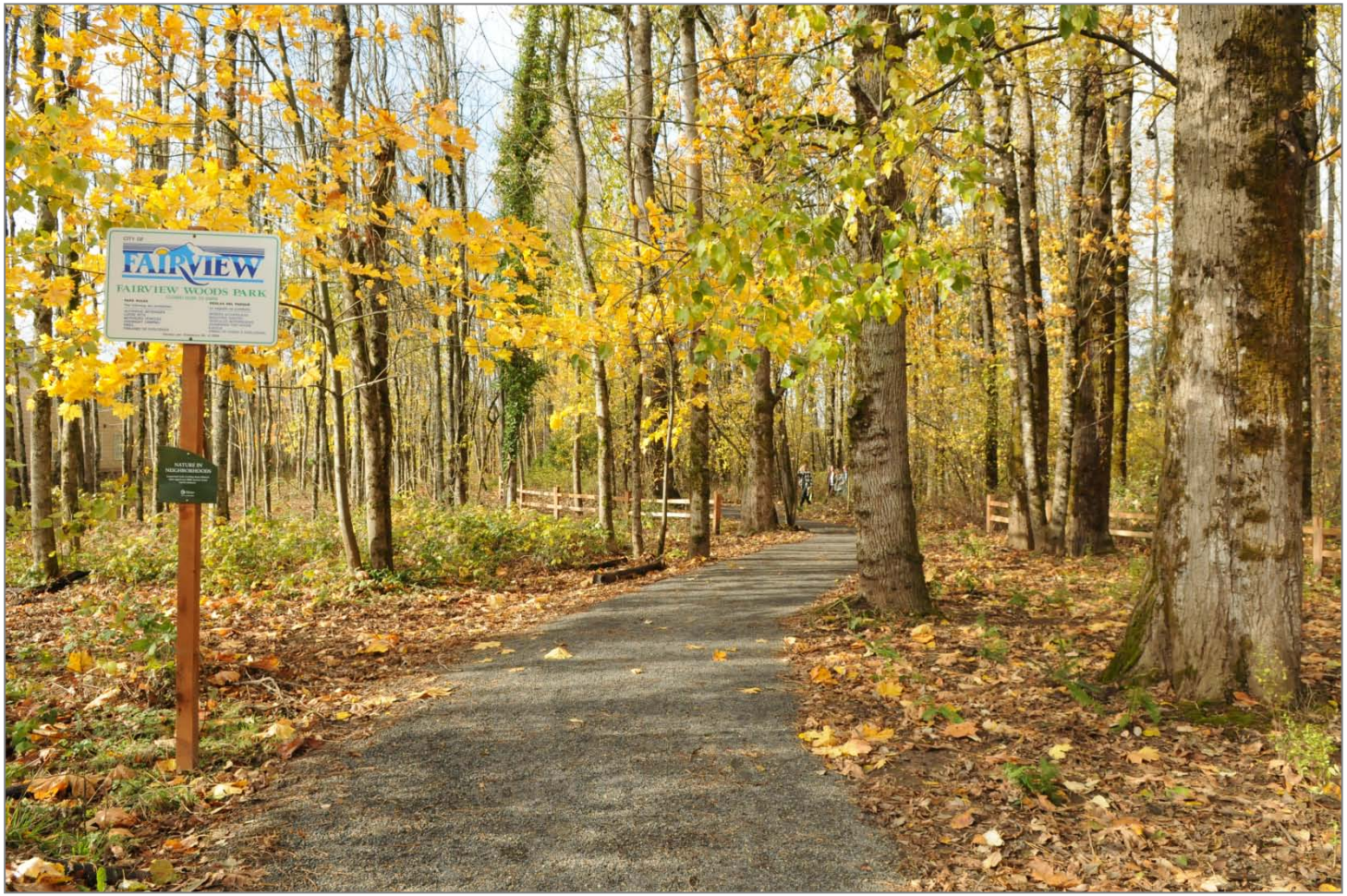
Local share

Acquisition projects

Stites property in Forest Grove

Local share

Restoration projects



Fairview Woods

Local share

Park and trail improvement projects

Jackie Husen Park in Washington County and Beaver Creek Trail in Troutdale

Regional acquisition

Building a network

$168 million to protect natural areas

$92 million spent to date

27 target areas across the region

4,500 acres and counting since 2007

13,000 acres protected since 1995

Regional acquisition

Chehalem Ridge Natural Area

Chehalem Ridge Natural Area near Forest Grove

Regional acquisition

Canemah Bluff Natural Area

Canemah Bluff Natural Area in Oregon City

Regional acquisition

Johnson Creek

Johnson Creek near Gresham

Regional acquisition

Trail gaps

Fanno Creek Greenway in Washington County

Access to nature

Park improvements

Cooper Mountain Nature Park near Beaverton

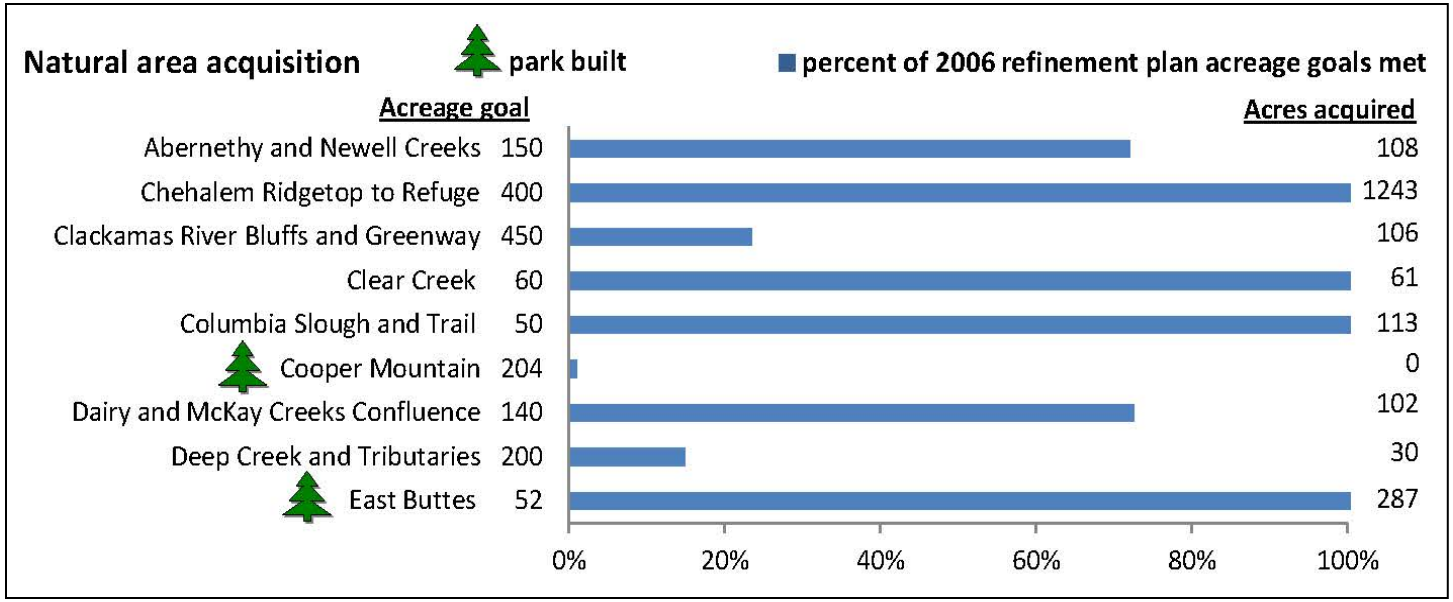
Stabilization

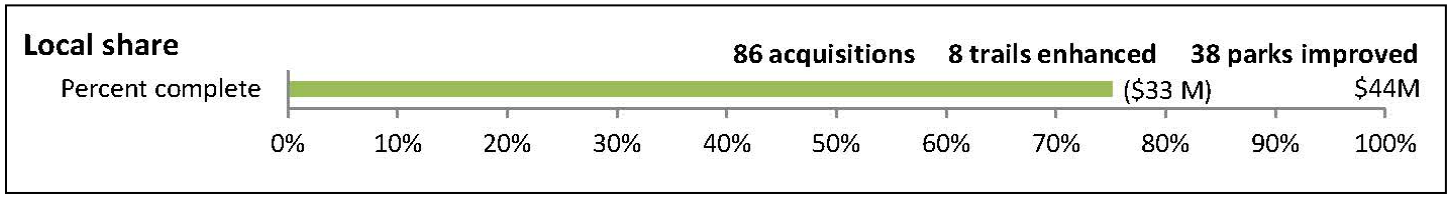
Taking care of our natural areas

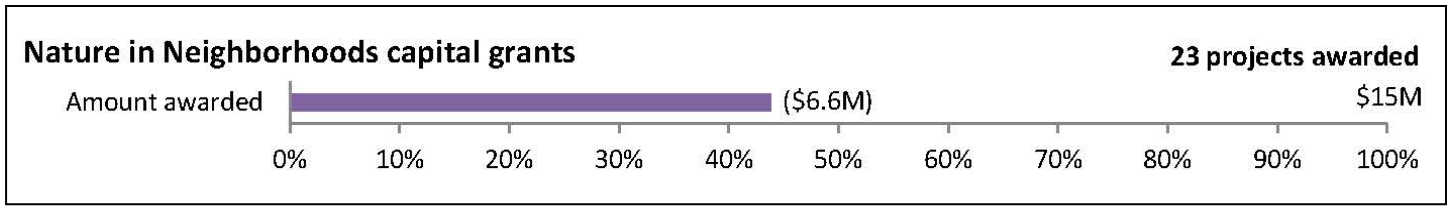
Graham Oaks Nature Park in Wilsonville

How are we doing?

Oversight Committee



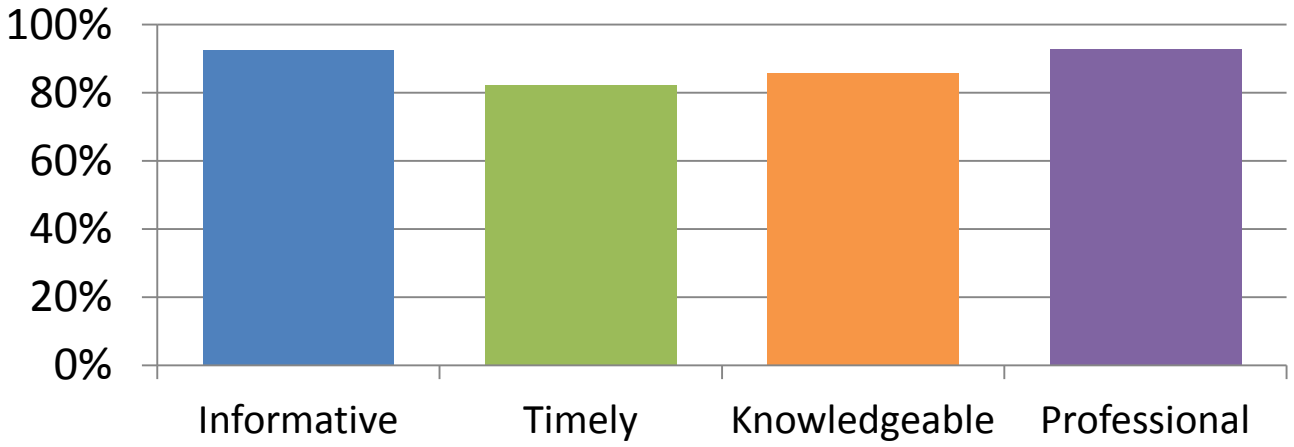




How are we doing?

Survey results

88% of survey respondents agreed or strongly agreed that program staff were professional, knowledgeable, timely and provided adequate information during the property transaction.



How are we doing?

Oversight Committee

October 2008

A clear view

A report to the community from the Natural Areas Program Performance Oversight Committee

March 2010

Staying on course

A report to the community from the Natural Areas Program Performance Oversight Committee

September 2011

Taking measure

A report to the community from the Natural Areas Program Performance Oversight Committee

October 2012

Accumulating benefits

A report to the community from the Natural Areas Program Performance Oversight Committee

What's next?

Priorities going forward

2035 Regional Transportation Plan (RTP) Amendments

Metro Council Work session

April 2, 2013

John Mermin, Metro Senior Transportation Planner

Amending the RTP

- Federal requirements
  - Air quality conformity
  - 30-day public comment period

- State requirements
  - 35-day notice to DLCD
  - 45-day public comment period

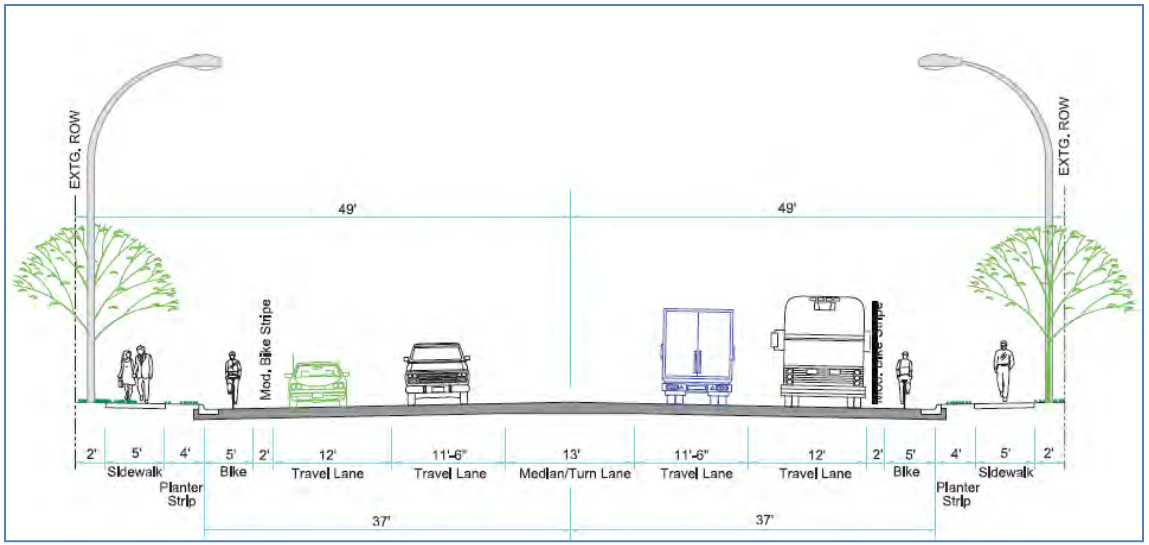
Criteria

- Urgency: expect to advance to design/construction before June 2014

- Comes out of a local process (e.g. TSP, corridor plan) that involves the public

Washington County

- **Scholls Ferry Rd**: Roy Rogers to Teal Blvd
  - Widening from 2 to 5 lanes including buffered bicycle lane and sidewalks



Beaverton

- **Crescent St** multimodal extension project (Rose Biggi to Westgate Dr)

- Minor change to terminus of an existing RTP project (Westgate Dr instead of Cedar Hills Blvd)

Hillsboro

- **Gibbs Dr** – new 3-lane street with cycle tracks and sidewalks in Amberglen RC
- **253rd** – new 3-lane street with bike lanes and sidewalks near US 26/Brookwood Pkwy
- **Butler Dr** – widening from 3 to 5 lanes with bike lanes and sidewalks
- **Brookwood Pkwy** – widening from 4 to 7 lanes with bike lanes and sidewalks
- **Cornelius Pass Rd** – widening from 5 to 7 lanes with bike lanes and sidewalks
- **US 26/Cornelius Pass Rd** – add 2nd lane to westbound off-ramp and third approach lane on Cornelius Pass Rd

East Metro Connections Plan

- Add **top priority project** to RTP
  - **238th Ave** (Halsey to Glisan) freight and multimodal improvements

- RTP **policy maps**
  - Move regional designations from 242nd ROW to existing 238th/242nd
  - Designate N/S arterials to be equally significant for freight & vehicle movement

ODOT

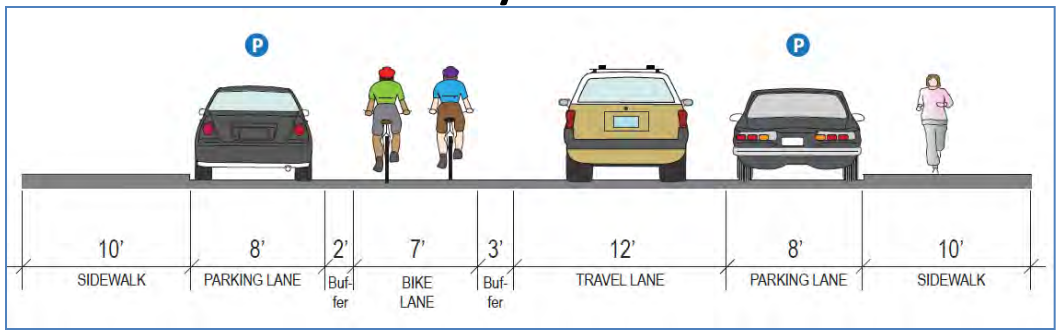
- Extend aux lane on **I-205 SB** from I-84 entrance ramp to Stark/Washington

- Extend accel lane on **I-205 NB** from Powell entrance ramp to match existing aux lane from Division entrance ramp to Stark/Washington exit ramp, and provide two lane exit at Stark/Washington

- Extend **I-5 SB** aux lane from Lower Boones Ferry exit ramp to Lower Boones Ferry entrance ramp

Portland

- **N. Williams Ave** traffic safety operations project (N.Winning Way to N. Killingsworth)
  - Ped & bike safety improvements – enhanced crossings, buffered bike lanes, traffic calming, new signal
  - Neighborhood greenway improvements to NE Rodney



What's coming next?

- Type of proposed actions
  - 5 resolutions
  - 1 ordinance
- Who will be requested to take action
  - JPACT, MPAC, Metro Council

When are actions proposed?

- MPAC – April 24
- JPACT – May 9
- Metro Council – May 16

Questions?

John Mermin

503-797-1747

John.mermin@oregonmetro.gov