


REVISED, 5/8/13

 **Metro** | *Agenda*

Meeting: Joint Policy Advisory Committee on Transportation (JPACT)
Date: Thursday, May 9, 2013
Time: 7:30 to 9 a.m.
Place: Metro Regional Center, Council Chamber

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|----------------|-----------|--|---------------------------------|
| 7:30 AM | 1. | CALL TO ORDER, DECLARATION OF A QUORUM & INTRODUCTIONS | Carlotta Collette, Chair |
| 7:32 AM | 2. | CITIZEN COMMUNICATIONS ON JPACT ITEMS | Carlotta Collette, Chair |
| 7:35 AM | 3. | UPDATES FROM THE CHAIR & COMMITTEE MEMBERS <ul style="list-style-type: none">• Legislative Update• I-5 Replacement Bridge Update• 2013-15 Unified Planning Work Program and Metropolitan Planning Organization Update• 2016-18 Regional Flexible Funds Regional Public Comment Period | Jack Burkman, Councilor |
| 7:40 AM | 4. | CONSENT AGENDA <ul style="list-style-type: none">4.1 ** • Consideration of the Minutes for April 4, 20134.2 * • Resolution No. 13-4426: 2013-15 Unified Planning Work Program and Metropolitan Planning Organization Certification – <u>APPROVAL REQUESTED</u> | |
| 7:45 AM | 5. | * Regional Transportation Plan Amendments – <u>APPROVAL REQUESTED</u> <ul style="list-style-type: none">• Ordinance No. 13-1304: East Metro Connections Plan• Resolution No. 13-4420: City of Beaverton• Resolution No. 13-4421: City of Portland• Resolution No. 13-4422: ODOT• Resolution No. 13-4423: Washington County• Resolution No. 13-4424: City of Hillsboro | John Mermin, Metro |

Continued on back...

8:05 AM **7.** * Climate Smart Communities Scenarios Project: **Kim Ellis, Metro**
Recommended Phase 2 Investment Choices and Evaluation
Criteria – RECOMMENDATION TO THE METRO COUNCIL TO
MOVE FORWARD WITH THE PHASE 2 EVALUATION
REQUESTED

JPACT members will be asked to provide a recommendation to the Metro Council to move forward with the Phase 2 evaluation and report back in October. Before making a recommendation, we will share with JPACT a brief video on community leader perspectives, three completed community case studies and the results of an Opt In survey. JPACT will be asked to provide final input on the updated scenarios assumptions and evaluation criteria.

8:40 AM **8.** * TIGER V – INFORMATION/DISCUSSION **Ted Leybold, Metro**

9 AM **9.** **ADJOURN** **Carlotta Collette, Chair**

Upcoming JPACT meetings:

- **May 30, 2013** – Special JPACT meeting regarding TIGER V funding. Meeting scheduled from 4 to 5 p.m. Metro Room 370A/B.
- **May 30, 2013** – Joint Metro Council/JPACT public hearing on the 150% Regional Flexible Fund Allocation list. Public Hearing is scheduled at 5 p.m. in the Metro Council Chamber.
- **June 13, 2013** – regular JPACT meeting
- **July 11, 2013** – regular JPACT meeting
- **August 1, 2013** – regular JPACT meeting (*Note, one week early in observance of Eid al Fitr on August 8*)

* Material available electronically.

** Material will be distributed in advance of the meeting.

Material will be provided at the meeting.

For agenda and schedule information, call Kelsey Newell at 503-797-1916, e-mail: kelsey.newell@oregonmetro.gov.

To check on closure or cancellations during inclement weather please call 503-797-1700.

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2013 JPACT Work Program

4/29/13

<u>May 9, 2013</u> <ul style="list-style-type: none">• 2013-15 UPWP and MPO self-certification – Action requested• Report back on the Atlanta Best Practices trip – Information• 2035 RTP Amendments – Action• Climate Smart Communities: Updated Phase 2 Investment Choices and Evaluation Criteria – Action• Regional Flexible Fund projects – Public Input Process – Information	<u>June 13, 2013</u> <ul style="list-style-type: none">• Regional Active Transportation Plan: Final Plan – Information• 2014 Regional Transportation Plan update – Informational• Transit funding and the MTIP Process – Information• Transportation Control Measure Substitution – Action Requested
<u>July 11, 2013</u> <ul style="list-style-type: none">• RFFA Step 1 Region-wide Programs - Information	<u>August 1, 2013</u> <ul style="list-style-type: none">• Recommendation to STIP Committee on ODOT Enhance projects – Action
<u>September 12, 2013</u> <ul style="list-style-type: none">• Local Coordinating Committee RFFA Public Hearings Summaries – Information• Southwest Corridor Plan – report on Steering Committee recommendation – discussion/action	<u>October 10, 2013</u> <ul style="list-style-type: none">• RFFA projects – Action• Climate Smart Communities: Phase II findings – Information
<u>November 14, 2013</u>	<u>December 12, 2013</u> <ul style="list-style-type: none">• Climate Smart Communities: Phase II findings – Discussion

Parking Lot:

- Regional Indicators briefing
- Hole-in-the Air Rulemaking – Review Comment Letter
- RFFA Step 1 Region-wide program briefings

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF CERTIFYING THAT) RESOLUTION NO. 13-4426
THE PORTLAND METROPOLITAN AREA IS IN)
COMPLIANCE WITH THE FEDERAL) Introduced by Chief Operating Officer Martha
TRANSPORTATION PLANNING) Bennett with the concurrence of Council
REQUIREMENTS AND ADOPTING THE) President Tom Hughes
FISCAL YEAR 2013-15 UNIFIED PLANNING
WORK PROGRAM

WHEREAS, the Unified Planning Work Program (UPWP) as shown in Exhibit A attached hereto, describes all Federally-funded transportation planning activities for the Portland-Vancouver metropolitan area to be conducted in FY 2013-14 and FY 2014-15; and

WHEREAS, the FY 2013-15 UPWP indicates Federal funding sources for transportation planning activities carried out by Metro, Southwest Washington Regional Transportation Council, Clackamas County and its cities, Multnomah County and its cities, Washington County and its cities, TriMet, and the Oregon Department of Transportation; and

WHEREAS, approval of the FY 2013-15 UPWP is required to receive Federal transportation planning funds; and

WHEREAS, the federal self-certification findings in Exhibit B demonstrate Metro's compliance with Federal planning regulations as required to receive Federal transportation planning funds; and

WHEREAS, the FY 2013-15 UPWP is consistent with the proposed Metro Budget submitted to the Metro Council; now therefore

BE IT RESOLVED by the Metro Council:

1. That the FY 2013-15 UPWP attached hereto as Exhibit A is hereby adopted.
2. That the FY 2013-15 UPWP is consistent with the continuing, cooperative, and comprehensive planning process and is given positive Intergovernmental Project Review action.
3. That Metro's Chief Operating Officer is authorized to apply for, accept, and execute grants and agreements specified in the UPWP.
4. That staff shall update the UPWP budget figures, as necessary, to reflect the final Metro budget.
5. That staff shall submit the final UPWP and self-certification findings to the Federal Highway Administration and Federal Transit Administration.

ADOPTED by the Metro Council this _____ day of May 2013.

Tom Hughes, Council President

Approved as to Form:

Alison Kean-Campbell, Metro Attorney

[CLICK HERE FOR FULL REPORT](#)

FY 2013-15

Unified Planning Work Program

**Transportation Planning in the
Portland/Vancouver Metropolitan Area**

This Unified Planning Work Program (UPWP) has been financed in part through grants from the Federal Highway Administration, Federal Transit Administration, and the Oregon Department of Transportation. The views expressed in this UPWP do not necessarily represent the views of these agencies.

Metro Self-Certification

1. Metropolitan Planning Organization Designation

Metro is the Metropolitan Planning Organization (MPO) designated by the Governor for the urbanized areas of Clackamas, Multnomah and Washington Counties, and operates in accordance with 23 U.S.C. 134 and 49 U.S.C. 5303.

Metro is a regional government with six directly elected district councilors and a regionally elected Council President. Local elected officials of general purpose governments are directly involved in the transportation planning/decision process through the Joint Policy Advisory Committee on Transportation (JPACT). JPACT provides the “forum for cooperative decision-making by principal elected officials of general purpose governments” as required by USDOT and takes action on the Regional Transportation Plan (RTP), the Metropolitan Transportation Improvement Program (MTIP) and the Unified Planning Work Program (UPWP). The Metro Policy Advisory Committee (MPAC) deals with non-transportation-related matters and with the adoption and amendment to the Regional Transportation Plan (RTP). Specific roles and responsibilities of the committees are described on page 2.

2. Geographic Scope

Transportation planning in the Metro region includes the entire area within the Federal-Aid Urban Boundary (FAUB). Metro updated the FAUB and Federal functional classification in January 2005 as recommended in Metro’s 2004 Federal Review. Additionally, as part of the 2035 RTP adopted in June 2010, the Metropolitan planning area boundaries were expanded to reflect the urbanized area defined by the 2000 Census to address a corrective action from the 2008 federal certification review. Work is currently underway to expand the Metropolitan planning area boundary to reflect the urbanized area defined by the 2010 Census and will be completed by December 2013.

3. Agreements

- a. A Memorandum of Agreement between Metro and the Southwest Washington Regional Transportation Council (RTC) delineates areas of responsibility and coordination. Executed in April 2012, the Agreement will be updated in April 2015.
- b. In accordance with 23 CFR 450.314, an intergovernmental agreement (IGA) between TriMet, Oregon Department of Transportation (ODOT), and Metro was executed in July 2008, to be updated in June 2018.
- c. Yearly agreements are executed between Metro and ODOT defining the terms and use of FHWA planning funds.
- d. Bi-State Coordination Committee Charter – Metro and eleven state and local agencies adopted resolutions approving a Bi-State Coordination Committee Charter in 2004. Some were adopted in late 2003 and the balance in 2004, which triggered the transition from the Bi-State Transportation Committee to the Bi-State Coordination Committee.
- e. A Memorandum of Understanding between Metro and the Department of Environmental Quality (DEQ) describing each agency’s responsibilities and roles for air quality planning. Executed in August 2010, it will not need to be updated until August 2013.
- f. A Memorandum of Understanding between Metro and South Metro Area Regional Transit (SMART) outlining roles and responsibilities for implementing the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) was updated in 2011 and is effective July 1, 2011, and will be updated in June 2014. It will be updated to reflect the changes from Moving Ahead for Progress in the 21st Century (MAP-21) federal legislation that was signed into law in July 2012.

4. Responsibilities, Cooperation and Coordination

Metro uses a decision-making structure that provides state, regional, and local governments the opportunity to participate in the transportation and land use decisions of the organization. The two key committees are JPACT and MPAC. These committees receive recommendations from the Transportation Policy Alternatives Committee (TPAC) and the Metro Technical Advisory Committee (MTAC).

JPACT

This committee is comprised of three Metro Councilors; seven locally elected officials representing cities and counties, and appointed officials from ODOT, TriMet, the Port of Portland, and DEQ. The State of Washington is also represented with three seats that are traditionally filled by two locally elected officials and an appointed official from the Washington Department of Transportation (WSDOT). All transportation-related actions (including Federal MPO actions) are recommended by JPACT to the Metro Council. The Metro Council can approve the recommendations or refer them back to JPACT with a specific concern for reconsideration. Final approval of each item, therefore, requires the concurrence of both bodies. As recommended by Metro's 2004 Federal Review, JPACT has designated a Finance Subcommittee to explore transportation funding and finance issues in detail, and make recommendations to the full committee. In FY 2007-08, JPACT completed the bylaw review recommended in Metro's 2004 Federal Review and clarified representation of South Metro Area Regional Transit representation on the committee.

Bi-State Coordination Committee

Based on a recommendation from the I-5 Transportation & Trade Partnership Strategic Plan, the Bi-State Transportation Committee became the Bi-State Coordination Committee in early 2004. The Bi-State Coordination Committee was chartered through resolutions approved by Metro, Multnomah County, the cities of Portland and Gresham, TriMet, ODOT, the Port of Portland, RTC, Clark County, C-Tran, WSDOT and the Port of Vancouver. The Committee is charged with reviewing all issues of bi-state significance for transportation and land use. A 2003 Memorandum of Understanding (MOU) states that JPACT and the RTC Board "shall take no action on an issue of bi-state significance without first referring the issue to the Bi-State Coordination Committee for their consideration and recommendation."

MPAC

This committee was established by the Metro Charter to provide a vehicle for local government involvement in Metro's planning activities. It includes eleven local elected officials, three appointed officials representing special districts, TriMet, a representative of school districts, three citizens, two non-voting Metro Councilors, two Clark County, Washington representatives and a non-voting appointed official from the State of Oregon. Under the Metro Charter, this committee has responsibility for recommending to the Metro Council adoption of or amendment to any element of the Charter-required RTP.

The Regional Framework Plan was adopted on December 11, 1997 and updated December 2005 and most recently in December 2010 and addresses the following topics:

- Transportation
- Land use (including the Metro Urban Growth Boundary (UGB))
- Nature in Neighborhoods
- Water supply and watershed management
- Natural hazards
- Coordination with Clark County, Washington
- Management and implementation

As part of the 2035 RTP adoptions there were specific changes made to the Regional Transportation Functional Plan. In accordance with this requirement, the transportation component of the Regional Framework Plan developed to meet Federal transportation planning regulations, the Oregon Transportation Planning Rule and Metro Charter requirements that require a recommendation from both MPAC and JPACT. This ensures integration of transportation with land use and environmental concerns.

5. Metropolitan Transportation Planning Products

a. **Unified Planning Work Program**

JPACT, the Metro Council, and the Southwest Washington RTC adopt the UPWP annually. It fully describes work projects planned for the Transportation Department during the fiscal year and is the basis for grant and funding applications. The UPWP also includes federally funded major projects being planned by member jurisdictions. These projects will be administered by Metro through intergovernmental agreements with ODOT and the sponsoring jurisdiction. As required by Metro's 2012 Federal Review, Congestion Management Process (CMP) and RTP update tasks were expanded in the UPWP narratives. The CMP was adopted as part of the 2035 RTP and can be found in Appendix 4.4. Also, Metro identified environmental justice tasks in the UPWP in the Environmental Justice and Title VI narrative and individual program narratives; elderly and disabled planning tasks have been identified in the Regional Transportation Plan program narrative.

b. **Regional Transportation Plan**

JPACT and the Metro Council approved the 2035 RTP in June 2010. The 2035 RTP includes a new policy for the purpose of transportation planning and project funding to address SAFETEA-LU provisions and key issues facing the region. The 2035 RTP establishes a new outcomes-based framework and new policies and tools to guide future planning and investment decisions. The plan includes a broad set of ambitious performance targets that are tied to the outcomes that the RTP is trying achieve. The targets and other performance measures included in the plan continue the region's shift away from reliance upon level-of-service as the primary measure for determining transportation needs and success of the plan's strategies. To successfully implement this new approach and make progress toward the six desired outcomes identified through the *Making the Greatest Place* effort, new actions, tools and collaboration are needed.

Finally, the 2035 RTP has three new system component plans: a Regional Transportation System Management and Operations Plan, a Regional Freight Plan and a Regional High Capacity Transit System Plan. These plans more fully articulate the integrated multi-modal regional transportation system and prioritize investments to improve the operations and efficiency of the existing transportation, improve freight reliability and strategically expand the HCT system to support 2040 Growth Concept implementation and meet other goals of the RTP. In addition, the Regional Transportation Functional Plan (RTFP) component of the RTP directs how local governments will implement the RTP.

As required by Metro's 2008 Federal Review, the 2035 update included documentation of the process for both full and administrative RTP amendments. A Regional Safety Workgroup was also formed in October 2009 to better address safety as part of Metro's planning process. The Safety Workgroup completed the Regional Transportation Safety Plan in May 2012. However, due to a lack of funding coordination of safety activities will continue on a limited basis as part of corridor planning activities and the Regional Mobility Program.

A new map was added to Chapter 1 of the RTP that identifies the MPO Planning Boundary and the Air Quality Maintenance Area Boundary. This boundary defines the area that the RTP applies to for Federal planning purposes. The boundary includes the area inside Metro's jurisdictional boundary, the 2008 UGB and the 2000 census defined urbanized area boundary for the Portland metropolitan region. Work is currently underway to update the boundary to reflect the 2010 census defined urbanized area boundary.

FHWA and FTA approved the 2035 RTP and the associated air quality conformity determination on February 29, 2008 and again in September 2010. Documentation of compliance with specific Federal planning requirements is summarized in subsequent sections of this document.

Work will begin in fiscal years 2013-15 to complete the 2014 RTP update.

c. **Metropolitan Transportation Improvement Program**

The MTIP update was adopted in March 2012 and incorporated into the 2012-15 State Transportation Improvement Program (STIP). The update included the allocation of \$71 million

of Surface Transportation Program (STP) and Congestion Mitigation/Air Quality Program (CMAQ) funding, programming of projects for the ODOT Modernization, Bridge, Safety, Preservation, Operations, OTIA III, Enhancements, and Immediate Opportunity Fund projects and programming of transit funding. The first year of programming is considered the priority project funding for the region. Should any of these projects be delayed, projects of equivalent dollar value may be advanced from the second, third or fourth years of the program without processing formal Transportation Improvement Program (TIP) amendments. As recommended in Metro's 2004 Federal Review, the MTIP webpage was linked to ODOT's STIP page.

Work is currently underway to develop the 2015-18 MTIP. An adopted list of priority projects for regional flexible funds is expected in October 2013.

6. Planning Factors

Currently, Metro's planning process addresses the MAP-21 planning factors in all projects and policies. Table 1 below describes the relationship of the planning factors to Metro's activities and Table 2 outlines Metro's response to how the factors have been incorporated into the planning process. The MAP-21 planning factors are:

1. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity and efficiency;
2. Increase the safety of the transportation system for motorized and non-motorized users;
3. Increase the security of the transportation system for motorized and non-motorized users;
4. Increase the accessibility and mobility options available to people and for freight;
5. Protect and enhance the environment, promote energy conservation and improve quality of life;
6. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
7. Promote efficient management and operations; and
8. Emphasize the preservation of the existing transportation system.

As noted in Tables 1 and 2, Metro has reviewed and updated both the RTP and MTIP, and revised both documents to be compliant with MAP-21 planning requirements.

Table 1: MAP-21 Planning Factors

Factor	System Planning (RTP)	Funding Strategy (MTIP)	High Capacity Transit (HCT)
1. Support Economic Vitality	<ul style="list-style-type: none"> • RTP policies linked to land use strategies that promote economic development. • Industrial areas and intermodal facilities identified in policies as "primary" areas of focus for planned improvements. • Comprehensive, multimodal freight improvements that link intermodal facilities to industry are detailed for the plan period. • Highway Level of Service (LOS) policy tailored to protect key freight corridors. • RTP recognizes need for freight linkages to 	<ul style="list-style-type: none"> • All projects subject to consistency with RTP policies on economic development and promotion of "primary" land use element of 2040 development such as centers, industrial areas and intermodal facilities. • Special category for freight improvements calls out the unique importance for these projects. • All freight projects subject to funding criteria that promote industrial jobs and businesses in the "traded sector." 	<ul style="list-style-type: none"> • HCT plans designed to support continued development of regional centers and central city by increasing transit accessibility to these locations. • HCT improvements in major commute corridors lessen need for major capacity improvements in these locations, allowing for freight improvements in other corridors.

Table 1: MAP-21 Planning Factors

Factor	System Planning (RTP)	Funding Strategy (MTIP)	High Capacity Transit (HCT)
	destinations beyond the region by all modes.		

Table 1: MAP-21 Planning Factors

Factor	System Planning (RTP)	Funding Strategy (MTIP)	High Capacity Transit (HCT)
2. Increase Safety	<ul style="list-style-type: none"> • The RTP policies call out safety as a primary focus for improvements to the system. • Safety is identified as one of three implementation priorities for all modal systems (along with preservation of the system and implementation of the region's 2040-growth management strategy). • The Regional Safety Workgroup completed a safety plan for the Portland Metropolitan region in May 2012. Recommendations will continue to be implemented in 2013-2015 as resources become available. • The RTP includes a number of investments and actions aimed at further improving safety in the region, including: <ul style="list-style-type: none"> ◦ Investments targeted to address known safety deficiencies and high-crash locations. ◦ Completing gaps in regional bicycle and pedestrian systems. ◦ Retrofits of existing streets in downtowns and along main streets to include on-street parking, street trees marked street crossings and other designs to slow traffic speeds to follow posted speed limits. ◦ Intersection changes and ITS strategies, including signal timing and real-time traveler information on road conditions and hazards. ◦ Expanding safety education, awareness and multi-modal data collection efforts at all levels of 	<ul style="list-style-type: none"> • All projects ranked according to specific safety criteria. • Road modernization and reconstruction projects are scored according to relative accident incidence. • All projects must be consistent with regional street design guidelines that provide safe designs for all modes of travel. 	<ul style="list-style-type: none"> • Station area planning for proposed HCT improvements is primarily driven by pedestrian access and safety considerations.

Table 1: MAP-21 Planning Factors

Factor	System Planning (RTP)	Funding Strategy (MTIP)	High Capacity Transit (HCT)
	<p>government.</p> <ul style="list-style-type: none"> ◦ Expand safety data collection efforts and create a better system for centralized crash data for all modes of travel. 		
<p>3. Increase Security</p>	<ul style="list-style-type: none"> • System security was incorporated into the 2035 RTP. • Security and emergency management activities are summarized in Section 1.6 of the 2035 RTP (Pages 1-38 – 1-40). • Policy framework in Section 2.3 of the 2035 RTP includes, “Goal 5: Enhance Safety and Security,” and specific security objectives and potential actions to increase security of the transportation system for all users. • Includes investments that increase system monitoring for operations, management and security of the regional mobility corridor system. • Actions direct Metro to work with local, state and regional agencies to identify critical infrastructure in the region, assess security vulnerabilities and develop coordinated emergency response and evacuation plans. • Actions direct transportation providers to monitor the regional transportation and minimize security risks at airports, transit facilities, marine terminals and other critical infrastructure. 		<ul style="list-style-type: none"> • System security has been a routine element of the HCT program, and does not represent a substantial change to current practice.

Table 1: MAP-21 Planning Factors

Factor	System Planning (RTP)	Funding Strategy (MTIP)	High Capacity Transit (HCT)
4. Increase Accessibility	<ul style="list-style-type: none"> • The RTP policies are organized on the principle of providing accessibility to centers and employment areas with a balanced, multi-modal transportation system. • The policies also identify the need for freight mobility in key freight corridors and to provide freight access to industrial areas and intermodal facilities. • The plan emphasizes accessibility and reliability of the system, particularly for commuting and freight, and includes a new, more customized approach to managing and evaluating performance of mobility corridors. This new approach builds on using new, cost-effective technologies to improve safety, optimize the existing system, and ensure freight transporters and commuters have a broad range of travel options in each corridor. 	<ul style="list-style-type: none"> • Measurable increases in accessibility to priority land use elements of the 2040-growth concept is a criterion for all projects. • The MTIP program places a heavy emphasis on non-auto modes in an effort to improve multi-modal accessibility in the region. 	<ul style="list-style-type: none"> • The planned HCT improvements in the region will provide increased accessibility to the most congested corridors and centers. • Planned HCT improvements provide mobility options to persons traditionally underserved by the transportation system.

Table 1: MAP-21 Planning Factors (continued)

Factor	System Planning (RTP)	Funding Strategy (MTIP)	High Capacity Transit (HCT)
<p>5. Protect Environment and Quality of Life</p>	<ul style="list-style-type: none"> • The RTP is constructed as a transportation strategy for implementing the region's 2040-growth concept. The growth concept is a long-term vision for retaining the region's livability through managed growth. • The RTP system has been "sized" to minimize the impact on the built and natural environment. • The region has developed an environmental street design guidebook to facilitate environmentally sound transportation improvements in sensitive areas, and to coordinate transportation project development with regional strategies to protect endangered species. • The RTP conforms to the Clean Air Act. • Many new transit, bicycle, pedestrian and Transportation Demand Management (TDM) projects have been added to the plan to provide a more balanced multi-modal system that maintains livability. • RTP transit, bicycle, pedestrian and TDM projects will complement the compact urban form envisioned in the 2040 growth concept by promoting an energy-efficient transportation system. • Metro coordinates its system level planning with resource agencies to identify and resolve key issues. • The region's parking policies (Title 4 of the Regional Transportation Functional Plan) are also designed to encourage the use of alternative modes, and reduce reliance on the automobile, thus promoting energy conservation and reducing air quality impacts. 	<ul style="list-style-type: none"> • The MTIP conforms to the Clean Air Act and continues to comply with the air quality maintenance plan in accordance with sections 174 and 176 (c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7605 (c) and (d)) and 40 CFR part 93. • The MTIP focuses on allocating funds for clean air (CMAQ), livability (Transportation Enhancement) and multi- and alternative modes (STIP). • Bridge projects in lieu of culverts have been funded through the MTIP to enhance endangered salmon and steelhead passage. • "Green Street" demonstration projects funded to employ new practices for mitigating the effects of storm water runoff. 	<ul style="list-style-type: none"> • HCT improvements provide emission-free transportation alternatives to the automobile in some of the region's most congested corridors and centers. • HCT transportation alternatives enhance quality of life for residents by providing an alternative to auto travel in congested corridors and centers.

Table 1: MAP-21 Planning Factors (continued)

Factor	System Planning (RTP)	Funding Strategy (MTIP)	High Capacity Transit (HCT)
6. System Integration/ Connectivity	<ul style="list-style-type: none"> • The RTP includes a functional classification system for all modes that establishes an integrated modal hierarchy. • The RTP policies and Functional Plan include a street design element that integrates transportation modes in relation to land use for regional facilities. • The RTP policies and Functional Plan include connectivity provisions that will increase local and major street connectivity. • The RTP freight policies and projects address the intermodal connectivity needs at major freight terminals in the region. • The intermodal management system identifies key intermodal links in the region. 	<ul style="list-style-type: none"> • Projects funded through the MTIP must be consistent with regional street design guidelines. • Freight improvements are evaluated according to potential conflicts with other modes. 	<ul style="list-style-type: none"> • Planned HCT improvements are closely integrated with other modes, including pedestrian and bicycle access plans for station areas and park-and-ride and passenger drop-off facilities at major stations.
7. Efficient Management & Operations	<ul style="list-style-type: none"> • The policy component of the 2035 RTP includes specific provisions for efficient system management and operation (2035 RTP Goal 4), with an emphasis on TSM, ATMS and the use of non-auto modal targets (Table 2.5) to optimize the existing and planned transportation system. • The 2035 RTP included adoption of the Regional Transportation System Management and Operations (TSMO) Plan. The TSMO Plan includes project and corridor prioritization. • Proposed RTP projects include many system management improvements along regional corridors. • The plan also calls for consideration of value pricing in the region to better manage capacity and peak use of the throughway system. However, more work is needed to gain public acceptance of this tool. 	<ul style="list-style-type: none"> • Projects are scored according to relative cost effectiveness (measured as a factor of total project cost compared to measurable project benefits). • TDM projects are solicited in a special category to promote improvements or programs that reduce single occupancy vehicle (SOV) pressure on congested corridors. • TSM/ITS projects are funded through the MTIP. 	<ul style="list-style-type: none"> • Proposed HCT improvements include redesigned feeder bus systems that take advantage of new HCT capacity and reduce the number of redundant transit lines.

7. **Public Involvement**

Metro maintains a proactive public involvement process that provides complete information, timely public notice, and full public access to key decisions. Metro supports early and continuing involvement of the public in developing its policies, plans and programs. Public Involvement Plans are designed to both support the technical scope and objectives of Metro studies and programs while simultaneously providing for innovative, effective and inclusive opportunities for engagement. Every effort is made to employ broad and diverse methods, tools and activities to reach potentially impacted communities and other neighborhoods and to encourage the participation of low-income and minority citizens and organizations.

All Metro UPWP studies and projects that have a public involvement component require a Public Involvement Plan (PIP) that meets or exceeds adopted public involvement procedures. Included in individualized PIPs are strategies and methods to best involve a diverse citizenry. Some of these may include special public opinion survey mechanisms, translation of materials for non-English speaking members of the community, citizen working committees or advisory committee structures, special task forces, web instruments and a broad array of public information materials. Hearings, workshops, open houses, charrettes and other activities are also held as needed.

The work program and PIP for the 2035 RTP update was developed with input from Metro's Advisory Committees, including Metro's Committee for Citizen Involvement. The 2035 RTP update included workshops, informal and formal input opportunities as well as a 30-day+ comment period for the community, affected public agencies, representatives of transportation agency employees, freight shippers, providers of freight transportation services, private providers of transportation, representatives of users of public transit, and other interested persons. Public involvement opportunities and key decision points were published in the *Oregonian* and other community newspapers, posted on Metro's web site, e-mailed via the Planning Department E-News to more than 4,500 individuals, and advertised through Metro's transportation hotline. All plan documents were simultaneously published (and regularly updated) on the Metro web site, including draft plan amendments, the update schedule, other explanatory materials and summaries of public comments received. Appendix 4.3 of the 2035 RTP describes the public engagement process in more detail.

The MTIP relies on early program kick-off notification, inviting input on the development of criteria, project solicitation, project ranking and the recommended program. Workshops, informal and formal opportunities for input as well as a 30-day+ comment period are repetitive aspects of the MTIP process. By assessing census information, block analysis is conducted on areas surrounding each project being considered for funding to ensure that environmental justice principles are met and to identify where additional outreach might be beneficial.

TPAC includes six citizen positions that are geographically and interest area diverse and filled through an open, advertised application and interview process. TPAC makes recommendations to JPACT and the Metro Council. Metro Council adopted an update to Metro's Transportation Public Involvement Policy in October 2009. The PIP will be updated and submitted to FHWA and FTA by December 2013.

Title VI – In April 2007, Metro completed and submitted its Title VI Plan to the FTA. This plan is now being implemented through updates to Metro's RTP and MTIP, and through corridor planning activities in the region. It includes both a non-discrimination policy and complaint procedure. On Aug. 30, 2012, Metro submitted a Title VI Compliance Report to ODOT, covering a 15 month period from July 1, 2011, through June 30, 2012. With approval from ODOT's office of civil rights granted on June 6, 2012, Metro transitioned to a July 1 to June 30 reporting period, with Title VI Compliance Reports due to ODOT on Aug. 30 after the end of each annual reporting period. The next annual report will be due Aug. 30, 2013, covering July 1, 2012 to June 30, 2013. Metro was revised and implemented an update to its Limited English Proficiency Plan as part of an update to its Title VI Program for FTA. This was completed in May 2012.

Environmental Justice – The intent of environmental justice (EJ) practices is to ensure the needs of minority and disadvantaged populations are considered and the relative benefits/impacts of individual projects on local communities are thoroughly assessed and vetted. Metro continues to

expand and explore environmental justice efforts that provide early access to and consideration of planning and project development activities. Metro's EJ program is organized to communicate and seek input on project proposals and to carry those efforts into the analysis, community review and decision-making processes. In addition, Metro established an agency diversity action team. The team is responsible for identifying opportunities to collaboratively develop and implement sustainable diversity initiatives across and throughout the agency. Metro's diversity efforts are most evident in three areas: Contracts and Purchasing, Community Outreach, and Recruitment and Retention. Additionally, as part of Metro's Regional Flexible Fund Allocation (RFFA), a process Metro conducts every two years to distribute federal funding to regional programs and local projects, equity analysis and outreach was conducted. Over the years, Metro has worked to integrate equity considerations to a greater degree every cycle, with the 2014-15 allocation process being the strongest effort so far in ensuring that underserved populations are not only considered in the decision-making process, but that projects are developed around better meeting the needs of communities that have been traditionally underserved. This work is continuing as part of the 2016-18 RFFA process.

Efforts to develop an "equity lens" through which decisions are made in the region are ongoing, as are the challenges of applying this lens to everyday planning activities and analysis. This cycle of RFFA attempted to address equity by increasing our knowledge about underserved community transportation needs and access and where concentrations of communities in need are located. Local project applicants were provided this information to propose projects in areas that face the greatest transportation barriers in meeting daily needs of residents with the desired outcome of additional investment in areas of most need. Metro's increased focus on equity in this RFFA cycle reflects national and regional shifts in regulations and policies that emphasize the importance of increasing equity in our practices to better meet the needs of communities in the region and respond to shifting demographics.

In order to reach out to additional stakeholders in the 2014-15 process, Metro staff initiated the development of an Environmental Justice (EJ) and underserved communities working group. This group was key in providing information about the transportation needs of EJ and underserved communities. The group was formed by developing a list of contacts representing non-profits, government agencies, advocacy groups and others working with these communities of concern to invite to participate in the working group.

For the first time in the program's history, a joint task force was charged with developing the criteria for project scoping and prioritization. Metro staff invited community members and professionals involved with active transportation and freight related systems to attend five meetings. In addition, two individuals participating on the EJ/underserved working group served on the task force and reported on the findings of the working group. Their participation and perspective was influential in integrating equity into the highest level criteria and thus shaping where the projects are located and how they address the needs of underserved communities.

A more detailed description of the equity analysis methodology and outreach process is available on Metro's website.

8. Disadvantaged Business Enterprise

A revised Disadvantaged Business Enterprise (DBE) program was adopted by the Metro Council in June 1997 (Ordinance No. 97-692A).

Metro's DBE program was reviewed and submitted to FTA in August 1999. Metro currently piggybacks on ODOT's DBE program.

9. Americans with Disabilities Act

The Americans with Disabilities Act (ADA) Joint Complementary Paratransit Plan was adopted by the TriMet Board in December 1991 and was certified as compatible with the RTP by Metro Council in January 1992. The plan was phased in over five years and TriMet has been in compliance since January 1997. Metro approved the 1997 plan as in conformance with the RTP. FTA audited and

approved the plan in summer 1999. The Special Transportation Funding Advisory Committee, staffed by TriMet, coordinated with Metro as the MPO in updating the Coordinated Human Services Transportation Plan adopted in June 2009. An update was completed in October 2012 (<http://trimet.org/pdfs/publications/elderly-and-disabled-plan.pdf>).

10. Affirmative Action

In accordance with 49 U.S.C. 5331, 42 U.S.C. 6101, Section 324 of title 23 U.S.C. and Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27, Metro states as its policy a commitment to provide equal employment opportunities without regard to race, color, religion, national origin, sex, age, disability, sexual orientation, or marital or familial status, except where a bona fide occupational qualification exists. Compliance with this policy is administered by Metro's Human Resources Department.

11. Construction Contracts

Provisions of 23 CFR part 230 do not apply to Metro as Metro does not administer Federal and Federal-aid highway construction contracts.

12. Lobbying

Annually Metro certifies compliance with 49 CFR 20 through the FTA TEAM system.

Table 2: Metro’s Response to MAP-21 Provisions

MAP-21 Provision for all MPOs	Metro Response
<p><i>Consult/Coordinate with planning officials responsible for planned growth, economic development, environmental protection, airport operations, and freight movement.</i></p>	<p>Metro’s transportation planning and land-use planning functions are within the same department and coordinate internally.</p> <ul style="list-style-type: none"> • Metro facilitates this consultation, coordination and decision-making through four advisory committee bodies –the Joint Policy Advisory Committee on Transportation (JPACT), the Metro Policy Advisory Committee (MPAC), the Transportation Policy Alternatives Committee (TPAC) and the Metro Technical Advisory Committee (MTAC). Metro consults MPAC on land-use activities. • Metro is a member of Regional Partners for Economic Development and endorsed the Consolidated Economic Development Strategy (CEDS). • Metro has implemented a fish and wildlife habit protection program through regulations, property acquisition, education and incentives. • Metro has a standing committee to coordinate with public agencies with environmental protection responsibility. • The Port of Portland manages the airport and marine terminal, and is represented on both TPAC and JPACT. • Metro also coordinated with freight, rail, airport operations and business interests through the Regional Freight and Goods Movement Task Force and Regional Freight and Goods Movement Technical Advisory Committee in developing a Regional Freight Plan. The Regional Freight Plan was adopted as part of the 2035 RTP in June 2010.
<p><i>Promote consistency between transportation improvements and State and local planned growth and economic development.</i></p>	<p>Metro transportation and land-use planning is subject to approval by the Oregon Department of Land Conservation and Development.</p>
<p><i>Give safety and security due emphasis as separate planning factors.</i></p>	<p>Metro addressed security and safety as individual factors in the update to the RTP in 2010.</p> <ul style="list-style-type: none"> • Separate background research papers were developed during Phase 2 of the update to document current safety issues and planning efforts, and current security planning efforts in the region. This research is included Appendix 7.0 was considered during the formulation of the 2035 RTP goals, objectives, projects and potential actions included in Chapter 2 and investment priorities in Chapter 3 of the 2035 RTP. <p>Additionally, Metro staffs the Regional Emergency Management Group (REMG), which has expanded its scope to include anti-terrorism preparedness, TriMet’s responsibility for transit security plans, ODOT’s responsibility for coordination of state security plans, Port of Portland’s responsibility for air, marine and other Port facilities security plans and implementation of system management strategies to improve security of the transportation system (e.g., security cameras on MAX and at transit stations). The group brings together local emergency managers to plan responses to security concerns and natural hazards.</p>

	<p>Metro convened a Regional Safety Workgroup to better address safety in the MPO planning process. The Safety Workgroup completed a safety plan for the Portland Metropolitan region May 2012. Implementation will begin in fiscal years 2013-15 as resources become available.</p>
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Table 2: Metro’s Response to MAP-21 Provisions (continued)

MAP-21 Provision for all MPOs	Metro Response
<p><i>Discuss in the transportation plan potential environmental mitigation activities to be developed in consultation with Federal, State, and tribal wildlife, land management, and regulatory agencies.</i></p>	<p>SAFETEA-LU provisions for additional consultation with state and Federal resource agencies, and tribal groups that were not already part of Metro’s existing committee structure were met through a consultation meeting held on October 16, 2007 with the Collaborative Environmental Transportation Agreement for Streamlining (CETAS) work group, consisting of the Oregon Department of Transportation and ten state and Federal transportation, natural resource, cultural resource and land-use planning agencies. A background research paper was also developed during Phase 2 of the update to document current environmental trends, issues and current mitigation strategies in the region. This research was considered during the formulation of the 2035 RTP goals, objectives, projects and potential actions included in Chapter 2 and investment priorities in Chapter 3 of the 2035 RTP. In addition, staff conducted an analysis of the potential environmental effects of transportation investments. The background research report and environmental considerations analysis is included in Appendix 7.0.</p>
<p><i>Consult with State and local agencies responsible for land use management, natural resources, environmental protection, conservation, and historic preservation in development of the transportation plan.</i></p>	<p>SAFETEA-LU provisions for additional consultation with state and Federal resource agencies, and tribal groups that were not already part of Metro’s existing committee structure were met through a consultation meeting held on October 16, 2007 with the Collaborative Environmental Transportation Agreement for Streamlining (CETAS) work group, consisting of the Oregon Department of Transportation and ten state and Federal transportation, natural resource, historic, cultural resource and land-use planning agencies.</p> <p>A background research paper was also developed during Phase 2 of the update to document current environmental trends, issues and mitigation strategies in the region. This research was considered during the formulation of the 2035 RTP goals, objectives, projects and potential actions included in Chapter 2 and investment priorities in Chapter 3 of the 2035 RTP. In addition, staff conducted an analysis of the potential environmental effects of transportation investments – this analysis included a comparison of the RTP investments with available State Conservation maps and inventories of historic resources. The background research report and environmental considerations analysis is included in Appendix 7.0.</p>

Table 2: Metro’s Response to MAP-21 Provisions (continued)

MAP-21 Provision for all MPOs	Metro Response
<p><i>Include operation and management strategies to address congestion, safety, and mobility in the transportation plan.</i></p>	<ul style="list-style-type: none"> • System management policies in the RTP (2035 RTP Section 3.4.4) and resulting projects and programs are intended to maximize the use of existing facilities to address congestion, safety and mobility. • The Transportation System Management and Operations (TSMO) Plan was adopted as part of the 2035 RTP in June 2010. The TSMO Plan guides the region’s continued investment in operation, management and data collection to invest efficiently in transportation. • The regional CMP also requires local jurisdictions to explore system management solutions before adding roadway capacity to the regional system. The key framework for the CMP was the Mobility Corridors identified as part of the 2035 RTP development. Chapter 4 of the 2035 RTP lays out specific strategies for each mobility corridor for addressing the goals and policies of the RTP. The CMP can be found in Appendix 4.4 of the 2035 RTP. • The plan also calls for consideration of value pricing in the region to better manage capacity and peak use of the throughway system. • RTP projects in Chapter 3 include many system management improvements along regional mobility corridors and the supporting arterial system. • Metro has established a Regional Transportation Options Committee as a subcommittee of TPAC to address demand management. The TransPort Committee is a subcommittee of TPAC to address ITS and operations. • Metro convened a Regional Safety Workgroup to better address safety in the MPO planning process. The Safety Workgroup completed a safety plan for the Portland Metropolitan region May 2012. Implementation will begin in fiscal years 2013-15 as resources become available.

Table 2: Metro’s Response to MAP-21 Provisions (continued)

MAP-21 Provision for all MPOs	Metro Response
<p><i>Develop a participation plan in consultation with interested parties that provides reasonable opportunities for all parties to comment on transportation plan.</i></p>	<p>Metro has public involvement policy for regional transportation planning and funding activities to support and encourage board-based public participation in development and review of Metro’s transportation plans. The Transportation Planning Public Involvement Policy was last updated in June 2009. An update is currently underway and will be completed by December 2013.</p> <p>The work program and public participation plan (PPP) for the 2035 RTP update was developed with input from Metro’s Advisory Committees, including Metro’s Committee for Citizen Involvement.</p> <p>Approval of the 2035 RTP, Ordinance No. 10-1241B, followed JPACT and Metro Council consideration of approximately 300 comments received during the public comment period. The comments were summarized into a comment log and Public Comment Summary Report. Refinements were recommended to respond to the comments received. The comment period for the Air Quality Conformity Determination provided an opportunity for public review and comment on the air quality conformity methodology and results.</p> <p><i>Appendix 4.3 in the 2035 RTP describes the public process in more detail.</i></p>
<p><i>Employ visualization techniques to describe plan and make information available (including transportation plans) to the public in electronically accessible format such as on the Web.</i></p>	<p>On a regular basis, Metro employs visualization techniques. Examples include:</p> <ul style="list-style-type: none"> • RTP document is available on Metro’s website • RTP newsletters and maps • MTIP document is available on Metro’s website • GIS maps to illustrate planning activities • Participation in FHWA GIS Web Training <p>Video simulation of light rail on the Portland Mall and I-205 Corridor.</p>
<p><i>Update the plan at least every 4 years in non-attainment and maintenance areas, 5 years in attainment areas.</i></p>	<p>2035 RTP update was completed on June 10, 2010. An update of the RTP is currently underway and will be completed by June 2014.</p>
<p><i>Update the TIP at least every 4 years, include 4 years of projects and strategies in the TIP.</i></p>	<p>Initiated MTIP and STIP update for spring 2012. Work is currently underway on the 2015-18 MTIP. It will be completed by October 2014.</p>
<p><i>SAFETEA-LU includes a new requirement for a “locally developed, coordinated public transit/human services transportation plan” to be eligible for formula funding under three FTA grant programs (5310,5316,5317) It is not clear yet who will be responsible for these plans.</i></p>	<p>Metro participates on the Special Transportation Fund Advisory Committee and Regional Transportation Coordinating Council of the Elderly and Disabled Transportation Plan. A coordinated human services and public transportation plan was developed by those committees and has been integrated into the 2010 RTP update. TriMet recently completed an update to the Elderly and Disable Transportation Plan in October 2012. Components of this will be incorporated into the 2014 RTP update.</p>

STAFF REPORT

IN CONSIDERATION OF RESOLUTION NO. 13-4426, FOR THE PURPOSE OF
CERTIFYING THAT THE PORTLAND METROPOLITAN AREA IS IN COMPLIANCE
WITH FEDERAL TRANSPORTATION PLANNING REQUIREMENTS AND ADOPTING
THE FISCAL YEAR 2013-15 UNIFIED PLANNING WORK PROGRAM

Date: April 10, 2013

Prepared by: Josh Naramore
(503) 797-1825

BACKGROUND

Federal transportation agencies (Federal Transit Administration [FTA] and Federal Highway Administration [FHWA]) require a self-certification that Metro's planning process is in compliance with certain Federal requirements as a prerequisite to receiving Federal funds. The self-certification documents that we have met those requirements and is considered yearly at the time of Unified Planning Work Program (UPWP) approval. Required self-certification areas include:

- Metropolitan Planning Organization (MPO) designation
- Geographic scope
- Agreements
- Responsibilities, cooperation and coordination
- Metropolitan Transportation Planning products
- Planning factors
- Public Involvement
- Title VI
- Environmental Justice
- Disadvantaged Business Enterprise (DBE)
- Americans with Disabilities Act (ADA)
- Affirmative Action
- Construction Contracts
- Lobbying

Each of these areas is discussed in Exhibit A to Resolution No. 13-4426.

ANALYSIS/INFORMATION

1. **Known Opposition** – No known opposition
2. **Legal Antecedents** – this resolution certifies that the Portland metropolitan area is in compliance with Federal transportation planning requirements as defined in Title 23 of the Code of Federal Regulations, Parts 450 and 500, and title 49, of the Code of Federal Regulations, Part 613.
3. **Anticipated Effects** – Approval will mean that grants can be submitted and contracts executed so work can commence on July 1, 2013, in accordance with established Metro priorities.
4. **Budget Impacts** – Approval of this resolution is a companion to the UPWP. It is a prerequisite to receipt of Federal planning funds and is, therefore, critical to the Metro budget. The UPWP matches projects and studies reflected in the proposed Metro budget submitted by the Metro Chief Operating Officer to the Metro Council. The UPWP is subject to revision in the final adopted Metro budget.

RECOMMENDED ACTION

Approve Resolution No. 13-4426 certifying that the Portland metropolitan area is in compliance with Federal transportation planning requirements.



Metro | Memo

Date: May 1, 2013
To: JPACT & Interested Parties
From: John Mermin, Senior Transportation Planner
Re: 2035 Regional Transportation Plan (RTP) Amendments

Background

On May 9, JPACT will be asked to take action on six pieces of legislation (organized by jurisdiction) to amend the RTP. This action follows up on a previous discussion at the April 4 JPACT meeting and recent recommendations for approval from TPAC and MPAC. Relevant materials are included in the April 26 TPAC packet in the following order:

- Public Comment Report
- Cover memo & table with staff responses to public comments
- **Ordinance No. 13-1304:** East Metro Connections Plan
- **Resolution No. 13-4420:** City of Beaverton
- **Resolution No. 13-4421:** City of Portland
- **Resolution No. 13-4422:** ODOT
- **Resolution No. 13-4423:** Washington County
- **Resolution No. 13-4424:** City of Hillsboro

Adoption timeline

April 24 – MPAC recommends approval

April 26 – TPAC recommends approval

May 2 - Metro Council First reading of Ordinance, Public hearing on Ordinance and Resolutions

May 9 - JPACT Action

May 16 - Metro Council 2nd reading of Ordinance, Action on Ordinance and Resolutions

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

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF AMENDING THE) ORDINANCE NO. 13-1304
FINANCIALLY CONSTRAINED 2035)
REGIONAL TRANSPORTATION PLAN (RTP)) Introduced by Chief Operating Officer Martha
TO ADD THE NE 238th DRIVE: HALSEY) Bennett in concurrence with Council
STREET TO GLISAN STREET FREIGHT AND) President Tom Hughes
MULTIMODAL IMPROVEMENTS; REMOVE)
THE EAST BUTTES LOOP TRAIL AND)
BEAVER CREEK TRAIL PROJECTS; AMEND)
POLICIES IN CHAPTER 2 AND 6.

WHEREAS, the 2035 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 Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Council must approve the RTP and any subsequent amendments to add or remove projects from the RTP; and

WHEREAS, the Metro Council adopted the RTP and related elements by Ordinance No. 10-1241B on June 10, 2010; and

WHEREAS, the NE 238th Drive: Halsey Street to Glisan Street Freight and Multimodal Improvements project was not included in the financially constrained RTP project list; and

WHEREAS; Metro worked with local partners in East Multnomah county to create a vision and develop an implementation strategy known as the East Metro Connection Plan, which prioritizes transportation investments in the area; and which was endorsed by the Metro Council as part of Resolution no. 12-4362 adopted on August 9, 2012; and

WHEREAS, the East Metro Connections Plan partners recommend adding the NE 238th Drive: Halsey to Glisan Freight and Multimodal Improvements project to the RTP financially constrained project list; and

WHEREAS, The East Metro Connections Plan partners recommend removal of the East Buttes Loop Trail (project #11074) and the Beaver Creek Trail (project #10409) projects from the RTP financially constrained project list; and

WHEREAS, an air quality conformity analysis demonstrates that the project will not affect the conformity status of the RTP; and

WHEREAS, the East Metro Connections Plan recommends amending policies in Chapter 2 of the RTP for the Freight Network, Arterial & Throughway Network, Bicycle Network and System Design Classifications, as well as the implementation described within Chapter 6 for Mobility Corridor #15 Gresham/Troutdale/Fairview/Wood Village to Damascus; and

WHEREAS, JPACT and the Metro Policy Advisory Committee (MPAC) both considered the proposed amendments and recommended that the Metro Council adopt the amendments; and

WHEREAS, the Metro Council held public hearings on the proposed amendments on May 2 and May 16, 2013; now, therefore,

THE METRO COUNCIL ORDAINS AS FOLLOWS:

1. The financially constrained RTP project list is hereby amended as shown in Exhibit A, attached and incorporated into this Ordinance.
2. RTP policies in Chapters 2 and 6 are hereby amended as shown in Exhibits B and C, attached and incorporated into this ordinance.
3. The amendments are consistent with applicable provisions of the Regional Transportation Plan and Regional Framework Plan as demonstrated in the staff report dated April 10, 2013 and its two attachments, which are attached as Exhibit D and incorporated into this Ordinance.

ADOPTED by the Metro Council this 16th day of May 2013.

Tom Hughes, Council President

Attest:

Approved as to Form:

Kelsey Newell, Recording Secretary

Alison Kean Campbell, Metro Attorney

Exhibit A to Ordinance No. 13-1304

2035 Regional Transportation Plan Appendix 1.1 project list amendment

Action: Amend the 2035 RTP financially constrained project list to add the NE 238th Drive Freight and Multimodal Improvements project.

New RTP Project

Metro Project ID	Facility Owner/Operator	Project/Program Name	Project Start Location	Project End Location	Local Functional Class	Description	Estimated Cost	Time Period	Federal FC Project	Primary Mode
11373	Metro	NE 238 th Drive Freight and Multimodal Improvements	Halsey Street	Glisan Street	Major Arterial	Construct southbound travel lane with passing lane and northbound travel lane. Add bike and pedestrian facilities on both northbound and southbound sides.	\$9,000,000	2008-2017	X	Roads/Bridges

Exhibit A to Ordinance No. 13-1304

2035 Regional Transportation Plan Appendix 1.1 project list amendment

Action: Amend the 2035 RTP financially constrained project list to remove the Beaver Creek Trail and East Buttes Loop Trail projects.

Metro Project ID	Facility Owner/Operator	Project/Program Name	Project Start Location	Project End Location	Local Functional Class	Description	Estimated Cost	Time Period	Federal FC Project	Primary Mode
10409	Multnomah County	Beaver Creek Trail	Mt. Hood Community College	Historic Columbia River Highway	Trail	Construct new trail.	\$1,400,000	2008-2025	✘	Regional Trail
11074	Gresham	East Buttes Loop Trail: From Springwater Trail to Rodlun Road	Springwater Trail	Rodlun Road	Trail	Construct new shared use trail.	\$8,300,000	2008-2017	✘	Regional Trail

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.

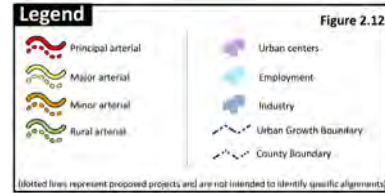
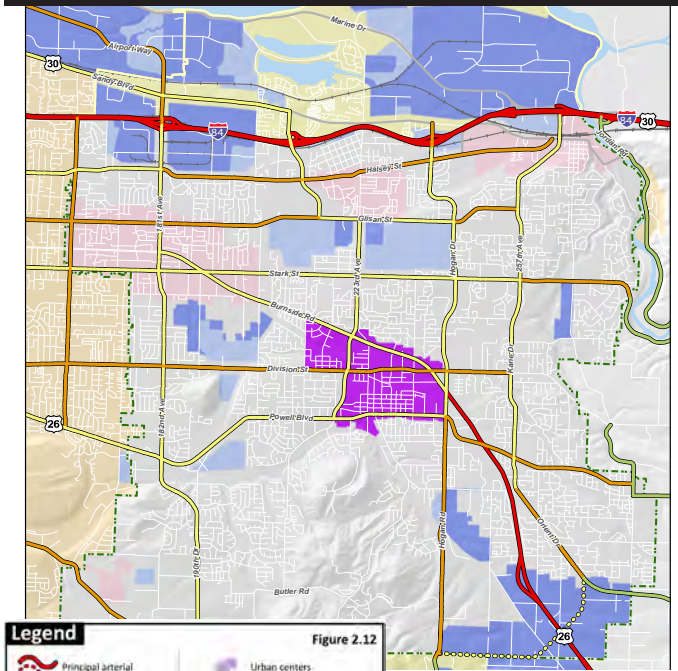
- Proposed freight network roads could see projects that increase their mobility (reducing stops/starts and travel time), that increase safety of other users and projects that accommodate trucks.
- The RTP freight network map (figure 2.20) should be amended to reflect the proposed East Metro Connections 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

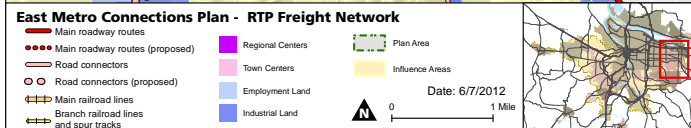
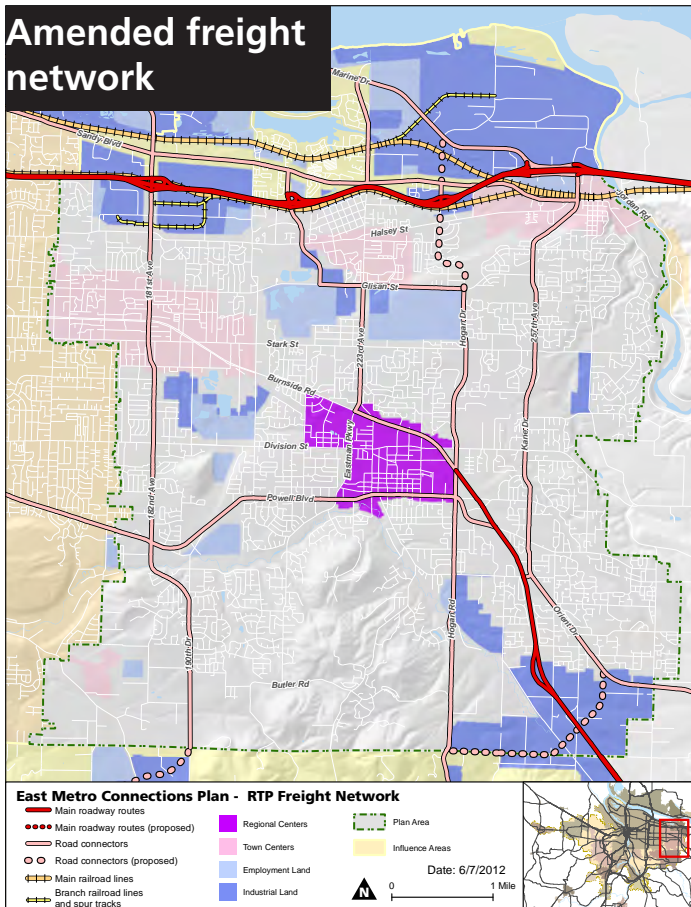
Consistent with the updated Freight Network, updates will also occur to the Arterial and Throughway Network and the System Design Network.

- 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).

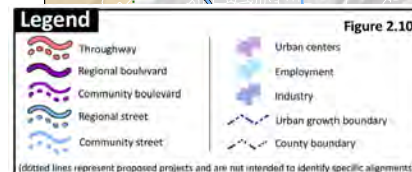
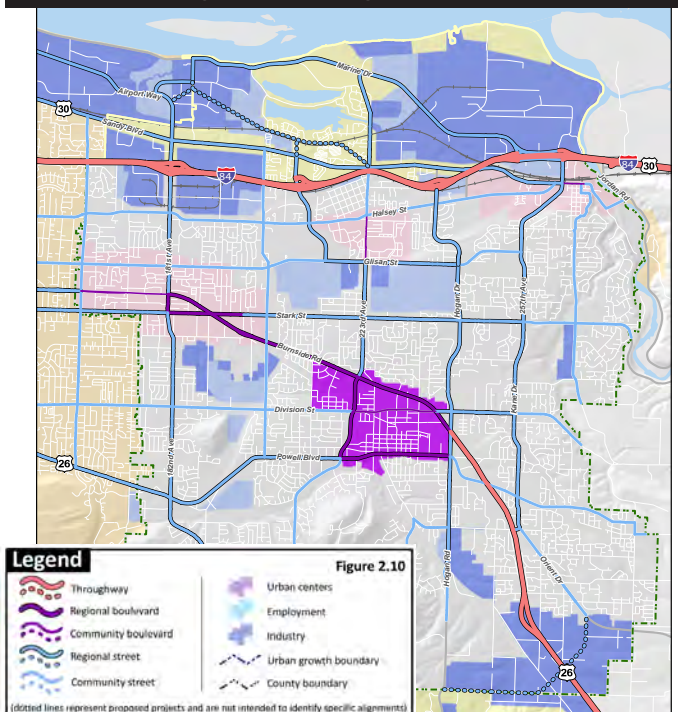
Amended arterial and throughway network



Amended freight network



Amended regional design classifications



6.3.2.4 Gresham/Fairview/Wood Village/Troutdale to Damascus (Mobility Corridor #15)

The East Metro Connections Plan (EMCP) is a “mobility corridor refinement” plan which completed recommendations in June 2012. 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 has analyzed present and future transportation needs and opportunities and has prioritized solutions/project for project implementation.

Transportation Projects as Investment Packages

Proposed bundles of projects, or “investment packages” have been grouped by the following three primary themes:

1. **North/south connections** - Proposed projects improve the arterial road network connecting I-84 and US 26 and provide for regional mobility needs as well as access to key destinations in the plan area. Projects developed on designated freight routes will be developed to accommodate freight, and be designed accordingly.
2. **Downtowns and employment areas** - Proposed projects improve way-finding, mobility and access to downtowns and jobs.
3. **Regional mobility** - Proposed projects capitalize on previous investments by making the existing system smarter and more efficient through changes to signal timing, signage, enhanced transit service, and multimodal connections. Consistent with the Regional High Capacity System Plan, EMCP recommends advancing an alternative analysis for the Powell/Division transit corridor. EMCP also recommends the designation of a new regional multimodal connection between the Sandy River and the Springwater Corridor Trail.

The following summarizes the intent and overview of types of projects for each of the corridor segments based on the primary theme that they support.

1. North/south connections

181st/182nd safety corridor: 181st/182nd is an important community street. Projects will provide safety improvements in known areas of high crash rates and improve safe routes to schools in the Centennial School District. Consistent with transit analysis, this includes a recommendation to improve transit consisting of frequent service between Sandy and Powell boulevards and the elimination of the need to transfer between bus routes along this road.

182nd/190th connections to Clackamas County: Pleasant Valley is an important area for future residential and commercial development. Additionally, future population and employment growth in Clackamas County, including Happy Valley and Damascus means that road connections to the south are important connections. Leveraging Clackamas County’s 172nd/190th Corridor Project,

targeted improvements to the road network in Pleasant Valley along Highland/190th will create opportunity for economic and residential development.

Eastman/223rd connections: Projects address future traffic growth with targeted north-south roadway capacity investments along 223rd/Eastman, including at Stark/223rd and Eastman and Powell. This area connects to existing industrial employment sites, including the Port of Portland's Gresham Vista (former LSI site) site. Projects will also address future needs on Glisan between 201st and Fairview Parkway. For example, projects to better coordinate the signal timing at intersections along Eastman/223rd will provide needed capacity improvements.

242nd connections to Clackamas County: Hogan/242nd is an important north/south connection from employment hubs in the Columbia Cascade River District, north central Gresham industrial, the Gresham Regional Center, and Springwater to Clackamas County and central Oregon. Projects along this arterial address future growth with additional roadway capacity, particularly south of Powell, along with opportunities for access and safety enhancements to the existing conditions. This includes intersection improvements at Glisan and Stark, including signal coordination.

Southeast gateway: The triangle of US 26, Burnside and Powell is an important gateway for the City of Gresham, east Multnomah County and the Portland Metropolitan region, providing an essential connection north to I-84, west to I-205, and south and east to Mt. Hood and central Oregon. Projects address several identified needs at the gateway, including 242nd/Hogan/Burnside. Projects address future capacity needs, safety (this area is one of the highest crash areas), way-finding and needed pedestrian improvements (there are sidewalk gaps and challenging crossings in this area, particularly along US 26). Way-finding treatments should be integrated with the adopted Mt Hood Scenic Byway route to bring people into the Gresham Regional Center, a vital commercial area.

257th safety, walking and biking connection: Projects create safe and attractive pedestrian crossings along 257th, particularly along the stretch between Reynolds High School and Mt Hood Community College. They will complete the sidewalk improvements along Stark adjacent to the college.

2. Downtowns and employment areas

Rockwood/181st: Projects include targeted bicycle and pedestrian improvements on 181st between I-84 and Stark, and Stark between 181st and Burnside to improve access to the important commercial areas in Rockwood. Projects improve safety and activate the arterial for businesses and walking.

Gresham Vista Business Park: The Port of Portland's November 2011 purchase of one of the area's largest shovel-ready employment sites is an immediate opportunity to bring jobs and revenue to East Metro communities. Projects increase mobility along the north/south and east/west arterials and improve access to industrial employment land.

Downtown Gresham/Civic: There are important public investments to support the vision of Downtown Gresham. Projects include boulevard treatments along all of Burnside and redevelopment opportunities along this important street. Projects better connect Main City Park, the Springwater Corridor Trail and Johnson Creek to Downtown Gresham. Sidewalk and streetscape projects in Downtown improve walking, window shopping and branding of Downtown Gresham as a unique place. Consider an urban renewal area for Downtown.

Pleasant Valley: Projects develop the necessary public infrastructure for development of Pleasant Valley town center consistent with the Pleasant Valley Community Plan.

Catalyst for Springwater District: Projects help develop the necessary public infrastructure for private investment and jobs in this regionally significant employment area. Projects include a new interchange on US 26 and an extension of Rugg Road to connect US 26 and Hogan, as well as collector street improvements to provide needed access for future jobs and employment.

Edgefield/Halsey main street implementation: Halsey is an important main street that connects the downtowns of Fairview, Wood Village and Troutdale. Projects implement features of the Halsey Street Concept Design Plan (2005), a joint effort of Fairview, Wood Village, Troutdale, and Multnomah County. Projects include realizing Halsey as a 2-lane road with median/turn lane, full bike lanes, sidewalks and pedestrian crossings. Projects support the downtown visions for the three cities and help attract commercial development.

Downtown Troutdale: Projects support future development of the urban renewal area in Downtown Troutdale, creating local road connections to the urban renewal area site and extending the regional trail system along the Sandy River from Troutdale Reynolds Industrial Park into Downtown Troutdale. Projects allow for future private investment and job growth in Downtown.

Downtown Fairview and Wood Village: Projects on Fairview Avenue between I-84 and Arata Road improve access provide needed safety and multi-modal improvements. Projects also improve connections between Arata Road and Halsey.

3. Regional mobility

Sandy River to Springwater multi-modal connection: Projects provide multi-modal connections from Downtown Troutdale to Mt Hood Community College and the Springwater Corridor Trail. Projects connect neighborhoods to commercial areas and Mt Hood Community College. This area is one of the most significant gaps in the 40-mile loop regional trail network, and connections will encourage tourism to areas along the Springwater Corridor Trail and Sandy River.

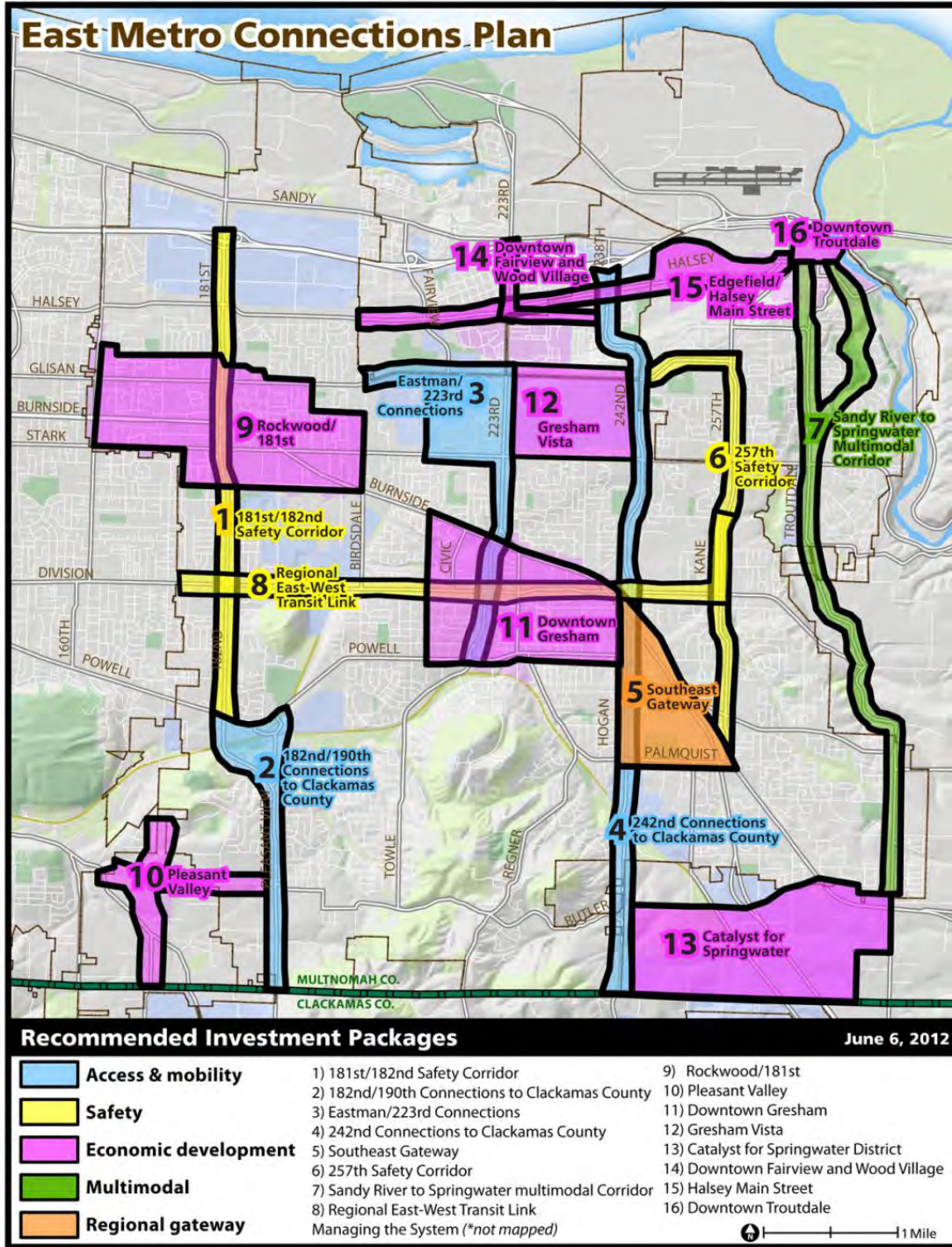
Managing the existing system (Transportation Systems Management and Operations/ Intelligent Transportation System Tools): There are opportunities to improve the current roadway network and enhance the performance of the transportation system using technology that coordinates signal timing and provides “real-time” information. Projects address congestion at intersections through the coordination of signal timing. Improvements to adaptive signal timing along 181st/182nd, Burnside, and Kane Drive. Other projects include signage, messaging and other techniques that improve way-finding and traffic flow. Signal coordination projects can provide as much as a 10% capacity increase to the roadway. Other projects include signage, messaging and other techniques that improve way-finding and traffic flow. Near-term investments include better signage and messaging on US 26 and coordinated signal improvements along all north-south arterials.

Regional east-west transit link: Projects improve east-west transit that connects Mt Hood Community College, Downtown Gresham, Portland and South Waterfront’s Innovation Quadrant. Division is one of the top transit corridors for ridership in the region. Projects include enhanced bus/bus rapid transit and safety, and pedestrian and bike improvements (sidewalks, medians, crossings, access management) to make Division a great street for transit and walking.

Enhancements along this corridor create the potential for even greater ridership demand. Enhanced bus service can provide additional service to Downtown Gresham and the Civic Neighborhood, a vital commercial area. Gresham will continue street improvements for sidewalks and other features to make walking and access to transit easier. The phase I recommendation is to pursue a transit alternative analysis along the Powell/Division Corridor.

Figure 6.3

East Metro Connections Recommended Investments (as Recommended by the project's Steering Committee)



~~6.3.1.5 Gresham/Fairview/Wood Village/Troutdale to Damascus (Mobility Corridor #15)~~

~~A need to develop a long-term mobility strategy for the area between I-84 and Highway 26 exists, and has become increasingly critical since the time of the 2004 RTP. The addition of Springwater and Damascus within the UGB has heightened the need for the link. In 2007, the mayors of the east Multnomah County cities—Gresham, Troutdale, Wood Village and Fairview—entered into a MOU that identifies the need to comprehensively analyze I-84/US26 connectivity as their shared top transportation priority.~~

~~A series of interim improvements to Hogan Road are inadequate to meet projected demand through 2035. The modeling shows that Hogan will fail even with these arterial improvements. Since only projects on the financially constrained system are likely to be carried forward, the modeling actually underestimates the extent of the system failure.~~

~~The RTP calls for a series of interim improvements that will better connect Hogan Road to both I-84 on the north, and US 26 to the south. These improvements are needed to ensure continued development of the Gresham regional center and expected freight mobility demands of through traffic. The purpose of the refinement plan is to develop a long-term strategy for the area between 181st/182nd Avenue and 257th Avenue/Kane Road to address regional transportation needs. The refinement plan would consider a full range of transportation solutions that support planned land uses and recommend improvements for the connection between I-84 and US26, including but not limited to: 181st\181st Avenue, Fairview Parkway, 242nd Avenue/Hogan Road and 257th Avenue, per the MOU. The corridor refinement plan is necessary to make informed transportation investment decisions that will facilitate the development the underutilized industrial lands, foster economic growth and maintain and enhance the livability of east Metro communities.~~

~~An improved north/south corridor will also benefit transit-oriented development along the MAX light rail corridor, as it would move freight traffic from its current route along Burnside Street, where it conflicts with development of the Rockwood town center and adjacent station communities. In addition to planned improvements to the Hogan Road corridor and the analysis of alternative routes, a corridor study should address:~~

- ~~• More aggressive access management between Stark Street and Powell Boulevard on 181st, 207th and 257th avenues~~
- ~~• Redesigned intersection improvements on Hogan at Stark, Burnside, Division and Powell to streamline through-flow~~
- ~~• Need for a long-term primary freight route in the corridor~~
- ~~• Potential for a new alignment south of Powell Boulevard to US 26~~
- ~~• High capacity transit, including a potential to link Mt. Hood Community College to the light rail system.~~
- ~~• All local street improvements, including locally needed connections to I-84 and US-26.~~

Exhibit D to Resolution No. 13-1304

STAFF REPORT

IN CONSIDERATION OF ORDINANCE NO.13-1304, FOR THE PURPOSE OF AMENDING THE FINANCIALLY CONSTRAINED 2035 REGIONAL TRANSPORTATION PLAN (RTP) TO ADD THE NE 238TH DRIVE: HALSEY STREET TO GLISAN STREET FREIGHT AND MULTIMODAL IMPROVEMENT PROJECT; REMOVE THE EAST BUTTES LOOP TRAIL AND BEAVER CREEK TRAIL PROJECTS; AMEND POLICIES IN CHAPTER 2 AND 6.

Date: April 10, 2013

Prepared by: Grace Cho, John Mermin & Brian Monberg

BACKGROUND

The East Metro Connections Plan (EMCP) partners have requested amendments to the 2035 Regional Transportation Plan (RTP). The Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Council together have the authority to approve amendments to the RTP.

The 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. The EMCP was recommended by the steering committee for adoption in June 2012 and subsequently adopted by the Metro Council in August 2012.

Project amendment

Members of the EMCP process propose to include the top priority project, NE 238th Drive: Halsey Street to Glisan Street Freight and Multimodal Improvements to the 2035 RTP financially constrained project list. 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/pedestrian facilities on both the northbound and southbound sides. 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, and 2) RTP #10409, *Beaver Creek Trail*, a Multnomah County project, from the Financially Constrained list. NE 238th Drive: Halsey Street to Glisan Street Freight and Multimodal Improvements project emerged as the top priority project through the two-year long planning effort. Adding the project to the 2035 financially constrained RTP makes it eligible for federal funding to be allocated in the current 2016-18 Regional Flexible Funding and 2015-18 STIP Enhance allocation processes.

Policy amendments

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. 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. Updates to the arterial and throughway network map (RTP figure 2.12), regional design classifications map (RTP figure 2.10) and regional bicycle network map (RTP figure 2.22) will be updated for policy consistency with the freight network map.

Exhibit D to Resolution No. 13-1304

The RTP chapter 6, “Implementation”, will reflect that the proposed corridor refinement plan for Mobility Corridor #15 (Gresham/Fairview/Troutdale/Wood Village to Damascus) has now been completed. A summary of EMCP recommendations will be included in section 6.3.2.4. Edits to RTP bike and pedestrian system maps, e.g. a new proposed trail connection from the Sandy River to Mt Hood Community College, Springwater District and Springwater corridor trail, are expected to be made as part of recommendations from the Regional Active Transportation Plan during the next scheduled RTP update.

Consistency with RTP

These amendments are processed pursuant to Sections 6.6.1 and 6.6.2 of the RTP, which provides that *project list* amendments must include a demonstration of consistency with the RTP and that *policy or system map* amendments must include a demonstration of consistency with the Regional Framework Plan. EMCP partners have provided an analysis explaining why the proposed project amendment (NE 238th Ave) is consistent with the solutions hierarchy (Metro Code 3.08.220) of the Regional Transportation Functional Plan, which implements the policies, goals and objectives of the RTP. That analysis is provided in the memorandum included as Attachment 1, which staff concludes is sufficient to demonstrate that the project list amendment is consistent with the policies, goals and objectives of the RTP as required under Section 6.6.2 of the RTP. Additionally, EMCP partners have provided an analysis (p.5-10) in Attachment 1 explaining why the proposed policy and system map amendments are consistent with the Regional Framework Plan. Staff concludes this is sufficient to demonstrate the policy and system map amendments are consistent with the Regional Framework Plan.

Air Quality Conformity

An air quality conformity analysis was completed on the proposed amendment. The results indicate that adding the project to the 2035 financially constrained RTP will not exceed the permitted emissions “budget” and therefore conforms to air quality regulations. A copy of the air quality conformity report findings are included in Attachment 2.

Public Comments

Metro’s Public Involvement Policy for Transportation Planning requires a 30-day public comment period for all major amendments to an RTP or MTIP. Major amendments are defined as those that “involve additions or deletions of projects or a significant change in scope of the project location or function.” Staff determined that the amendments requested by Metro, meet the definition of major amendments.

Additionally, the EMCP also requests several policy amendments which triggered state rules requiring a 45-day public comment period. Therefore all the requested amendments to the RTP underwent a 45-day public comment period.

Metro conducted a 45-day public comment period on the requested amendments from February 22, 2013 to April 8, 2013. The comment period was advertized with a legal notice in The Oregonian on February 21, 2013 and to several other community news papers. The advertisements directed the public to a web page that provided detailed information on the requested amendments. For environmental justice outreach purposes, translation of the proposed RTP amendments were conducted to provide information to limited English proficiency populations. The translation materials of the RTP amendments was tailored to the languages spoken in the areas the projects are located. One comment was received in opposition to the 238th Ave project, which the commenter did not think was a cost-effective solution.

ANALYSIS/INFORMATION

1. **Known Opposition** None known at this time.
2. **Legal Antecedents** Metro Council Ordinance No. 10-1241B For the Purpose of Amending the 2035

Exhibit D to Resolution No. 13-1304

Regional Transportation Plan (Federal Component) and the 2004 Regional Transportation Plan to Comply with Federal and State Law; to add the Regional Transportation System Management and Operations Action Plan, the Regional Freight Plan and the High Capacity Transit System Plan; to Amend the Regional Transportation Functional Plan and Add it to the Metro Code; to Amend the Regional Framework Plan; and to Amend the Urban Growth Management Functional Plan, adopted by the Metro Council June 10, 2010.

3. Anticipated Effects None

4. Budget Impacts None

RECOMMENDED ACTION

Metro staff recommends the approval of Ordinance No. 13-1304.



Metro | Memo

Date: March 19, 2013
To: John Mermin
From: Brian Monberg
Subject: Findings of Consistency

This memo provides findings of consistency for the NE 238th Drive: Halsey Street to Glisan Street Freight and Multimodal Improvements project (“the project”) with the Regional Transportation Functional Plan solutions hierarchy and findings of consistency for updated regional policy maps with the Regional Framework 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 project emerged as a priority in the East Metro Connections Plan (EMCP), 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 has prioritized solutions/project for updates to the Regional Transportation Plan and project implementation. Decisions were conducted over 6 public meetings of a Steering Committee representing elected officials, business, neighborhood, and transportation constituencies. The final recommendation was endorsed by the city councils of Fairview, Gresham, Troutdale, Wood Village, Multnomah County Commission, JPACT, and Metro Council.

Findings of Consistency with Regional Transportation Functional Plan

This section demonstrates the proposed amendments to the Regional Transportation Plan are consistent with the Regional Transportation Functional Plan section 3.08.220 solutions hierarchy.

Section 3.08.220 is as follows:

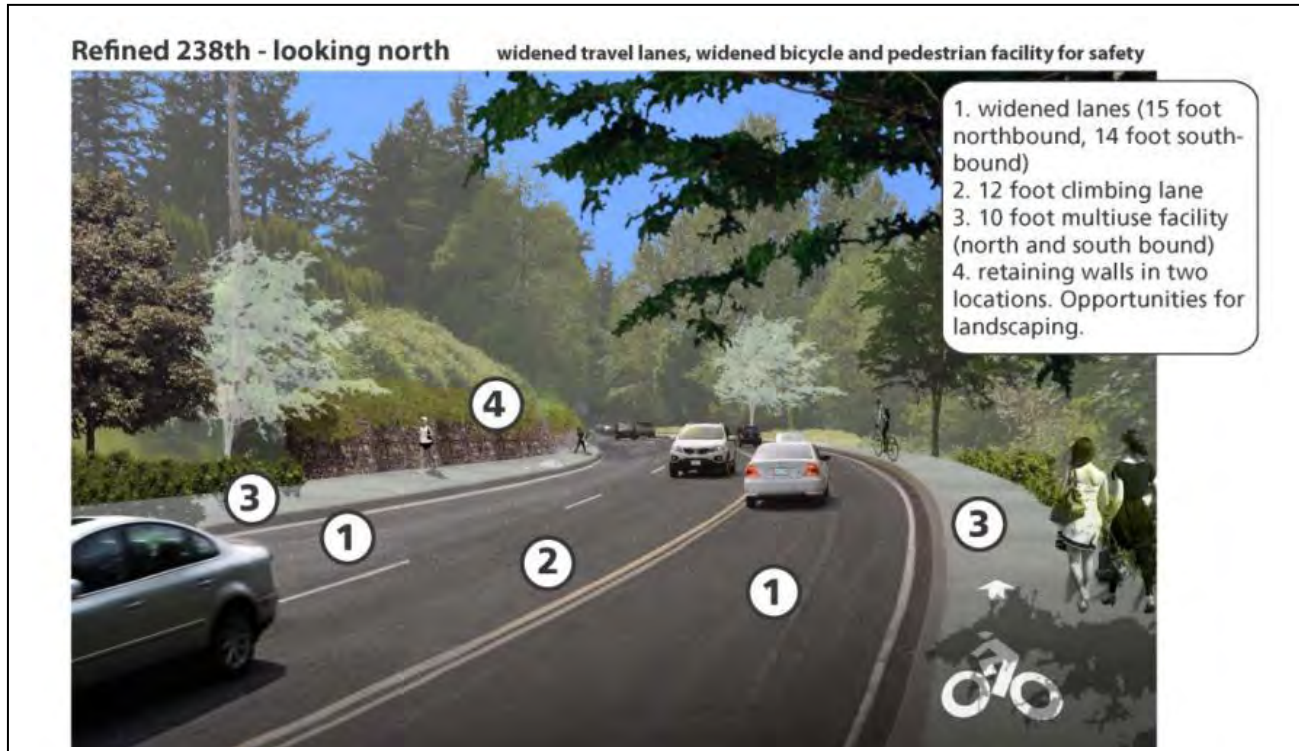
A. Each city and county shall consider the following strategies, in the order listed, to meet the transportation needs determined pursuant to section 3.08.210 and performance targets and standards pursuant to section 3.08.230. The city or county shall explain its choice of one or more of the strategies and why other strategies were not chosen:

1. TSMO strategies, including localized TDM, safety, operational and access management improvements;

The project is part of the East Metro Connections Plan, which has identified and prioritized TSMO strategies, including safety, signalization, and messaging projects. The project allows for 238th to have improved access consistent with the other primary north-south arterials in

East Multnomah County. System management strategies currently exist, and have been identified for future investments on these roadways. “Managing the System” emerged as one of the investment packages prioritized in the East Metro Connections Plan, and identified technologies such as signal timing and messaging to be applied to the arterials within East Multnomah County.

Safety is a key consideration for advancing the project. The project will address safety features for all users of the facility. The project includes safety features, and operational improvements to allow for truck mobility on an arterial where trucks are currently restricted. The project design includes improved drainage and landscaping. The project addresses access, safety, and livability concerns efficiently.

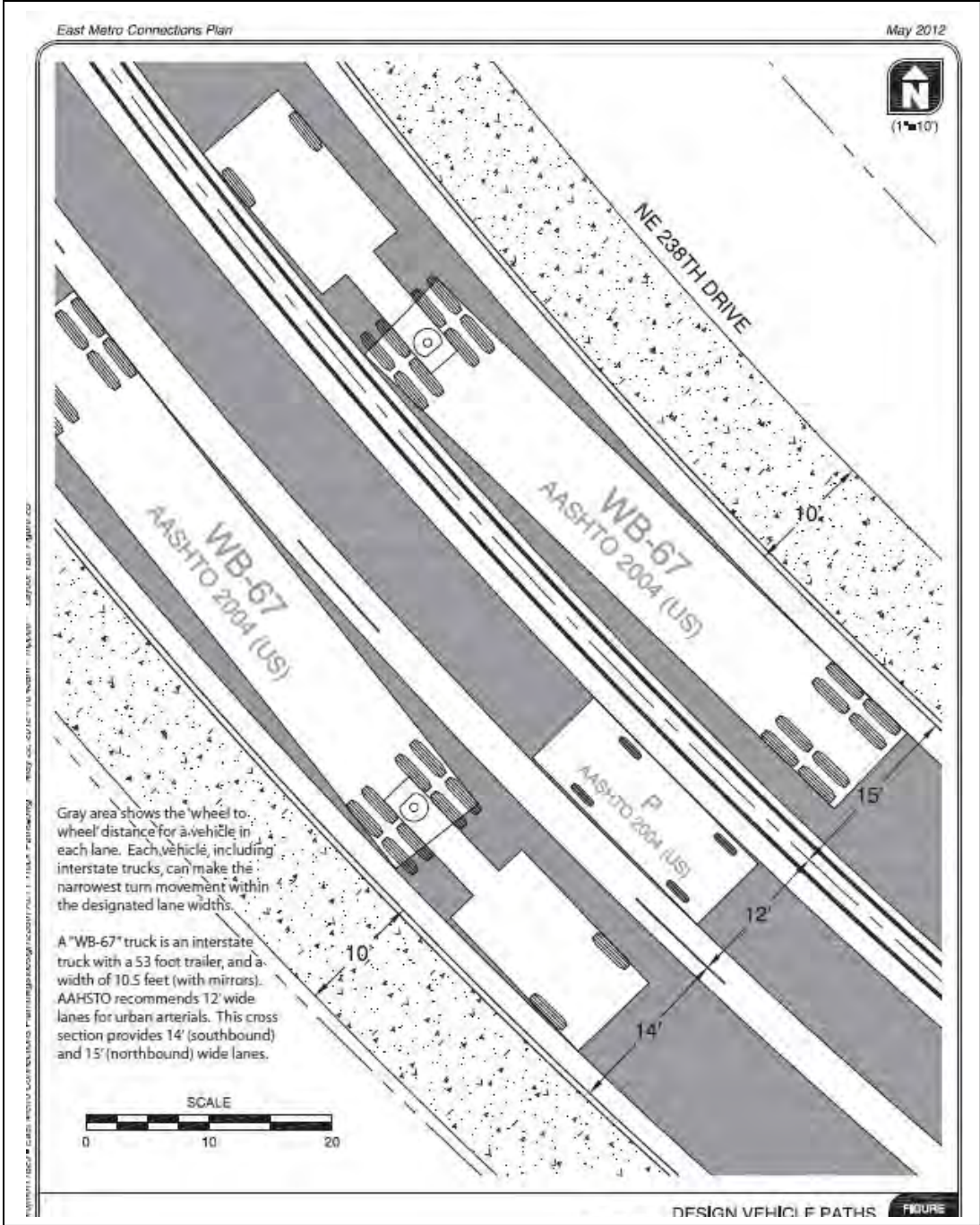


2. Transit, bicycle and pedestrian system improvements;

The current project area lacks sidewalks and bicycle facility on both sides of the roadway. The project specifically addresses this with a widened multiuse facility. There is currently no bus service along 238th/242nd, but the widened lanes would provide for improved bus movement if future transit service is considered. The project transforms a currently inadequate facility into a multimodal corridor. Concept design for the project was informed by, and is consistent with, the Halsey Street Conceptual Design Project, which the project will intersect with on the northern boundary. The project will connect to and support the bicycle and pedestrian improvements along Halsey.

3. Traffic-calming designs and devices;

The project includes designs focused on improving safety, allowing for greater separation between bicyclists, pedestrians and vehicles through a widened multi-use path separate from the roadway. The project will improve curvature of the road and the turning radius for vehicles.



4 . Land use strategies in OAR 660-012-0035(2) to help achieve the thresholds and standards in Tables 3.08-1 and 3.08-2 or alternative thresholds and standards established pursuant to section 3.08.230;

The project is adjacent to Halsey Street (which is a designated 2040 main street), town centers in Troutdale and Wood Village, and Gresham Vista, a regionally significant employment and industrial area. The project is intended to support and enhance existing land use policies currently in place, particularly in support of Troutdale Town Center, and Employment and Industrial lands along 242nd and Hogan. The project will increase access to these locations in a way that is consistent with current plans and policies. By creating a facility that is neighborhood oriented and allows for improved biking and walking, the project will support lane uses in these target areas, while improving access for residents in Wood Village, Troutdale, and Gresham, particularly along Arata Road.

5. Connectivity improvements to provide parallel arterials, collectors or local streets that include pedestrian and bicycle facilities, consistent with the connectivity standards in section 3.08.110 and design classifications in Table 2.6 of the RTP, in order to provide alternative routes and encourage walking, biking, and access to transit;

This project emerged as a key priority from the East Metro Connections Plan, with the greatest opportunity to improve connectivity on the four primary north-south arterials in East Multnomah County. The project is consistent with Regional Transportation Plan policy as it this project provides for increased vehicle, freight, bicycle, and pedestrian connectivity. Improvements identified in the project will allow for the facility to provide increased access and connectivity, particularly for those walking and biking between Arata Road, Halsey and Glisan. This area has many residences and will improve connectivity to commercial centers on Glisan and Halsey, including downtown Troutdale. The project also improves access to the I-84 interchange.

6. Motor vehicle capacity improvements, consistent with the RTP Arterial and Throughway Design and Network Concepts in Table 2.6 and section 2.5.2 of the RTP, only upon a demonstration that other strategies in this subsection are not appropriate or cannot adequately address identified transportation needs.

The East Metro Connections Plan, through technical outreach, community involvement, and public discussion, determined that a major new highway facility is not needed to provide for future transportation needs. The East Metro Connections Plan provided a comprehensive, multimodal, land use based recommendation. The East Metro Connections Plan did not find a need for, or recommend, a major new freeway within East Multnomah County, and directs limited public investments on projects to provide for the highest return on identified 2040 Target Areas. The project is widening existing lanes and improving freight mobility, but is not adding new lanes or increasing vehicle capacity.

Findings of consistency for Regional Framework Plan

This section provides findings of consistency with the Regional Framework Plan. Consistent with the outcomes based planning framework of the Regional Transportation Plan and the mobility corridor strategy, the East Metro Connections Plan is providing updated policy elements to support project development identified in the plan. These include:

- 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.

The policy map changes are adopted to provide consistency to the functional classification of the four primary north-south arterials that connect I-84 to US 26 in East Multnomah County.

The East Metro Connections Plan is a Metro-led corridor refinement plan that identified transportation improvements in East Multnomah County that support the 10 Goals of the Regional Transportation Plan.

Goal 1: Foster Vibrant Communities and Efficient Urban Form

Land use and transportation decisions are linked to optimize public investments and support active transportation options and jobs, schools, shopping, services, recreational opportunities and housing proximity.

RTP Goal 1 calls for land use and transportation decisions to be linked together to provide for proximity to housing and jobs. Objective 1.1 Compact Urban Form and Design calls for transportation investments to reinforce growth in and multi-modal access to 2040 Target Areas and ensure that develop in the 2040 Target Areas is consistent with and support Transportation investments.

The proposed RTP policy map changes were developed as part of the East Metro Connections Plan, a planning process with the stated goals of Access and mobility, Economic Vitality, and supporting local jurisdiction’s vision for land use and visibility. The East Metro Connections Plan 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. Policy map changes and projects were developed in accordance with “investment packages” that link transportation investments to specific land uses. The proposed policy map changes support local jurisdiction plans in the Springwater District, a regionally significant

employment area. The proposed RTP policy map changes will support a system where transportation investments are linked to a grid network to support access to housing and jobs throughout East Multnomah County. Accordingly, the proposed RTP amendments are consistent with this RTP policy.

Goal 2: Sustain Economic Competitiveness and Prosperity

Multi-modal transportation infrastructure and services support the region’s well-being and a diverse, innovative, sustainable and growing regional and state economy.

RTP Goal 2 calls for infrastructure and services to be developed to support a strong regional and state economy.

The proposed RTP policy map changes were developed as part of the East Metro Connections Plan, a process with stated goals of Access and mobility and Economic Vitality. Updates to the freight network support a “freight grid” in East Multnomah County that support freight reliability by providing for policies to support freight access. Accordingly, the proposed RTP amendments are consistent with this RTP policy.

Goal 3: Expand Transportation Choices

Multi-modal transportation infrastructure and services provide all residents of the region with affordable and equitable options for accessing housing, jobs, services, shopping, educational, cultural and recreational opportunities, and facilitate competitive choices for goods movement for all businesses in the region.

Goal 3 of the RTP calls for the region to provide all residents with affordable and equity options for accessing housing, jobs, services, shopping, and to provide travel choices. The goal calls for the region to support multi-modal freight transportation that facilitate competitive choices for goods movement for businesses.

Investments in the East Metro Connections Plan were evaluated according to seven factors. Factor 1, Access and Mobility, included measures to assess investments based on improvements to transit ridership, pedestrian access and service, bicycle access and service, and freight operational efficiency. The proposed policy changes will support multi-modal freight transportation system through the Freight Network map changes. Accordingly, the proposed RTP amendments are consistent with this RTP policy.

Goal 4: Emphasize Effective and Efficient Management of the Transportation System

Existing and future multi-modal transportation infrastructure and services are well-managed to optimize capacity, improve travel conditions and address air quality goals.

Goal 4 of the RTP calls for improved travel conditions through applying technology solutions to actively manage the transportation system, including traveler information, incident and demand management.

“Managing the System” emerged as one of the investment packages prioritized in the East Metro Connections Plan, and identified technologies such as signal timing and messaging to be applied to the arterials within East Multnomah County. The proposed policy updates provides for consistent designations on the primary north-south arterials in East Multnomah County, and system management strategies have been identified for future investments on these roadways. Accordingly, the proposed RTP amendments are consistent with this RTP policy.

Goal 5: Enhance Safety and Security

Multi-modal transportation infrastructure and services are safe and secure for the public and goods movement.

Goal 5 of the RTP calls for safe and secure movement of people and goods by reducing crashes, serious injury, crime, and vulnerability to terrorism and natural disasters.

Investments in the East Metro Connections Plan were evaluated according to seven factors. Factor 3, Safety and Security, evaluated projects based on reducing intermodal conflict, addressing high crash corridors, and increasing safe travel near schools, commercial areas, and vital services. The proposed changes to the policy elements provides consistent policy designations on the four primary north-south arterials in East Multnomah County. This transportation grid is consistent with the Regional Mobility Corridor concept, and the Regional Arterial and Throughway Network Concept (Figure 2.11) and ensures that future investments benefits and burdens will be distributed across the network and not focus on a single roadway facility. Investments identified will specifically provide improved safety on roadways. Accordingly, the proposed RTP amendments are consistent with this RTP policy.

Goal 6: Promote Environmental Stewardship

Promote responsible stewardship of the region’s natural, community, and cultural resources.

Goal 6 of the RTP calls for responsible stewardship of the regions resources by avoiding or minimizing undesirable impacts on habitat areas, wildlife corridors, open spaces, and to reduce vehicle emissions , energy and land consumption in order to protect the region’s air and water quality.

Investments in the East Metro Connections Plan were evaluated according to seven factors. Factor 4, Natural Environment, included measures to assess whether an investment increases or improves integrity of parklands, natural areas, wetlands; improves storm water drainage and water quality; improves wildlife habitat and fish passage; and protects species identified in the Oregon Conservation Strategy. The proposed policy changes will direct future investments in areas with existing transportation infrastructure, and does not direct investments into areas with sensitive water quality or habitat concerns. Accordingly, the proposed RTP amendments are consistent with this RTP policy.

Goal 7: Enhance Human Health

Multi-modal transportation infrastructure and services provide safe, comfortable and convenient options that support active living and physical activity, and minimize transportation-related pollution that negatively impacts human health.

Goal 7 of the RTP calls for transportation infrastructure and services to provide safe, comfortable, and convenient options that support active living and to minimize pollution impacts that provide negative health effects.

Investments in the East Metro Connections Plan were evaluated according to seven factors. Factor 4, Healthy Communities, included measures to evaluate investments based on network connections to food, walking, biking, and access to transit. Future investments have been identified for existing road facilities, reducing potential future adverse pollution impacts. The proposed changes to the policy elements provide consistent policy designations on the four primary north-south arterials. The proposed amendments do not find a need or recommend a major new freeway within East Multnomah County. Accordingly, the proposed RTP amendments are consistent with this RTP policy.

Goal 8: Ensure Equity

The benefits and adverse impacts of regional transportation planning, programs and investment decisions are equitably distributed among population demographics and geography, considering different parts of the region and census block groups with different incomes, races and ethnicities.

Goal 8 of the RTP calls for benefits and impacts of transportation decisions be equitably distributed among population demographics and geography. The goal includes objectives on environmental justice and ensuring that investments provide a range of options for people with low income, elders, and people with disabilities.

The proposed changes to the policy elements provides consistent policy designations on the four primary north-south arterials in East Multnomah County. This transportation grid is consistent with the Regional Mobility Corridor concept, and the Regional Arterial and Throughway Network Concept (Figure 2.11) and ensures that future investments benefits and burdens will be distributed across the network and not focus on a single roadway facility.

Investments in the East Metro Connections Plan were evaluated according to seven factors. Factor 5, Equity, included objectives and measures that assessed demographics and geography, particularly income, race, and ethnicity by census block groups within the project area. Decision-makers were informed by community engagement, including early outreach to minority groups and people limited English proficiency to identify challenges and opportunities. Accordingly, the proposed RTP amendments are consistent with this RTP policy.

Goal 9: Ensure Fiscal Stewardship

Regional transportation planning and investment decisions ensure the best return on public investments in infrastructure and programs.

Goal 9 of the RTP calls for decision making that provides for the best return on public investment through asset management, using public resources effectively and efficiently, and securing stable and innovative funding.

The policy items for inclusion in the amended RTP provide for consistency to the functional classification of the four primary north-south arterials that connect I-84 to US 26 in East Multnomah County. As such, future investments are directed towards maintaining existing transportation facilities, and maximizing return on public investment through the prioritization of future investments. The proposed amendments do not find a need or recommend a major new freeway within East Multnomah County, and direct limited public investments on projects to provide for the highest return on identified 2040 Target Areas. Accordingly, the proposed RTP amendments are consistent with this RTP policy.

Goal 10: Deliver Accountability

The region's government, business, institutional and community leaders work together in an open and transparent manner so the public has meaningful opportunities for input on transportation decisions and experiences an integrated, comprehensive system of transportation facilities and services that bridge governance, institutional and fiscal barriers.

Goal 10 of the RTP calls for meaningful opportunities for input on decisions affecting transportation facilities and services. The goal calls for opportunities during plan development and review for interested and affected stakeholders, including people who have traditionally been underrepresented, and that representation is equitable among affected jurisdictions and stakeholders.

The policy items for inclusion in the amended RTP were the result of a The East Metro Connections Plan, a two year deliberative process. The Steering Committee charged with providing a recommendation comprised elected officials, business, neighborhood, community, resource and transportation constituencies. Meetings were advertised, open to the public, and included public testimony. Public comment on key decisions were solicited by web comment and public discussion, and provided to the steering committee prior to meetings. As detailed in the Public Process below, the project was developed to provide meaningful opportunities for input from the public, and to provide equitable representation for decision-making. Accordingly, the proposed RTP amendments are consistent with this RTP policy.

Public Process

The East Metro Connections Plan 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.

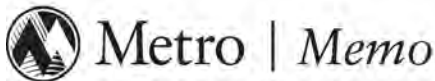
The two year effort analyzed present and future transportation needs and opportunities and is has prioritized solutions/project for updates to the Regional Transportation Plan and project implementation. Decisions were made incrementally over 6 public meetings of a Steering Committee made up of elected officials, business and neighborhood members, and transportation constituencies. Decision-makers were informed by community engagement, including early outreach to minority groups and people limited English proficiency to identify challenges and opportunities. This input, along with other community surveys were provided to the Steering Committee in advance of each decision-making milestone. The final recommendation was endorsed by the city councils of Fairview, Gresham, Troutdale, Wood Village, Multnomah County Commission, JPACT, and Metro Council.

There has been extensive public outreach for this project. The following outlines primary outreach:

- 2011 -2012: 8 visits to Gresham neighborhood associations, 2 visits to the Coalition of Gresham Neighborhoods and one neighborhood information fair
- Summer and Fall 2011: Co-created and administered joint EMCP/Gresham TSP online survey about travel challenges; published summary of responses (December steering committee materials)
- 2010 – 2012: 4 articles in Neighborhood Connections, Gresham’s e-newsletter
- 2010 - 2012: Engagement of experts including school districts, parks and natural environment, freight, and equity
- March, 2012: Project update presentation to Gresham City Council; presentations to Planning Commission and City Council, May – July, 2012
- Spring, 2012: Presentations and discussions with community and business groups including Gresham Area Chamber of Commerce (April 17, 2012), East Metro Economic Alliance (March 8, 2012), Mt Hood Community College (April 11, 2012)
- 2011 – 2012: Joint outreach with Gresham’s Healthy Eating Active Living program, including open houses
- February – March 2012: Presentations to Fairview, Gresham, Troutdale, Wood Village City Councils. Presentation to Gresham and Troutdale Planning Commissions.
- March 2012: EMCP Open House
- 2011 – 2012: Regular updates to East Multnomah County Transportation Committee (EMCTC) by Metro Councilor Shirley Craddick and Metro staff
- 2010 -2012: Regular email updates to interested parties list
- Sept. 2011 and April 2012: Oregonian coverage (Sept 2011 and April 2012)

Overall Conclusion

All relevant regional policies included in the 2035 Regional Transportation Plan have been examined in these findings concerning the proposed RTP policy amendments. Application of the regional goals, as documented above, demonstrates that the proposed changes are also consistent with the Regional Framework Plan.



Date: March 1, 2013
 To: TPAC and Interested Parties
 From: Tom Kloster, Transportation Planning Manager
 Grace Cho, Assistant Transportation Planner
 Subject: Pre-Conformity Plan and Draft 2035 RTP Air Quality Conformity Determination

Introduction

To comply with federal mandates, Metro is required to conduct an air quality impact analysis with each update of Metro’s Regional Transportation Plan (RTP) and development of a new Metropolitan Transportation Improvement Program (MTIP). As part of the conducting the analysis, Metro consults and solicits feedback from our local and regional partners about the analysis. TPAC has been identified as the forum of local and regional partners for consultation and soliciting feedback. Metro staff seeks comments from TPAC regarding the Draft 2035 RTP Air Quality Conformity Determination.

Background

Prior to the scheduled update of Metro’s 2035 Regional Transportation Plan (RTP), several project sponsors requested RTP project amendments due to project delivery schedules and are unable to wait until the next scheduled update. As a result, Metro solicited RTP amendments at the end of 2012 where a total of 13 projects were submitted. In review of the proposed amendments, all but one were deemed regionally significant projects as defined federal transportation conformity rules (40 CFR 93.101). Therefore a new air quality conformity determination must be made on Metro’s 2035 RTP in complying with federal regulations.

In anticipation of conducting a new conformity determination, Metro staff consulted with federal partners (FHWA, FTA, EPA) as well as regional and state partners (DEQ, ODOT, TriMet) to about the approach and methodology to the air quality conformity analysis. The federal, state, and regional partners all came to agreement on the approach and methodology to the analysis. Metro conducted the analysis in February 2013. Metro staff developed and released a draft 2035 RTP Air Quality Conformity Determination on February 22, 2013 for public comment.

Air Quality Analysis and Results

To demonstrate conformity, the projected emissions must be less than or equal to the motor vehicle emissions budget(s) established for each analysis year (OAR 340-252-0190(b)(A)). In addition, the regional emissions analysis must be performed for the last year of the transportation plan's forecast period. The results for each analysis year can be found below.

2035 Regional Transportation Plan (Federal Component) Regional Air Quality Assessment

Year	Carbon Monoxide Motor Vehicle Emission Budgets (Budgets are Maximum Allowed Emissions) (pounds/ winter day)	Forecast Carbon Monoxide Motor Vehicle Emissions (pounds/ winter day)
2010	1,033,578	877,841
2017	1,181,341	708,286
2025	1,181,341	830,714

2035	1,181,341	835,142
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Per the results, the projected emissions is less than the approved motor vehicle emissions budgets for each analysis year. Therefore the 2035 RTP with the proposed amendments conforms to air quality rules. The full report with details of the analysis can be found on Metro's website.

Request

Metro staff requests the feedback of TPAC members on the draft 2035 RTP air quality conformity determination report prior to the end of the public comment period. The public comment period for the 2035 RTP air quality conformity determination is scheduled to close on April 8, 2013.

Next Steps

Metro will summarize and incorporate any public comments on the draft 2035 RTP air quality conformity determination following the close of the public comment period. Metro will return to TPAC in April and ask for recommendation to forward the revised draft of the 2035 RTP air quality conformity determination to JPACT. Once recommended, Metro staff will ask for JPACT and Metro Council approval of the conformity determination at the May meetings.

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF AMENDING THE)	RESOLUTION NO. 13-4420
FINANCIALLY CONSTRAINED 2035)	
REGIONAL TRANSPORTATION PLAN (RTP))	Introduced by Chief Operating Officer Martha
TO CHANGE THE TERMINUS OF THE CITY)	Bennett in concurrence with Council
OF BEAVERTON’S CRESCENT STREET)	President Tom Hughes
MULTIMODAL PROJECT FROM CEDAR)	
HILLS BOULEVARD TO WESTGATE DRIVE)	

WHEREAS, the 2035 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 Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Council must approve the RTP and any subsequent amendments to add or remove projects from the RTP; and

WHEREAS, the Metro Council adopted the RTP and related elements by Ordinance No. 10-1241B on June 10, 2010; and

WHEREAS, the City of Beaverton’s Crescent Street Multimodal project was included in the 2035 financially constrained RTP (project # 10619); and

WHEREAS, the scope of the Crescent Street Multimodal project is to make multimodal improvements from Rose Biggi Avenue to Cedar Hills Boulevard; and

WHEREAS, the City of Beaverton has requested to amend the scope of the Crescent Street Multimodal project to extend the project from Cedar Hills Boulevard to Westgate Drive; and

WHEREAS, an air quality conformity analysis demonstrates that the project will not affect the conformity status of the RTP; now therefore

BE IT RESOLVED that the Metro Council hereby adopts the recommendation of JPACT to:

1. Amend the financially constrained RTP project list as shown in Exhibit A attached and incorporated into this Resolution.
2. Adopt as findings the staff report dated April 10, 2013 and its Attachment 1, which are attached as Exhibit B and incorporated into this Resolution, and which explain how the amendments are consistent with the Regional Transportation Plan.

ADOPTED by the Metro Council this 16th day of May 2013.

Tom Hughes, Council President

Approved as to Form:

Alison Kean Campbell, Metro Attorney

Exhibit A to Resolution No. 13-4420

2035 Regional Transportation Plan Appendix 1.1 project list amendment

Action: Amend the 2035 RTP financially constrained project Crescent Street Multimodal project to end at Westgate Drive.

Metro Project ID	Facility Owner/Operator	Project/Program Name	Project Start Location	Project End Location	Local Functional Class	Description	Estimated Cost	Time Period	Federal FC Project	Primary Mode
10619	Beaverton	Crescent Street Multimodal Extension to Cedar Hills Boulevard	Rose Biggi Avenue	Cedar Hills Boulevard <u>Westgate Drive</u>	Major Arterial	Extend 2 lane Crescent from Cedar Hills to Rose Biggi Avenue.	\$3,500,000	2008-2017	X	Roads/Bridges

Exhibit B to Resolution No. 13-4420

STAFF REPORT

IN CONSIDERATION OF RESOLUTION NO.13-4420, FOR THE PURPOSE OF AMENDING THE FINANCIALLY CONSTRAINED 2035 REGIONAL TRANSPORTATION PLAN (RTP) TO CHANGE THE TERMINUS OF THE CRESCENT STREET MULTIMODAL PROJECT FROM CEDAR HILLS ROAD TO WESTGATE DRIVE

Date: April 10, 2013

Prepared by: Grace Cho & John Mermin

BACKGROUND

The City of Beaverton has requested amendments to the 2035 Regional Transportation Plan (RTP). The Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Council together have the authority to approve amendments to the RTP.

The City of Beaverton has requested to amend project #10619, Crescent St multimodal extension from Rose Biggi Avenue to Cedar Hills Boulevard on the 2035 RTP financially constrained list. The amendment proposes extending the terminus to Westgate Drive, instead of Cedar Hills Boulevard. The new terminus supports redevelopment potential in the Beaverton Regional Center and has been included in the City's application for ODOT Enhance funding through its STIP process.

Consistency with RTP

These amendments are processed pursuant to Section 6.6.2 of the RTP, which provides that project list amendments must include a demonstration of consistency with the RTP. Beaverton staff has provided an analysis explaining why the proposed project amendment is consistent with the solutions hierarchy (Metro Code 3.08.220) of the Regional Transportation Functional Plan, which implements the policies, goals and objectives of the RTP. That analysis is provided in the memorandum included as Attachment 1, which staff concludes is sufficient to demonstrate that the project list amendment is consistent with the RTP as required under Section 6.6.2 of the RTP.

Air Quality Conformity

An air quality conformity analysis was completed on the proposed amendments. The results indicate that adding the projects to the 2035 financially constrained RTP will not exceed the permitted emissions "budget" and therefore conforms to air quality regulations. A copy of the air quality conformity report findings are included in Attachment 2.

Public Comments

Metro's Public Involvement Policy for Transportation Planning requires a 30-day public comment period for all major amendments to an RTP or MTIP. Major amendments are defined as those that "involve additions or deletions of projects or a significant change in scope of the project location or function." Staff determined that the amendment requested by the City of Beaverton meet the definition of major amendments.

Metro conducted a 30-day public comment period on the requested amendments from February 22, 2013 to April 8, 2013. The comment period was advertized with a legal notice in The Oregonian on February 21, 2013 and to several other community news papers. The advertisements directed the public to a web page that provided detailed information on the requested amendments. For environmental justice outreach purposes, translation of the proposed RTP amendments was conducted to provide information to limited English proficiency populations. The translated materials was tailored to the languages spoken in the areas the projects are located. Two comments were received relating to the Crescent St project. The comment in opposition felt that central Beaverton had already received enough transportation investment.

Exhibit B to Resolution No. 13-4420

ANALYSIS/INFORMATION

1. **Known Opposition** None known at this time.
2. **Legal Antecedents** Metro Council Ordinance No. 10-1241B For the Purpose of Amending the 2035 Regional Transportation Plan (Federal Component) and the 2004 Regional Transportation Plan to Comply with Federal and State Law; to add the Regional Transportation System Management and Operations Action Plan, the Regional Freight Plan and the High Capacity Transit System Plan; to Amend the Regional Transportation Functional Plan and Add it to the Metro Code; to Amend the Regional Framework Plan; and to Amend the Urban Growth Management Functional Plan, adopted by the Metro Council June 10, 2010.

Metro Council Resolution No.10-4186 For the Purpose of Approving the 2010-13 Metropolitan Transportation Improvement Program for the Portland Metropolitan Area adopted by the Metro Council September 16, 2010

3. **Anticipated Effects** None

4. **Budget Impacts** None

RECOMMENDED ACTION

Metro staff recommends the approval of Resolution No. 13-4420

MEMORANDUM

Community & Economic Development

To: John Mermin, Metro
Brenda Perez, FHWA

From: Luke Pelz, Associate Transportation Planner

Date: 2/26/13

Subject: Regional Transportation Functional Plan Solutions Hierarchy
RTP Amendment: Crescent Street Extension Realignment

The City of Beaverton has requested a minor amendment to the RTP in order to realign the end location of the Crescent Street Extension from Cedar Hills Boulevard to SW Westgate Drive. You have asked that we provide supplemental documentation that addresses the Regional Transportation Functional Plan Solutions Hierarchy. This memo serves as our response to your request.

Response to Transportation Solutions Hierarchy

Metro Code Chapter 3.08 Regional Transportation Functional Plan, Section 3.08.220 Transportation Solutions

A. Each city and county shall consider the following strategies, in the order listed, to meet the transportation needs determined pursuant to section 3.08.210 and performance targets and standards pursuant to section 3.08.230. The city or county shall explain its choice of one or more of the strategies and why other strategies were not chosen:

1. TSMO strategies, including localized TDM, safety, operational and access management improvements;

Response: The existing alignment of the Crescent Street Extension ends at Cedar Hills Boulevard near TriMet's MAX Blue Line, while the proposed realignment ends at SW Westgate Drive. The realignment improves safety by removing any potential conflicts with vehicle turn movements and the MAX Blue Line, and by using a local street design to reduce traffic speeds (Crescent Street is classified as a collector). Furthermore, the realignment reduces the number of access points along Cedar Hills Boulevard (classified as an arterial), which provides for improved traffic operation.

2. Transit, bicycle and pedestrian system improvements;

Response: The proposed realignment is located adjacent to the Round Transit Oriented Development within the Beaverton Regional Center. The realignment will improve mobility for people traveling between the Beaverton Central MAX Station and employment and shopping areas. Furthermore, the proposed street design includes pedestrian walkways and adequate right of way to accommodate bicycles in the shared travel lane.

3. Traffic-calming designs and devices;

Response: In order to reduce traffic speeds the proposed street design includes two twelve foot wide travel lanes; curb extensions located at the intersections of Crescent Street and Rose Biggi Avenue, and Crescent Street and Westgate Drive; an approximate ninety degree turn; and on-street parking in a few locations.

4. Land use strategies in OAR 660-012-0035(2) to help achieve the thresholds and standards in Tables 3.08-1 and 3.08-2 or alternative thresholds and standards established pursuant to section 3.08.230;

Response: The proposed realignment allows the undeveloped site located south of the project to achieve complete high-density development build out. The Crescent Street Extension realignment is located within the RC-TO (Regional Center – Transit Oriented) zone, which has a minimum required floor-to-area ratio of 0.60. To help achieve the non-drive alone modal target of 45-55% as shown in Table 3.08-1 of the Metro Code, the City of Beaverton has adopted parking minimum and maximum ratios for the RC-TO zone consistent with subsection 3.08.410A, which are included in Section 60.30 of the Beaverton Development Code.

5. Connectivity improvements to provide parallel arterials, collectors or local streets that include pedestrian and bicycle facilities, consistent with the connectivity standards in section 3.08.110 and design classifications in Table 2.6 of the RTP, in order to provide alternative routes and encourage walking, biking and access to transit; and

Response: The proposed realignment is located adjacent to the Round Transit Oriented Development within the Beaverton Regional Center. The realignment will improve mobility for people traveling between the Beaverton Central MAX Station and employment and shopping areas. Additionally, the proposed street design includes pedestrian walkways and adequate right of way to accommodate bicycles in the shared travel lane.

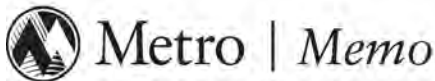
6. Motor vehicle capacity improvements, consistent with the RTP Arterial and Throughway Design and Network Concepts in Table 2.6 and section 2.5.2 of the RTP, only upon a demonstration that other strategies in this subsection are not appropriate or cannot adequately address identified transportation needs.

Response: The proposed Crescent Street Extension realignment does not change the existing classification of the street or add capacity to the transportation system.

Public Process

The Crescent Street Extension project is included in the City of Beaverton's Transportation System Plan, the Metro Regional Transportation Plan Financially Constrained Project List (Project#:10619), and the City of Beaverton's Capital Improvements Plan (Project#: 5080). The most recent update to the Beaverton TSP was adopted by ordinance in 2009, and included opportunities for written and oral testimony during public hearings.

The City of Beaverton is requesting a minor realignment to the end location of the Crescent Street Extension from Cedar Hills Boulevard (as shown in the TSP and RTP) to SW Westgate Drive. The local adoption process has been formally initiated for Planning Commission and City Council review however, as of the date of this memo the minor realignment has yet to be adopted within Beaverton's TSP.



Date: March 1, 2013
 To: TPAC and Interested Parties
 From: Tom Kloster, Transportation Planning Manager
 Grace Cho, Assistant Transportation Planner
 Subject: Pre-Conformity Plan and Draft 2035 RTP Air Quality Conformity Determination

Introduction

To comply with federal mandates, Metro is required to conduct an air quality impact analysis with each update of Metro’s Regional Transportation Plan (RTP) and development of a new Metropolitan Transportation Improvement Program (MTIP). As part of the conducting the analysis, Metro consults and solicits feedback from our local and regional partners about the analysis. TPAC has been identified as the forum of local and regional partners for consultation and soliciting feedback. Metro staff seeks comments from TPAC regarding the Draft 2035 RTP Air Quality Conformity Determination.

Background

Prior to the scheduled update of Metro’s 2035 Regional Transportation Plan (RTP), several project sponsors requested RTP project amendments due to project delivery schedules and are unable to wait until the next scheduled update. As a result, Metro solicited RTP amendments at the end of 2012 where a total of 13 projects were submitted. In review of the proposed amendments, all but one were deemed regionally significant projects as defined federal transportation conformity rules (40 CFR 93.101). Therefore a new air quality conformity determination must be made on Metro’s 2035 RTP in complying with federal regulations.

In anticipation of conducting a new conformity determination, Metro staff consulted with federal partners (FHWA, FTA, EPA) as well as regional and state partners (DEQ, ODOT, TriMet) to about the approach and methodology to the air quality conformity analysis. The federal, state, and regional partners all came to agreement on the approach and methodology to the analysis. Metro conducted the analysis in February 2013. Metro staff developed and released a draft 2035 RTP Air Quality Conformity Determination on February 22, 2013 for public comment.

Air Quality Analysis and Results

To demonstrate conformity, the projected emissions must be less than or equal to the motor vehicle emissions budget(s) established for each analysis year (OAR 340-252-0190(b)(A)). In addition, the regional emissions analysis must be performed for the last year of the transportation plan's forecast period. The results for each analysis year can be found below.

2035 Regional Transportation Plan (Federal Component) Regional Air Quality Assessment

Year	Carbon Monoxide Motor Vehicle Emission Budgets (Budgets are Maximum Allowed Emissions) (pounds/ winter day)	Forecast Carbon Monoxide Motor Vehicle Emissions (pounds/ winter day)
2010	1,033,578	877,841
2017	1,181,341	708,286
2025	1,181,341	830,714

2035	1,181,341	835,142
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Per the results, the projected emissions is less than the approved motor vehicle emissions budgets for each analysis year. Therefore the 2035 RTP with the proposed amendments conforms to air quality rules. The full report with details of the analysis can be found on Metro's website.

Request

Metro staff requests the feedback of TPAC members on the draft 2035 RTP air quality conformity determination report prior to the end of the public comment period. The public comment period for the 2035 RTP air quality conformity determination is scheduled to close on April 8, 2013.

Next Steps

Metro will summarize and incorporate any public comments on the draft 2035 RTP air quality conformity determination following the close of the public comment period. Metro will return to TPAC in April and ask for recommendation to forward the revised draft of the 2035 RTP air quality conformity determination to JPACT. Once recommended, Metro staff will ask for JPACT and Metro Council approval of the conformity determination at the May meetings.

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF AMENDING THE) RESOLUTION NO. 13-4421
FINANCIALLY CONSTRAINED 2035)
REGIONAL TRANSPORTATION PLAN (RTP)) Introduced by Chief Operating Officer Martha
AND THE 2012-15 METROPOLITAN) Bennett in concurrence with Council
TRANSPORTATION IMPROVEMENT) President Tom Hughes
PROGRAM (MTIP) TO ADD THE N. WILLIAMS)
TRAFFIC OPERATIONS SAFETY PROJECT)
)

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

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

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

WHEREAS, JPACT and the Metro Council must approve the MTIP and any subsequent amendments to add or remove projects to the MTIP per federal regulation 23 CFR 450.324; and

WHEREAS, the Metro Council adopted the RTP and related elements by Ordinance No. 10-1241B on June 10, 2010; and

WHEREAS, the Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Council approved by Resolution the 2012-15 MTIP on March 15, 2012; and

WHEREAS, the City of Portland N. Williams Traffic Safety Operations project was not included in the RTP financially constrained project list or 2012-2015 MTIP; and

WHEREAS, the City of Portland was recently awarded an Oregon State Department of Transportation (ODOT) Transportation Enhancement grant for the N. Williams Traffic Safety Operations project; and

WHEREAS, the City of Portland requests that the RTP and 2012-15 MTIP be amended to include the N. Williams Traffic Operations Safety project; and

WHEREAS, an air quality conformity analysis demonstrates that the project will not affect the conformity status of the 2035 RTP and the 2012-15 MTIP; now therefore

BE IT RESOLVED that the Metro Council hereby adopts the recommendation of JPACT to:

1. Amend the financially constrained RTP project list to include the N. Williams Traffic Safety Operations project as shown in Exhibit A, attached and incorporated into this Resolution.
2. Amend the 2012-15 MTIP to include the N. Williams Traffic Safety Operations project as shown in Exhibit B, attached and incorporated into this Resolution.

3. Adopt as findings the staff report dated April 10, 2013 and its Attachment 1, which are attached as Exhibit C and incorporated into this Resolution, and which explain how the amendments are consistent with the Regional Transportation Plan.

ADOPTED by the Metro Council this 16th day of May 2013.

Tom Hughes, Council President

Approved as to Form:

Alison Kean Campbell, Metro Attorney

Exhibit A to Resolution No. 13-4421

2035 Regional Transportation Plan Appendix 1.1 project list amendment

Action: Amend the 2035 RTP financially constrained project list to add the N. Williams Traffic Safety Operations project.

New RTP Project

Metro Project ID	Facility Owner/Operator	Project/Program Name	Project Start Location	Project End Location	Local Functional Class	Description	Estimated Cost	Time Period	Federal FC Project	Primary Mode
11372	Portland	N. Williams Traffic Safety Operations	N. Winning Way	N. Killingsworth Street	Collector	Enhanced crossings, buffered bike lanes, traffic calming, new traffic signal, and modifications at existing signals.	\$1,640,000	2008-2017	X	Roads/Bridges

Exhibit B to Resolution No. 13-4421

2012-2015 Metropolitan Transportation Improvement Program Table 3.1.1 amendment

Action: Amend the 2012-2015 Metropolitan Transportation Improvement Program to add the N. Williams Traffic Safety Operations project.

Amended Programming

Project/Program Name	ODOT Key #	Lead Agency	Estimated Total Project Cost (all phases, all years)	Project Phase	Fund Type	Program Year	Federal Funding	Minimum Local Match	Other Funds	Total Funding
N. Williams Traffic Safety Operations		Portland	\$1,503,000	PE	State Bike/Ped	2013			\$450,000	\$450,000
				Construction	State Bike/Ped	2014		\$157,000	\$896,000	\$1,053,000

Exhibit C to Resolution No. 13-4421

STAFF REPORT

IN CONSIDERATION OF RESOLUTION NO.13-4421, FOR THE PURPOSE OF AMENDING THE FINANCIALLY CONSTRAINED 2035 REGIONAL TRANSPORTATION PLAN (RTP) AND THE 2012-2015 METROPOLITAN IMPROVEMENT PROGRAM (MTIP) TO ADD THE N. WILLIAMS TRAFFIC SAFETY OPERATIONS PROJECT

Date: April 10, 2013

Prepared by: Grace Cho & John Mermin

BACKGROUND

The City of Portland has requested an amendment to the 2035 Regional Transportation Plan (RTP). The Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Council together have the authority to approve amendments to the RTP.

The City of Portland has requested an amendment for the N. Williams Traffic Safety operations project, (N Winning Way to N Killingsworth Street): 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. The 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 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.

Because this project has been award funding through the ODOT Transportation Enhancement program process, the project will be incorporated into the 2012-2015 MTIP. However, the project is currently not included in the 2035 RTP and it needs to be added to the 2035 financially constrained RTP for federal funding eligibility.

Consistency with RTP

These amendments are processed pursuant to Section 6.6.2 of the RTP, which provides that project list amendments must include a demonstration of consistency with the RTP. Portland staff has provided an analysis explaining why the proposed project amendment is consistent with the solutions hierarchy (Metro Code 3.08.220) of the Regional Transportation Functional Plan, which implements the policies, goals and objectives of the RTP. That analysis is provided in the memorandum included as Attachment 1, which staff concludes is sufficient to demonstrate that the project list amendment is consistent with the RTP as required under Section 6.6.2 of the RTP.

Air Quality Conformity

An air quality conformity analysis was completed on the proposed amendments. The results indicate that adding the projects to the 2035 financially constrained RTP will not exceed the permitted emissions "budget" and therefore conforms air quality regulations. A copy of the air quality conformity report findings are included in Attachment 2.

Public Comments

Metro's Public Involvement Policy for Transportation Planning requires a 30-day public comment period for all major amendments to an RTP or MTIP. Major amendments are defined as those that "involve additions or deletions of projects or a significant change in scope of the project location or function."

Exhibit C to Resolution No. 13-4421

Staff determined that the amendment requested by the City of Portland meet the definition of major amendments.

Metro conducted a 30-day public comment period on the requested amendments from February 22, 2013 to April 8, 2013. The comment period was advertized with a legal notice in The Oregonian on February 21, 2013 and to several other community news papers. The advertisement directed the public to a web page that provided detailed information on the requested amendments. For environmental justice outreach purposes, translation of the proposed RTP amendments was conducted to provide information to limited English proficiency populations. The translated materials was tailored to the languages spoken in the areas the projects are located. Four comments were received relating to the N.Williams project – one in support and three in opposition. Of the three opposed, one commenter disagreed with a design decision (left-side bike lane), one preferred that spending occur in outer SE Portland rather than in inner N.Portland, and one did not provide a reason.

ANALYSIS/INFORMATION

1. **Known Opposition** None known at this time.
2. **Legal Antecedents** Metro Council Ordinance No. 10-1241B For the Purpose of Amending the 2035 Regional Transportation Plan (Federal Component) and the 2004 Regional Transportation Plan to Comply with Federal and State Law; to add the Regional Transportation System Management and Operations Action Plan, the Regional Freight Plan and the High Capacity Transit System Plan; to Amend the Regional Transportation Functional Plan and Add it to the Metro Code; to Amend the Regional Framework Plan; and to Amend the Urban Growth Management Functional Plan, adopted by the Metro Council June 10, 2010.

Metro Council Resolution No.10-4186 For the Purpose of Approving the 2010-13 Metropolitan Transportation Improvement Program for the Portland Metropolitan Area adopted by the Metro Council September 16, 2010

3. **Anticipated Effects** None
4. **Budget Impacts** None

RECOMMENDED ACTION

Metro staff recommends the approval of Resolution No. 13-4421.



Charlie
Hales
Mayor

John
Widmer
Interim
Director

Memorandum

March 1, 2013

TO: John Mermin, Metro

FROM: April Bertelsen, City of Portland Bureau of Transportation

SUBJECT: Proposed RTP Amendment Additional Information for **N Williams Traffic Safety and Operations Project**

The purpose of this memorandum is to demonstrate that the City of Portland Bureau of Transportation has met the Regional Transportation Functional Plan Solutions hierarchy (3.08.220) requirements for our requested RTP amendment to add the *N Williams Traffic Safety and Operations Project* to the 2035 RTP Financially Constrained Project List.

Public Process

The *N Williams Traffic Safety and Operations Project* was the outcome of an extensive public outreach planning process led by the Portland Bureau of Transportation (PBOT). This project planning process lasted a year and a half and included a 26 member stakeholder advisory committee with a broad, diverse representation of community stakeholders. This committee met 17 times to help develop the final recommendations. In addition, two formal public open houses were hosted by PBOT, along with several other meetings in the community.

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 public involvement process for this plan was extended in duration and expanded in scope given the related issues associated with race and gentrification, and a poor history of community involvement through prior large scale projects that has had significant impacts on the neighborhood (I-5 freeway, Emanuel Hospital). The project received extensive media coverage and generated a much broader community wide discussion about neighborhood change and public involvement.

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FAX 503-823-7576 • TTY 503-823-6868 • www.portlandoregon.gov/transportation

The *N Williams Traffic Safety and Operations Project* was developed based on the *N Williams Traffic Safety and Operations Plan* to respond to the above issues and concerns raised during the public involvement process. Because of the issues raised during the plan development phase required an in-depth discussion with the community, and the resulting process and recommendations have helped forge a new, stronger relationship with the local community, PBOT feels it is very important that we demonstrate that we have listened, learned and are willing to change the negative history by completing construction of the project as soon as possible. Therefore, PBOT submitted this project for a grant from the State Transportation Enhancement (TE) – OBPAC combined grant program. These grant funds are available as soon as July 2013. Given the priority of this project, the RTP amendment is requested so that construction can proceed as soon as possible.

The following sections explain the considerations and outcomes for each step in the Regional Transportation Functional Plan Solutions hierarchy (3.08.220).

1. TSMO strategies, including TDM, safety, operational and access management improvements.

North Williams Ave is a major multi-modal link and rapidly developing retail and residential corridor in North Portland. The corridor is asked to satisfy many demands and different travel modes and its current configuration is not safely or efficiently meeting all of the demands. N Williams is a one-way, north-bound couplet with N Vancouver Ave and the project includes a two-mile section of the corridor.

Foremost, safety is a key concern for all modes, particularly pedestrian crossings, bicycle-bus conflicts, and auto traffic speeds. The influx of new retail and residential development is bringing more pedestrians and bicyclists to the corridor; however 31-52% of vehicles are exceeding the speed limit. Enhanced crossings and slower traffic speeds are vital to protect the increasing number of pedestrians crossing N Williams Ave and cyclists traveling the corridor.

In addition, N Williams Ave has one of the highest bicycle volumes in the City and capacity is a key concern for bicycle traffic. The current bike lane includes substandard widths in certain sections and the increasing number of bicyclists and buses using the right side of the street has created stressful and unsafe conditions. The high crash intersection at N Cook St. and N Williams Ave., where freeway off-ramp traffic connects to local streets, is creating safety issues for all modes.

This project will increase safety for all users, increase multi-modal capacity, spur greater economic development, and create a corridor that meets all transportation demands more efficiently. This project includes several multi-modal safety and operational improvements.

The main emphasis of the project is to:

- 1) improve capacity and safety for bicycling,
- 2) improve pedestrian crossing safety, and
- 3) provide traffic calming.

The project accomplishes this through 5 main elements:

- a) road diet, through the elimination of one travel lane to provide additional capacity and buffering for the bicycle lane, as well as traffic calming
- b) shifting the bicycle facility to the left side of the roadway to eliminate bus/bike conflicts,
- c) curb extensions at various locations to improve pedestrian crossing safety,
- d) a new traffic signal at N Cook St to address safety issues related to traffic coming off the Fremont Bridge at this intersection.; and
- e) signal timing and transit signal priority that will improve multimodal performance.

This project will increase motor vehicle capacity by adding pedestrian push buttons at select locations on the corridor to reduce unnecessary delays for all travelers on the corridor. There was extensive Synchro traffic modeling done for the entire corridor. We have also spent time retiming the traffic signals and would continue that work as a part of this effort, to manage speeds on the corridor and preserve person movement capacity and performance. The project will provide increased person movement capacity by enhancing transit, pedestrian and bicycle travel.

The N Williams Traffic Safety and Operations project meets AASHTO standards in all elements. The traffic signal in the plan is warranted under the Manual on Uniform Traffic Control Devices for the traffic volumes and crashes experienced at N Cook St. and N Williams Ave.

2. Transit, bicycle and pedestrian system improvements.

See response above for relevant transit, bicycle and pedestrian system improvements.

The main design elements on N Williams Ave include a left-side buffered bicycle facility, 11 curb extensions at eight different locations, a traffic signal at N Williams and N Cook St, and a public art component that honors N Williams Avenue's importance in local African-American history. Other construction elements of the project include left turn boxes for bicycles at 3 locations and a traffic signal queue jump for transit vehicles at one location. Between N Cook St. and N Skidmore St., the project includes four additional traffic calming elements as part of the bicycle facility.

The project efficiently and inexpensively addresses safety, capacity, and livability concerns. The project is specifically designed to provide needed additional bicycle capacity by significantly increasing the width of the bicycle facility on N Williams Ave, as well as, developing a lower speed, more family-friendly parallel bikeway on NE Rodney. The additional space enhances safety by buffering cyclists from on-street parking doors and adjacent traffic, while the left-hand bicycle facility eliminates the vast majority of bicycle-bus conflicts.

The neighborhood greenway improvements to adjacent NE Rodney Ave will include “sharrow” pavement markings, speed bumps, bikeway destination signage and crossing improvements at up to seven locations. The NE Rodney element of the project will have an additional planning phase to refine the design of the crossing improvements.

The project transforms a inadequate facility into a true multi-modal corridor. N Williams has seen a dramatic increase in the number of cyclists over the past ten years. N Williams is one of the highest volume bikeways in the city, but the street’s five- to six-foot bike lanes overflow with 4,000 daily bike trips. Three transit lines use the project corridor, including one of the highest bus ridership lines in the system. Removing the bicycle-bus conflict zone will enhance transit riders’ experience both while riding and while boarding and exiting the bus.

The rapid retail and residential development along N Williams has brought more and more pedestrians to N Williams sidewalks and crossings. Curb extensions will enhance the walking environment and provide critical safety improvements for people crossing the street.

The project also removes one auto travel lane, which provides benefits to all modes through increased space for bikes and pedestrians, and traffic calming. By bringing the travel and parking lanes up to American Association of State and Highway Transportation Officials (AASHTO) standards, motorists will experience a more predictable, comfortable, and safer streetscape without negative congestion impacts.

The plan also meets National Association of City Transportation Officials (NACTO) Urban Bikeway Design guidelines for the bicycle facilities on N Williams Ave. and NE Rodney St.

3. Traffic - calming designs and devices.

This project includes traffic calming design and devices focused on improving safety. It includes 11 curb extensions at eight different locations. By selectively removing a travel lane where motor vehicle volumes allow, the available space provides for the buffered bicycle lane. The project also achieves its traffic calming objective of slowing traffic speeds and improving pedestrian crossing safety through modifying traffic signal timing and making the intersections more responsive to users along the corridor. The new traffic signal will help mitigate a high crash intersection in the corridor.

4. Land use strategies in OAR 660 - 012 - 0035(2) to help achieve the thresholds and standards in Tables 3.08 - 1 and 3.08 - 2 or alternative thresholds and standards established pursuant to section 3.08.230.

This project does not include any land use strategies. Instead, the project is intended to support and enhance the existing land use policies and implementation strategies currently in place. By creating a more neighborhood oriented, walking, transit and bicycle street, the project supports the business district’s on-going revitalization efforts.

5. Connectivity improvements to provide parallel arterials, collectors or local streets that include pedestrian and bicycle facilities, consistent with the connectivity standards in section 3.08.110 and design

classification in Table 2.6 of the RTP, in order to provide alternative routes and encourage walking, biking and access to transit.

The project is specifically designed to provide needed additional bicycle capacity by significantly increasing the width of the bicycle facility on N Williams, as well as, developing a lower speed, more family-friendly parallel bikeway on NE Rodney.

The neighborhood greenway improvements to adjacent NE Rodney Ave will include “sharrow” pavement markings, speed bumps, bikeway destination signage and crossing improvements at up to seven locations. The NE Rodney element of the project will have an additional planning phase to refine the design of the crossing improvements.

Curb extensions will enhance the walking environment and provide critical safety improvements for people crossing the street and accessing transit along N Williams.

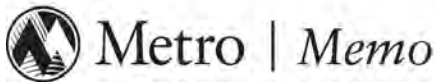
6. Motor vehicle capacity improvements, consistent with the RTP Arterial and Throughway Design and Network Concepts in Table 2.6 and section 2.5.2 of the RTP, only upon a demonstration that other strategies in this subsection are not appropriate or cannot adequately address identified transportation needs.

This project will selectively remove a travel lane where motor vehicle volumes allow. The available space provides for the buffered bicycle lane. N Williams will continue to operate above acceptable level of service with the completion of this project. It will accommodate forecasted traffic volumes. There was extensive Synchro traffic modeling done for the entire corridor. This project will increase motor vehicle capacity by adding pedestrian push buttons at select locations on the corridor to reduce unnecessary delays for all travelers on the corridor. We have also spent time retiming the traffic signals and would continue that work as a part of this effort, to manage speeds on the corridor and preserve person movement capacity and performance. The project will provide increased person movement capacity by enhancing transit, pedestrian and bicycle travel.

The *N Williams Traffic Safety and Operations Project* will enable N Williams to better meet all of these modal designations consistent with local and regional policy.

In the Portland Transportation System Plan (TSP), N Williams is designated at Neighborhood Collector for traffic, a Transit Access Street, a City walkway and is located within a Pedestrian District south of N Fremont. While currently designated a City Bikeway in the TSP, N Williams Ave is identified as a 'Major City Bikeway' in the City's Bicycle Plan for 2030.

N Williams is designated a Regional Bikeway in the Regional Transportation System Plan (RTP). N Williams is not designated on the RTP Arterial and Throughway Network map, Regional Design Classification map, Regional Freight Network map or Regional Pedestrian Network map.



Date: March 1, 2013
 To: TPAC and Interested Parties
 From: Tom Kloster, Transportation Planning Manager
 Grace Cho, Assistant Transportation Planner
 Subject: Pre-Conformity Plan and Draft 2035 RTP Air Quality Conformity Determination

Introduction

To comply with federal mandates, Metro is required to conduct an air quality impact analysis with each update of Metro’s Regional Transportation Plan (RTP) and development of a new Metropolitan Transportation Improvement Program (MTIP). As part of the conducting the analysis, Metro consults and solicits feedback from our local and regional partners about the analysis. TPAC has been identified as the forum of local and regional partners for consultation and soliciting feedback. Metro staff seeks comments from TPAC regarding the Draft 2035 RTP Air Quality Conformity Determination.

Background

Prior to the scheduled update of Metro’s 2035 Regional Transportation Plan (RTP), several project sponsors requested RTP project amendments due to project delivery schedules and are unable to wait until the next scheduled update. As a result, Metro solicited RTP amendments at the end of 2012 where a total of 13 projects were submitted. In review of the proposed amendments, all but one were deemed regionally significant projects as defined federal transportation conformity rules (40 CFR 93.101). Therefore a new air quality conformity determination must be made on Metro’s 2035 RTP in complying with federal regulations.

In anticipation of conducting a new conformity determination, Metro staff consulted with federal partners (FHWA, FTA, EPA) as well as regional and state partners (DEQ, ODOT, TriMet) to about the approach and methodology to the air quality conformity analysis. The federal, state, and regional partners all came to agreement on the approach and methodology to the analysis. Metro conducted the analysis in February 2013. Metro staff developed and released a draft 2035 RTP Air Quality Conformity Determination on February 22, 2013 for public comment.

Air Quality Analysis and Results

To demonstrate conformity, the projected emissions must be less than or equal to the motor vehicle emissions budget(s) established for each analysis year (OAR 340-252-0190(b)(A)). In addition, the regional emissions analysis must be performed for the last year of the transportation plan's forecast period. The results for each analysis year can be found below.

2035 Regional Transportation Plan (Federal Component) Regional Air Quality Assessment

Year	Carbon Monoxide Motor Vehicle Emission Budgets (Budgets are Maximum Allowed Emissions) (pounds/ winter day)	Forecast Carbon Monoxide Motor Vehicle Emissions (pounds/ winter day)
2010	1,033,578	877,841
2017	1,181,341	708,286
2025	1,181,341	830,714

2035	1,181,341	835,142
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Per the results, the projected emissions is less than the approved motor vehicle emissions budgets for each analysis year. Therefore the 2035 RTP with the proposed amendments conforms to air quality rules. The full report with details of the analysis can be found on Metro's website.

Request

Metro staff requests the feedback of TPAC members on the draft 2035 RTP air quality conformity determination report prior to the end of the public comment period. The public comment period for the 2035 RTP air quality conformity determination is scheduled to close on April 8, 2013.

Next Steps

Metro will summarize and incorporate any public comments on the draft 2035 RTP air quality conformity determination following the close of the public comment period. Metro will return to TPAC in April and ask for recommendation to forward the revised draft of the 2035 RTP air quality conformity determination to JPACT. Once recommended, Metro staff will ask for JPACT and Metro Council approval of the conformity determination at the May meetings.

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF AMENDING THE)	RESOLUTION NO. 13-4422
FINANCIALLY CONSTRAINED 2035)	
REGIONAL TRANSPORTATION PLAN (RTP))	Introduced by Chief Operating Officer Martha
TO ADD PROJECTS THAT EXTEND AN)	Bennett in concurrence with Council
EXISTING AUXILLARY LANE ON)	President Tom Hughes
INTERSTATE 205 SOUTHBOUND AT)	
INTERSTATE 84, EXTEND AN EXSTING)	
ACCELERATION LANE ON INTERSTATE 205)	
NORTHBOUND AT POWELL, AND EXTEND)	
AN EXISTING AUXILLARY LANE ON)	
INTERSTATE 5 SOUTHBOUND AT LOWER)	
BOONES FERRY)	

WHEREAS, the 2035 Regional Transportation Plan (RTP) is a central tool for implementing the Region 2040 Growth Concept, and constitutes a policy component of the Metro Regional Framework Plan; and

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

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

WHEREAS, JPACT and the Metro Council must approve the MTIP and any subsequent amendments to add or remove projects to the MTIP per federal regulation 23 CFR 450.324; and

WHEREAS, the Metro Council adopted the RTP and related elements by Ordinance No. 10-1241B on June 10, 2010; and

WHEREAS, initial recommendations from the ODOT Corridor Bottleneck Operations Study recommends to extend the auxiliary lane on Interstate 205 southbound from Interstate 84 and on Interstate 5 from Lower Boones Ferry road which were not included in the RTP financially constrained project list; and

WHEREAS, initial recommendation from the ODOT Corridor Bottleneck Operations Study recommends to extend an acceleration lane on Interstate 205 northbound from Powell which was not included in the RTP financially constrained project list; and

WHEREAS, the Oregon Department of Transportation requests that the RTP be amended to include the three new projects; and

WHEREAS, an air quality conformity analysis demonstrates that the project will not affect the conformity status of the RTP; now therefore

BE IT RESOLVED that the Metro Council hereby adopts the recommendation of JPACT to:

1. Amend the financially constrained RTP project list to include the three auxiliary and acceleration lane extension projects as shown in Exhibit A, attached and incorporated into this Resolution.

2. Adopt as findings the staff report dated April 10, 2013 and its Attachment 1, which are attached as Exhibit B and incorporated into this Resolution, and which explain how the amendments are consistent with the Regional Transportation Plan.

ADOPTED by the Metro Council this 16TH day of May 2013.

Tom Hughes, Council President

Approved as to Form:

Alison Kean Campbell, Metro Attorney

Exhibit A to Resolution No. 13-4422

2035 Regional Transportation Plan Appendix 1.1 project list amendment

Action: Amend the 2035 RTP financially constrained project list to add the Interstate 205 Southbound Auxiliary Lane project.

New RTP Project

Metro Project ID	Facility Owner/Operator	Project/Program Name	Project Start Location	Project End Location	Local Functional Class	Description	Estimated Cost	Time Period	Federal FC Project	Primary Mode
11369	ODOT	Interstate 205 Southbound Auxiliary Lane	Interstate 84 Eastbound Entrance Ramp	Stark/Washington Street	Principal Arterial	Extend existing auxiliary lane.	\$8,500,000	2008-2017	X	Roads/Bridges

Exhibit A to Resolution No. 13-4422

2035 Regional Transportation Plan Appendix 1.1 project list amendment

Action: Amend the 2035 RTP financially constrained project list to add the Interstate 205 Northbound Acceleration Lane project.

New RTP Project

Metro Project ID	Facility Owner/Operator	Project/Program Name	Project Start Location	Project End Location	Local Functional Class	Description	Estimated Cost	Time Period	Federal FC Project	Primary Mode
11370	ODOT	Interstate 205 Northbound Acceleration Lane	Powell Entrance Ramp	Stark/Washington Street	Principal Arterial	Extend existing acceleration lane.	\$7,500,000	2008-2017	X	Roads/Bridges

Exhibit A to Resolution No. 13-4422

2035 Regional Transportation Plan Appendix 1.1 project list amendment

Action: Amend the 2035 RTP financially constrained project list to add the Interstate 5 Lower Boones Ferry Auxiliary Lane project.

New RTP Project

Metro Project ID	Facility Owner/Operator	Project/Program Name	Project Start Location	Project End Location	Local Functional Class	Description	Estimated Cost	Time Period	Federal FC Project	Primary Mode
11371	ODOT	Interstate 5 Lower Boones Ferry Auxiliary Lane	Lower Boones Ferry Exit Ramp	Lower Boones Ferry Entrance Ramp	Principal Arterial	Extend existing auxiliary lane.	\$8,500,000	2008-2017	X	Roads/Bridges

Exhibit B to Resolution No. 13-4422

STAFF REPORT

IN CONSIDERATION OF RESOLUTION NO.13-4422, FOR THE PURPOSE OF AMENDING THE FINANCIALLY CONSTRAINED 2035 REGIONAL TRANSPORTATION PLAN (RTP) TO ADD PROJECTS THAT EXTEND AN EXISTING AUXILLARY LANE ON INTERSTATE 205 SOUTHBOUND AT INTERSTATE 84, EXTEND AN EXSTING ACCELERATION LANE ON INTERSTATE 205 NORTHBOUND AT POWELL, AND EXTEND AN EXISTING AUXILLARY LANE ON INTERSTATE 5 SOUTHBOUND AT LOWER BOONES FERRY

Date: April 10, 2013

Prepared by: Grace Cho & John Mermin

BACKGROUND

The Oregon State Department of Transportation (ODOT) has requested amendments to the 2035 Regional Transportation Plan (RTP). The Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Council together have the authority to approve amendments to the RTP.

ODOT requested to have added three new projects to the 2035 RTP financially constrained project list. These three projects emerged as initial recommendations from ODOT's Corridor Bottleneck Operational Study (CBOS). CBOS was initiated 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. The three projects proposed to be amended into the RTP were selected as providing the best value of benefits and cost and are intended to enhance safety by reducing the weaves and merging that happens near freeway on and off ramps. The three new projects include:

- Extending an existing auxiliary lane on I-205 southbound from I-84 eastbound entrance-ramp to Stark/Washington Street.
- Extending an existing acceleration-lane on I-205 northbound from Powell entrance ramp to match with existing auxiliary lane from Division Street entrance ramp to Stark/Washington Street exit ramp, and provide two lane exit at Stark/Washington.
- Extending an I-5 southbound auxiliary lane from Lower Boones Ferry exit-ramp to Lower Boones Ferry entrance-ramp.

Consistency with RTP

These amendments are processed pursuant to Section 6.6.2 of the RTP, which provides that project list amendments must include a demonstration of consistency with the RTP. ODOT staff has provided an analysis explaining why the proposed project amendments are consistent with the solutions hierarchy (Metro Code 3.08.220) of the Regional Transportation Functional Plan, which implements the policies, goals and objectives of the RTP. That analysis is provided in the memorandum included as Attachment 1, which staff concludes is sufficient to demonstrate that the project list amendments are consistent with the RTP as required under Section 6.6.2 of the RTP.

Air Quality Conformity

An air quality conformity analysis was completed on the proposed amendments. The results indicate that adding the projects to the 2035 financially constrained RTP will not exceed the permitted emissions "budget" and therefore conforms air quality regulations. A copy of the air quality conformity report findings are included in Attachment 2.

Exhibit B to Resolution No. 13-4422

Public Comments

Metro's Public Involvement Policy for Transportation Planning requires a 30-day public comment period for all major amendments to an RTP or MTIP. Major amendments are defined as those that "involve additions or deletions of projects or a significant change in scope of the project location or function." Staff determined that the amendments requested by the ODOT meet the definition of major amendments.

Metro conducted a 30-day public comment period on the requested amendments from February 22, 2013 to April 8, 2013. The comment period was advertised with a legal notice in The Oregonian on February 21, 2013 and to several other community news papers. The advertisements directed the public to a web page that provided detailed information on the requested amendments. For environmental justice outreach purposes, translation of the proposed RTP amendments was conducted to provide information to limited English proficiency populations. The translated materials was tailored to the languages spoken in the areas the projects are located.

Two letters supporting the ODOT I-5 SB project were received: one joint letter from the Mayors of Tualatin, Lake Oswego, Wilsonville, Tigard and the Washington County Chair; and one letter from the Tualatin Chamber of Commerce.

Online comments received included:

- One supportive and one opposed to the I-5 SB project (The commenter did not see it as a high priority compared to Hwy 217).
- Two opposed to the I-205 SB project. (One commenter did not see it as a high priority compared to 217. The other commenter felt that funds would be better spent improving low-traffic bicycle boulevard routes than freeways.)

ANALYSIS/INFORMATION

1. **Known Opposition** None known at this time.

2. **Legal Antecedents** Metro Council Ordinance No. 10-1241B For the Purpose of Amending the 2035 Regional Transportation Plan (Federal Component) and the 2004 Regional Transportation Plan to Comply with Federal and State Law; to add the Regional Transportation System Management and Operations Action Plan, the Regional Freight Plan and the High Capacity Transit System Plan; to Amend the Regional Transportation Functional Plan and Add it to the Metro Code; to Amend the Regional Framework Plan; and to Amend the Urban Growth Management Functional Plan, adopted by the Metro Council June 10, 2010.

Metro Council Resolution No.10-4186 For the Purpose of Approving the 2010-13 Metropolitan Transportation Improvement Program for the Portland Metropolitan Area adopted by the Metro Council September 16, 2010

3. **Anticipated Effects** None

4. **Budget Impacts** None

RECOMMENDED ACTION

Metro staff recommends the approval of Resolution No. 13-4422.



Oregon

Theodore R. Kulongoski, Governor

Department of Transportation

Region 1

123 NW Flanders Street

Portland OR 97209-4037

(503)731-8200

FAX# (503)731-8259

February 28, 2013

TO: John Mermin, Metro

FROM: Rian Windsheimer, ODOT

SUBJECT: Proposed RTP Amendments

This memo provides additional information regarding the projects that ODOT has requested to be amended into the RTP. As noted in our letter of request (attached), these projects originated from a Region 1 study intended to identify and rank bottleneck problems and develop cost-effective, operational improvements to address these problems on I-5 south of the Marquam Bridge, I-205, I-84, I-405, and US 26.

The study consisted of three steps:

- Corridor-level reconnaissance
This step consisted of corridor-level reconnaissance to provide the foundation for specific investigation to identify and validate bottleneck activity and causes.
- Bottleneck analysis, evaluation, screening and selection of solutions
This step focused primarily on design and operations. Bottlenecks were analyzed and potential solutions were developed, evaluated and screened by an expert multidisciplinary design panel.
- Refinement of solutions
The final step conducted a more thorough operations and design evaluation of potential solutions deemed feasible by the screening panel. The detailed evaluation and refinement included traffic modeling to assess various performance measures, then assessment of project feasibility.

Projects were selected as providing the best value of benefits and cost. The proposed projects will alleviate congestion at identified bottlenecks, particularly on the peak commute shoulders, and enhance safety by improving the weaves and merges that occur at interchanges.

The intent and outcome of the study was to provide transportation solutions in a manner consistent with Regional Transportation Functional Plan (RTFP) Section 3.08.220 and with Oregon Highway Policy 1G¹. Section 3.08.220 requires consideration of a list of strategies in a certain order. The first strategy listed is transportation system management and operations (TSMO). The RTP definition of TSMO includes two components. The first “includes strategies

¹ It is the policy of the State of Oregon to maintain highway performance and improve safety by improving system efficiency and management before adding capacity.

that focus on making the infrastructure better serve the users by improving efficiency, safety and capacity of the system.” Since the solutions that came out of this study and the projects that we are requesting for inclusion in the financially constrained list of the RTP are consistent with this definition, the projects meet this requirement of the RTP.

cc: Andy Johnson
Kelly Brooks
Kirsten Pennington
Lainie Smith
Tim Wilson



Oregon

Theodore R. Kulongoski, Governor

Department of Transportation

Region 1

123 NW Flanders Street

Portland OR 97209-4037

(503)731-8200

FAX# (503)731-8259

March 25, 2013

TO: John Mermin, Metro

FROM: Lainie Smith, ODOT

SUBJECT: Proposed RTP Amendments

This memo provides information regarding the public process addressing the four projects that ODOT has requested to be amended into the RTP. This public participation and outreach is in addition to the RTP amendment comment period, MTAC, MPAC, TPAC, JPACT and Metro approvals for amendments and supplements a letter of request for the RTP amendments from Andrew Johnson, ODOT Region 1, and a February 28, 2013 memo from Rian Windsheimer.

Public Process

The four projects were first identified in a generalized manner as #11304 and #11305 in the aspirational “state” list of the adopted 2010 RTP. As such, the generalized projects were subject to the public process associated with that RTP update.

Subsequently, ODOT embarked on a study—the Corridor Bottleneck Operations Study (CBOS)—to identify the specific projects that would address the need identified in the state RTP list. ODOT then submitted the four projects that are the subject of the RTP amendment request for inclusion in the 2015-18 STIP. The STIP project selection process has been subject to a thorough and ongoing public outreach process. To date, this has included:

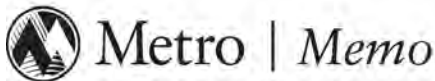
1. Publication on ODOT’s website of a description of the projects along with a location map. The website provides a link for the public to use to submit comments and another link where those interested can sign up to receive email updates regarding the process.
2. Review, along with all the project requests, by a Project Selection Committee made up of local elected officials, regional agency officials, and citizens. The members of this committee were appointed by the Oregon Transportation Commission and charged with prioritizing the requested projects. Committee members were also charged with soliciting input as needed from community groups, JPACT, and others before making independent recommendations for a list of projects that totaled approximately 150% of the funding available.
3. The committee met on December 19th, 2012 for an initial review of the 94 project applications. It met for a second time on February 26th and agreed on a narrowed “150% list.” Three of the four request projects were included on the 150% list. (I-205 NB

Powell/Division to Stark/Washington was not.) Both of these meetings were open to the public.

4. A period of outreach regarding the narrowed list of projects has now commenced. This will include consultation with the Oregon Bicycle and Pedestrian Committee, the Oregon Freight Advisory Committee, county coordinating committees, and JPACT.

In addition to the public process for the 2015-18 STIP, ODOT Region 1 gave a presentation to TPAC on March 1, 2013 regarding these projects. Region 1 staff has also consulted with DEQ and officials from the cities of Tigard, Tualatin, and Wilsonville regarding the I-5 SB Lower Boones Ferry to Nyberg project.

cc: Rian Windsheimer
Andy Johnson



Date: March 1, 2013
 To: TPAC and Interested Parties
 From: Tom Kloster, Transportation Planning Manager
 Grace Cho, Assistant Transportation Planner
 Subject: Pre-Conformity Plan and Draft 2035 RTP Air Quality Conformity Determination

Introduction

To comply with federal mandates, Metro is required to conduct an air quality impact analysis with each update of Metro’s Regional Transportation Plan (RTP) and development of a new Metropolitan Transportation Improvement Program (MTIP). As part of the conducting the analysis, Metro consults and solicits feedback from our local and regional partners about the analysis. TPAC has been identified as the forum of local and regional partners for consultation and soliciting feedback. Metro staff seeks comments from TPAC regarding the Draft 2035 RTP Air Quality Conformity Determination.

Background

Prior to the scheduled update of Metro’s 2035 Regional Transportation Plan (RTP), several project sponsors requested RTP project amendments due to project delivery schedules and are unable to wait until the next scheduled update. As a result, Metro solicited RTP amendments at the end of 2012 where a total of 13 projects were submitted. In review of the proposed amendments, all but one were deemed regionally significant projects as defined federal transportation conformity rules (40 CFR 93.101). Therefore a new air quality conformity determination must be made on Metro’s 2035 RTP in complying with federal regulations.

In anticipation of conducting a new conformity determination, Metro staff consulted with federal partners (FHWA, FTA, EPA) as well as regional and state partners (DEQ, ODOT, TriMet) to about the approach and methodology to the air quality conformity analysis. The federal, state, and regional partners all came to agreement on the approach and methodology to the analysis. Metro conducted the analysis in February 2013. Metro staff developed and released a draft 2035 RTP Air Quality Conformity Determination on February 22, 2013 for public comment.

Air Quality Analysis and Results

To demonstrate conformity, the projected emissions must be less than or equal to the motor vehicle emissions budget(s) established for each analysis year (OAR 340-252-0190(b)(A)). In addition, the regional emissions analysis must be performed for the last year of the transportation plan's forecast period. The results for each analysis year can be found below.

2035 Regional Transportation Plan (Federal Component) Regional Air Quality Assessment

Year	Carbon Monoxide Motor Vehicle Emission Budgets (Budgets are Maximum Allowed Emissions) (pounds/ winter day)	Forecast Carbon Monoxide Motor Vehicle Emissions (pounds/ winter day)
2010	1,033,578	877,841
2017	1,181,341	708,286
2025	1,181,341	830,714

2035	1,181,341	835,142
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Per the results, the projected emissions is less than the approved motor vehicle emissions budgets for each analysis year. Therefore the 2035 RTP with the proposed amendments conforms to air quality rules. The full report with details of the analysis can be found on Metro's website.

Request

Metro staff requests the feedback of TPAC members on the draft 2035 RTP air quality conformity determination report prior to the end of the public comment period. The public comment period for the 2035 RTP air quality conformity determination is scheduled to close on April 8, 2013.

Next Steps

Metro will summarize and incorporate any public comments on the draft 2035 RTP air quality conformity determination following the close of the public comment period. Metro will return to TPAC in April and ask for recommendation to forward the revised draft of the 2035 RTP air quality conformity determination to JPACT. Once recommended, Metro staff will ask for JPACT and Metro Council approval of the conformity determination at the May meetings.

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF AMENDING THE) RESOLUTION NO. 13-4423
FINANCIALLY CONSTRAINED 2035)
REGIONAL TRANSPORTATION PLAN (RTP)) Introduced by Chief Operating Officer Martha
AND THE 2012-15 METROPOLITAN) Bennett in concurrence with Council
TRANSPORTATION IMPROVEMENT) President Tom Hughes
PROGRAM (MTIP) TO ADD THE SCHOLLS)
FERRY ROAD: ROY ROGERS ROAD TO TEAL)
BOULEVARD PROJECT AND REMOVE THE)
174TH/173RD UNDERCROSSING PROJECT)
FROM THE FINANCIALLY CONSTRAINED)
2035 RTP)

WHEREAS, the 2035 Regional Transportation Plan (RTP) is a central tool for implementing the Region 2040 Growth Concept, and constitutes a policy component of the Metro Regional Framework Plan; and

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

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

WHEREAS, JPACT and the Metro Council must approve the MTIP and any subsequent amendments to add or remove projects to the MTIP per federal regulation 23 CFR 450.324; and

WHEREAS, the Metro Council adopted the RTP and related elements by Ordinance No. 10-1241B on June 10, 2010; and

WHEREAS, the Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Council approved by Resolution the 2012-15 MTIP on March 15, 2012; and

WHEREAS, the Scholls Ferry Road: Roy Rogers Road to Teal Boulevard project was not included in the financially constrained RTP or 2012-2015 MTIP; and

WHEREAS, Washington County requests that the RTP and 2012-15 MTIP be amended to include the Scholls Ferry Road: Roy Rogers to Teal Boulevard project; and

WHEREAS, Washington County requests that the 174th/173rd Undercrossing at U.S. Highway 26 (project # 10547) be removed from the financially constrained RTP project list; and

WHEREAS, an air quality conformity analysis demonstrates that the project will not affect the conformity status of the RTP and the 2012-15 MTIP; now therefore

BE IT RESOLVED that the Metro Council hereby adopts the recommendation of JPACT to:

1. Amend the financially constrained RTP project list to include the Scholls Ferry Road: Roy Rogers Road to Teal Boulevard project as shown in Exhibit A, attached and incorporated into this Resolution.
2. Amend the 2010-13 MTIP to include the Scholls Ferry Road: Roy Rogers Road to Teal Boulevard Project as shown in Exhibit B, attached and incorporated into this Resolution.

3. Amend the financially constrained RTP project list to remove the 174th/173rd Undercrossing U.S. Highway 26 project (project # 10547) as shown in Exhibit A, attached and incorporated into this Resolution.
4. Adopt as findings the staff report dated April 10, 2013 and its Attachment 1, which are attached as Exhibit C and incorporated into this Resolution, and which explain how the amendments are consistent with the Regional Transportation Plan.

ADOPTED by the Metro Council this 16TH day of May 2013.

Tom Hughes, Council President

Approved as to Form:

Alison Kean Campbell, Metro Attorney

Exhibit A to Resolution No. 13-4423

2035 Regional Transportation Plan Appendix 1.1 project list amendment

Action: Amend the 2035 RTP financially constrained project list to add the Scholls Ferry Road: Roy Rogers Road to Teal Boulevard Widening project.

New RTP Project

Metro Project ID	Facility Owner/Operator	Project/Program Name	Project Start Location	Project End Location	Local Functional Class	Description	Estimated Cost	Time Period	Federal FC Project	Primary Mode
11362	Washington County	Scholls Ferry Road: Roy Rogers Road to Teal Boulevard Widening	Roy Rogers Road	Teal Boulevard	Major Arterial	Add eastbound and westbound through lanes and a continuous center turn lane.	\$12,000,000	2008-2017	X	Roads/Bridges

Exhibit A to Resolution No. 13-4423

2035 Regional Transportation Plan Appendix 1.1 project list amendment

Action: Amend the 2035 RTP financially constrained project list to remove the 173rd/174th Undercrossing Improvement project.

Metro Project ID	Facility Owner/Operator	Project/Program Name	Project Start Location	Project End Location	Local Functional Class	Description	Estimated Cost	Time Period	Federal FC Project	Primary Mode
10547	Washington County	173 rd /174 th Undercrossing Project	Cornell Road	Bronson Road	Minor Arterial	Construct three-lane undercrossing of Highway 26 with bike lanes and sidewalks.	\$58,641,000	2008-2025	✘	Roads/Bridges

Exhibit B to Resolution No. 13-4423

2012-2015 Metropolitan Transportation Improvement Program Table 3.1.1 amendment

Action: Amend the 2012-2015 Metropolitan Transportation Improvement Program to include the Scholls Ferry Road: Roy Rogers Road to Teal Boulevard Widening project.

Amended Programming

Project/Program Name	ODOT Key #	Lead Agency	Estimated Total Project Cost (all phases, all years)	Project Phase	Fund Type	Program Year	Federal Funding	Minimum Local Match	Other Funds	Total Funding
Scholls Ferry Road: Roy Rogers Road to Teal Boulevard Widening		Washington County	12,200,000	PE	Local - MSTIP	2013	N/A	N/A	10,000,000	10,000,000
				Construction	Local - MSTIP	2013			1,600,000	1,600,000
				Right-of-Way	Local - MSTIP	2013			\$600,000	\$600,000

Exhibit C to Resolution No. 13-4423

STAFF REPORT

IN CONSIDERATION OF RESOLUTION NO.13-4423, FOR THE PURPOSE OF AMENDING THE FINANCIALLY CONSTRAINED 2035 REGIONAL TRANSPORTATION PLAN (RTP) AND THE 2012-2015 METROPOLITAN IMPROVEMENT PROGRAM (MTIP) TO ADD SCHOLLS FERRY ROAD FROM ROY ROGERS ROAD TO TEAL BOULEVARD WIDENING PROJECT AND REMOVE THE 173RD/174TH UNDERCROSSING IMPROVEMENT PROJECT

Date: April 10, 2013

Prepared by: Grace Cho & John Mermin

BACKGROUND

Washington County has requested amendments to the 2035 Regional Transportation Plan (RTP). The Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Council together have the authority to approve amendments to the RTP.

Washington County requested to add the Scholls Ferry Road: Roy Rogers Road to Teal Boulevard project to the 2035 RTP financially constrained project list and remove project # 10547, a proposed 174th/173rd undercrossing of US 26. The Scholls Ferry Road project would add eastbound and westbound through lanes and a continuous center turn lane.

Because this project will be funded locally, the project will be incorporated into the 2012-2015 MTIP. However, the project is currently not included in the 2035 RTP and it needs to be added to the 2035 financially constrained RTP for federal funding eligibility.

Consistency with RTP

These amendments are processed pursuant to Section 6.6.2 of the RTP, which provides that project list amendments must include a demonstration of consistency with the RTP. Washington County staff has provided an analysis explaining why the proposed project amendment is consistent with the solutions hierarchy (Metro Code 3.08.220) of the Regional Transportation Functional Plan, which implements the policies, goals and objectives of the RTP. That analysis is provided in the memorandum included as Attachment 1, which staff concludes is sufficient to demonstrate that the project list amendment is consistent with RTP as required under Section 6.6.2 of the RTP.

Air Quality Conformity

An air quality conformity analysis was completed on the proposed amendments. The results indicate that adding the projects to the 2035 financially constrained RTP will not exceed the permitted emissions “budget” and therefore conforms air quality regulations. A copy of the air quality conformity report findings are included in Attachment 2.

Public Comments

Metro’s Public Involvement Policy for Transportation Planning requires a 30-day public comment period for all major amendments to an RTP or MTIP. Major amendments are defined as those that “involve additions or deletions of projects or a significant change in scope of the project location or function.” Staff determined that the amendments requested by Washington County meet the definition of major amendments.

Metro conducted a 30-day public comment period on the requested amendments from February 22, 2013 to April 8, 2013. The comment period was advertised with a legal notice in The Oregonian on February 21, 2013 and to several other community news papers. The advertisements directed the public to a web

Exhibit C to Resolution No. 13-4423

page that provided detailed information on the requested amendments. For environmental justice outreach purposes, translation of the proposed RTP amendments was conducted to provide information to limited English proficiency populations. The translated materials was tailored to the languages spoken in the areas the projects are located. Three comments (all supportive) were received relating to the Scholls Ferry Rd project.

ANALYSIS/INFORMATION

1. **Known Opposition** None known at this time.
2. **Legal Antecedents** Metro Council Ordinance No. 10-1241B For the Purpose of Amending the 2035 Regional Transportation Plan (Federal Component) and the 2004 Regional Transportation Plan to Comply with Federal and State Law; to add the Regional Transportation System Management and Operations Action Plan, the Regional Freight Plan and the High Capacity Transit System Plan; to Amend the Regional Transportation Functional Plan and Add it to the Metro Code; to Amend the Regional Framework Plan; and to Amend the Urban Growth Management Functional Plan, adopted by the Metro Council June 10, 2010.

Metro Council Resolution No.10-4186 For the Purpose of Approving the 2010-13 Metropolitan Transportation Improvement Program for the Portland Metropolitan Area adopted by the Metro Council September 16, 2010

3. **Anticipated Effects** None
4. **Budget Impacts** None

RECOMMENDED ACTION

Metro staff recommends the approval of Resolution No. 13-4423.



WASHINGTON COUNTY OREGON

March 27, 2013

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

RE: Scholls Ferry Road RTP Amendment

Dear Mr. Mermin:

The following analysis is intended to demonstrate compliance with the Regional Transportation Functional Plan (RTFP) solutions hierarchy section 3.08.220 for Washington County's Scholls Ferry: Roy Rogers Rd. to Teal Blvd. improvement project. This project will consist of adding 11.5 to 12 foot-wide eastbound and westbound through-lanes, a 13 foot-wide continuous center turn lane, four foot-wide planter strips, five foot-wide bike lanes with two foot-wide buffer striping, five foot-wide sidewalks and dark sky friendly lighting. A contract award for construction is anticipated in May or June 2013 with construction expected to be completed by December 2014.

Public Process

The public outreach processes followed in the plans and studies pertaining to Scholls Ferry Road were as follows:

Beaverton 2035 Transportation System Plan Update -

The Beaverton Traffic Commission served as the forum for public involvement throughout the development of the 2035 TSP. The public was invited to attend, participate, and provide comment at each meeting. Between December 2008 and July 2009 there were three of these forums, each preceded by an open house with an additional open house held in October 2009. Prior to the Traffic Commission Public Forum in December 2008. Meeting schedules and draft products were continually posted throughout the development of the draft TSP update on the city's web site.

A joint Planning Commission and City Council Study Session on the 2009 Draft 2035 Transportation System Plan Update was held on October 12, 2009. Comments were taken and a subsequent Planning Commission work session and public hearing were held on December 9, 2009. Comments were collected, and a revised December 2009 draft of the 2035 TSP was reviewed at the February 10, 2010, Planning Commission public hearing. This public hearing was continued to May 26th and once again continued to July 19, 2010. At the July 19, 2010, public hearing, the Planning Commission approved CPA 2009-0014 Comprehensive Plan Amendment 2035 Transportation System Plan and the Staff Report dated July 9, 2010, that replaced the existing Comprehensive Plan Transportation Element with an updated element, adopted the December 2009 Draft 2035 TSP with the recommended changes and corrections and authorized staff to make any final changes based on comments received at that hearing.

**Department of Land Use & Transportation · Planning and Development Services
Long Range Planning**

155 N First Avenue, Ste. 350 MS 14 · Hillsboro, OR 97124-3072
phone: (503) 846-3519 · fax: (503) 846-4412 · TTY: (503) 846-4598 · www.co.washington.or.us

West Bull Mountain Concept Plan

Lead by Washington County, public involvement activities for the West Bull Mountain Concept Plan included formation of a 12-member stakeholder working group consisting of property owners, residents, developers and institutional stakeholders. This group met 14 times leading up to adoption of the concept plan. Additional outreach was achieved through nine neighborhood coffee klatches, three open houses and presentations to citizen participation organizations 4B and 4K. Supplemental outreach methods included a project web site, web-based surveys, newsletters and media releases.

SW Scholls Ferry Road Traffic Analysis and Design Report

As a part of the technical analysis intended to feed into the larger project development effort for the Scholls Ferry Road project, this report had no public outreach component. Public outreach for the project, however, was conducted within the larger scope of the Washington County 2020 Transportation Plan (2002) process that supported widening Scholls Ferry to five lanes in this area. The 2020 plan included an extensive public outreach effort consisting of a 23-member citizen advisory committee, 11 public open houses, five public hearings before the planning commission and eight public hearings in front of the board of commissioners. Copies of the proposed ordinance were provided to all citizen participation organizations, interested individuals and groups. Individual notices were mailed to 914 people who requested them, 14 days prior to the first public hearing. Display ads for the ordinance were published in the Hillsboro Argus, and the Oregonian, West Metro Edition at least 14 days prior to the first hearing.

Design is currently underway for the Scholls Ferry Road project, and a public open house was held in October to review background information on the project, including analysis from the previously mentioned traffic analysis and design report. Project information has been posted on the county's web site, including a schedule of events, project timeline and contact information for commenting on or asking questions about the project.

South Cooper Mountain Prospectus

The intent of this project was to explore multiple alternatives for creating a complete community that would address Beaverton's need for additional land to provide a balanced housing supply. One of the project's main purposes was to help determine the potential for annexation of this area into Beaverton and to help gauge the city's willingness to undertake a more comprehensive concept and community planning effort for the area.

For these reasons, the amount of public outreach to date has been minimal. With the start of the comprehensive concept and community planning effort in March 2013, however, a full set of public involvement activities including formation of a citizen advisory committee, community outreach meetings to neighborhood groups, open houses, a visioning workshop, project videos, online surveys and creation of a project web site are now underway.

Regional Transportation Functional Plan Solutions (RTFP) Hierarchy Compliance

Compliance with section 3.08.220 of the RTFP is demonstrated through a variety of studies and plans, including the Transportation System Solutions Report of the adopted Beaverton 2035 Transportation System Plan Update (DKS and Associates, June 2009), the West Bull Mountain area concept planning effort (Washington County, otak, DKS and Associates et al, 2010), the SW Scholls Ferry Road Traffic Analysis and Design Report (Kittelson & Associates, Sept. 2012), the South Cooper Mountain Prospectus (City of Beaverton, Fregonese Assoc., Lancaster Engineering and JPR Engineering, June 2011) and modeling by Washington County staff using the 2035 regional travel model. For each of the six solutions hierarchy steps below, compliance with 3.08.220 is demonstrated through the following explanation of the choice of strategies and why other strategies were not chosen.

1. *TSMO strategies, including localized TDM, safety, operational and access management improvements;*

Potential transportation system management (TSM) measures, which could include improved access spacing and adaptive signal timing, were considered in Beaverton's Transportation System Solutions Report (page 49). Such improvements were projected to improve v/c ratios by 0.1 to 0.2, however, while these improvements were projected to more than offset the increase in volume that would be likely to shift to the facility with improved flow, they did not provide sufficient congestion relief to eliminate the need to include a project to widen Scholls Ferry to five lanes between Teal and 175th/Roy Rogers in the transportation system plan (see Chapter Six: Transportation Element, page VI-35, TSP project ID #232). To more specifically determine the impact of TSM improvements Washington County staff ran a traffic assignment using the 2035 Financially Constrained network. Consistent with the traditionally assumed maximum potential benefit of improved access management (Beaverton 2035 Transportation System Plan Update, Transportation System Solutions Report, DKS and Assoc., Sept. 2009, page 14), model lane capacities were increased by 20 percent. The results of this modeling exercise showed v/c ratios of 0.98 to 1.05 for the p.m. peak period in the eastbound direction and 1.43 to 1.06 westbound along the project length. Both sets of v/c ratios exceed Washington County's maximum v/c standard of 0.99.

2. *Transit, bicycle and pedestrian system improvements;*

No current bus routes serve the entire length of the proposed project. The closest bus service is the route #62, which serves Murray Road and loops through Teal Road with 30 minute headways and weekday service from 4:57 a.m. to 11:00 p.m. TriMet's ongoing Westside Service Enhancements study process has considered the possibility of extending transit service along Scholls Ferry Rd. west to Roy Rogers Road, this work has not been completed, and given TriMet's current financial

predicament it is unlikely that bus service will be extended to the Scholls Ferry: Teal to Roy Rogers area anytime in the foreseeable future.

Intermittent bicycle and pedestrian facilities exist along the subject project length of Scholls Ferry Road, and are generally limited to those locations fronting on recently constructed commercial and residential developments. Adding bike lanes from Murray to 175th/Roy Rogers and adding sidewalks from Roy Rogers to Barrows (west end) were determined to be low priorities based upon their proximity to various activity generators including transit stops, parks and schools (Transportation Systems Solutions Report, page 51, Table 18, projects #196 and #521). The West Bull Mountain Planning Area Concept Plan went a step further by recommending a multi-use trail on the south side of Scholls Ferry Road between 175th Ave. and the west end of Barrows Road, with two additional north-south trails connecting to future neighborhoods south of Scholls Ferry (West Bull Mountain Concept Plan, Parks, Trails & Open Space Framework map, Oct. 2010). While these improvements would undoubtedly reduce the need to widen Scholls Ferry by some unquantifiable but probably minor degree, they were not sufficient to eliminate the need to retain a five-lane road widening project (also proposed to include sidewalks and buffered bike lanes) on Scholls Ferry Road.

3. *Traffic-calming designs and devices;*

Scholls Ferry Road has a functional classification designation of Arterial Road in Washington County's current transportation plan (Washington County 2020 Transportation Plan, Oct. 2002, Figure 4E). Given that the primary function of arterial roads is to move traffic, traffic calming devices are not permitted on county roads other than those with a functional classification of Neighborhood Route or Local Road. Therefore, traffic calming is not a solution that can be considered along Scholls Ferry Road.

4. *Land use strategies in OAR 660-012-0035(2) to help achieve the thresholds and standards in Tables 3.08-1 and 3.08-2 or alternative thresholds and standards established pursuant to section 3.08.230;*

To summarize, the land use strategies to be considered from the OAR above include the following: increasing densities in residential, new office and retail developments in community centers; designating lands for neighborhood shopping within convenient walking and cycling distance of residential areas; designating land uses to provide a better balance between jobs and housing considering the total number of jobs and housing units; and the availability of affordable housing and provision of housing opportunities in close proximity to employment areas. The discussion below mainly focuses on describing the planned densities, neighborhood retail and employment opportunities. Access between these areas is discussed in the item #5 dealing with connectivity.

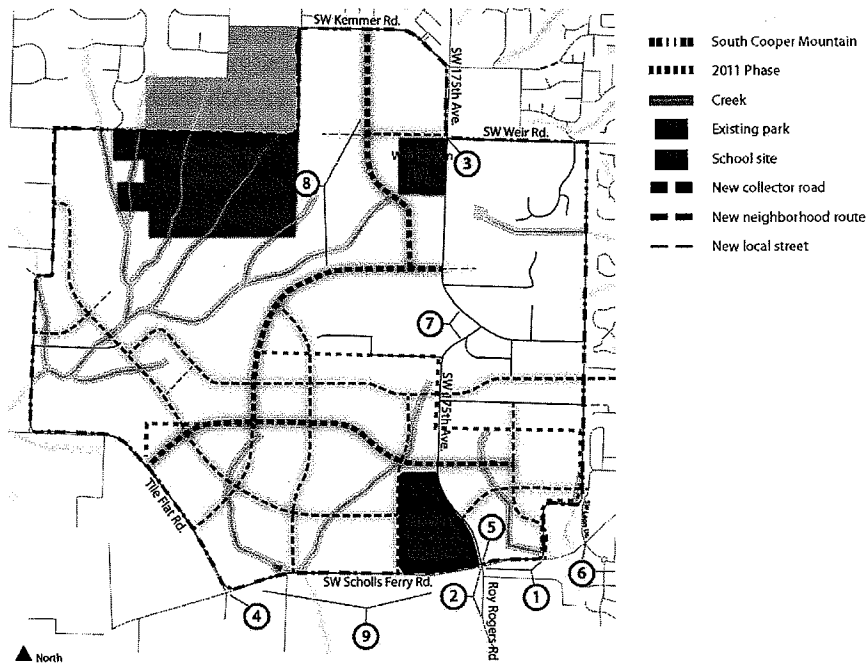
Two land use planning efforts, one for the South Cooper Mountain area and the other for West Bull Mountain best exemplify the above OAR land use strategies. The South Cooper Mountain area consists of 1776 acres brought into the UGB during the 2010-11 Urban & Rural Reserves process. In 2012, Beaverton annexed 543 of these acres into the city, and has started a concept planning process for the entire Urban Reserve area. This effort is expected to conclude in late 2014. To help meet Beaverton's projected need for 13,555 new housing units by 2035, several housing scenarios are being examined for the 1776 acre area. These scenarios range from adding 8,996 to 12,342 new housing units at densities ranging from 12.8 to 17.7 units per net residential acre. Scenarios include a varying mix of single-family, compact single-family, clustered housing, townhome and multi-family housing types as well as an average of 166,000 gross square feet of Neighborhood Retail, most of this in the form of small format Main Street mixed-use buildings intended *not* to compete with the larger Murray-Scholls Town Center to the east. In addition to these uses, 40 acres at the northwest corner of Scholls Ferry and 175th Ave. is the site of a potential new high school in Beaverton. Zoning in the Murray-Scholls Town Center, centered on the area between Scholls Ferry and Barrows Road, is mostly intended for Office/Commercial, Neighborhood Service Center and Community Service types of uses.

On the south side of Scholls Ferry Road, the West Bull Mountain Concept Plan includes 714 gross acres (327 net buildable acres) of urban and rural land that is being designed to accommodate 3,766 housing units at a density of 11.5 units per acre. West Bull Mountain is primarily a residential community that contains urban and rural lands. Located in a 2040-designated Outer Neighborhood, planned residential densities of 10.7 units per net residential acre comply with the Title 11 required minimum residential density of 10.7 units per net residential acre. A range of densities is planned for West Bull Mountain, with the highest densities planned along future transit corridors and near commercial centers to promote future transit service and support affordable housing. Title 11 also requires that new communities contain commercial uses to meet the needs of the area. The West Bull Mountain Concept Plan includes two neighborhood retail mixed-use centers. The northern center is located approximately 1000-1500 feet north of existing Bull Mountain Road and east of Roy Rogers Road. It will be the primary retail anchor for the community and will be designed as a mixed-use development with retail uses on the ground floor and office or "live-work" residential units above the retail. It is estimated that this area will support from 12,000 to 25,000 square feet of retail use without competing with or adversely affecting existing and future commercial uses outside of West Bull Mountain.

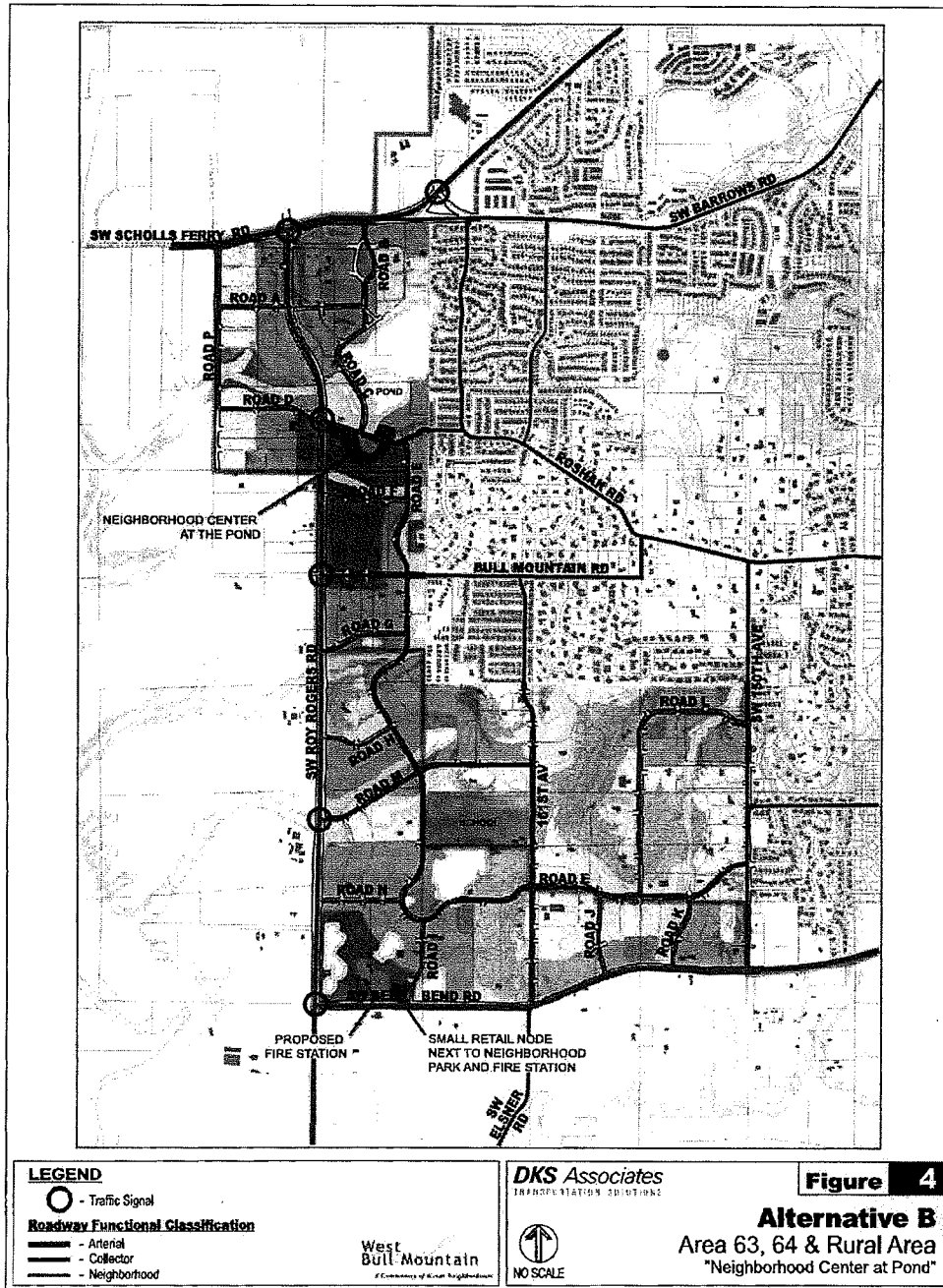
5. *Connectivity improvements to provide parallel arterials, collectors or local streets that include pedestrian and bicycle facilities, consistent with the connectivity standards in section 3.08.110 and design classifications in*

Table 2.6 of the RTP, in order to provide alternative routes and encourage walking, biking and access to transit; and

Travel demand modeling for the South Cooper Mountain area shows that 50 percent of the future trips will be to and from the east on facilities north of Scholls Ferry Road. The majority of these trips will use Weir Road, a Collector road, located on the northern boundary of the study area, and Beard Road, an Arterial road, located north of the study area. To access these east-west roads, a new north-south collector street is planned from north of the proposed future high school site to Kemmer Road. Another new collector street is planned, running parallel to Scholls Ferry Rd. and north of the proposed high school site. New Neighborhood Route and Local roads are also planned; however, despite these new roads, analysis still indicates a need to widen Scholls Ferry to five lanes from Loon Drive to Teal.



To conserve capacity on Scholls Ferry Road, several new east-west collector streets and numerous local roadway connections are included in the West Bull Mountain Concept Plan. In addition to these new collector streets, the West Bull Mountain Concept Plan ensures a maximum degree of Neighborhood Route and Local Road connectivity through a requirement that all existing Bull Mountain streets as well as those designated to be connected in the concept plan (except where impractical due to wetlands) will be extended. Despite such improvements, however, background traffic growth is projected to be sufficient to warrant the widening of Scholls Ferry Road to five lanes by 2035.



6. *Motor vehicle capacity improvements, consistent with the RTP Arterial and Throughway Design and Network Concepts in Table 2.6 and section 2.5.2 of the RTP, only upon a demonstration that other strategies in this subsection are not appropriate or cannot adequately address identified transportation needs.*

As background, Scholls Ferry Road is a designated Arterial road in the Washington County 2020 Transportation Plan and as a Major Arterial road in the 2035 RTP. It connects to Hwy. 219 on its west end and to Hwy. 217, Beaverton-Hillsdale Hwy., and U.S. 26 to the east. Between these endpoints it links to other arterial roads such as Roy Rogers Road, Murray Boulevard and 125th Avenue. Average daily 2012 traffic volumes on Scholls Ferry between Barrows Road and Roy Rogers Road were 16,730. Further to the east, just west of Hwy. 217, volumes increased to a high of 37,916. Scholls Ferry Road is also an important freight route in Washington County. It is designated as a Road Connector on the RTP Regional Freight Network (Figure 2.20) with 7.4 percent or 1238 of its total average daily traffic volume being trucks 2012.

The proposed project design is consistent with the RTP arterial and throughway network concept. It meets the definition of a "complete street" by providing improved facilities for all modes of travel, including bicyclists, pedestrians, future transit vehicles and trucks. West of the Murray/Scholls Town Center, Scholls Ferry has a Regional Design Classification of Regional Street intended to serve industrial and employment areas, corridors and intermodal facilities. The proposed design of this road is consistent with the Regional Street design template Table 2.6, which calls for no more than four through-travel lanes, a turn lane, a bikeway and a sidewalk separated by a landscape buffer.

As demonstrated in the discussion under item 5 above, plans for the South Cooper Mountain and the West Bull Mountain Concept Plan call for improved local and collector road connectivity within the areas adjacent to Scholls Ferry Road.

As indicated by the Traffic Analysis and Design Report for SW Scholls Ferry Road (Kittelsohn & Assoc., Sept. 2012, page 20) all intersections currently meet Washington County performance standards with v/c ratios less than 0.99. Therefore, management strategies have not been implemented. Looking at the 2035 No-Build capacity analysis, however, indicates that three signalized intersections (Scholls Ferry at Roy Rogers, Barrows and Teal) and three unsignalized intersections (Scholls Ferry at 155th, Sagehen and 147th) are projected to have v/c ratios greater than 1.0 in the morning peak. Several of these intersections are also projected to exceed a v/c of 1.0 in the afternoon peak. This analysis concluded that a five-lane section is needed to keep all intersection v/c ratios below 1.0 along Scholls Ferry Road. Additional analysis from Beaverton's 2035 TSP and Washington County staff discussed in #1 above both concluded that traffic management strategies alone would

not provide the additional needed capacity to serve projected growth in this area.

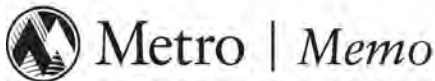
If you have any questions or need additional information, please contact me.

Sincerely,

A handwritten signature in black ink that reads "Clark F. Berry". The signature is written in a cursive, slightly slanted style.

Clark F. Berry
Senior Planner

Cc: Chris Deffebach, Policy Analyst



Date: March 1, 2013
 To: TPAC and Interested Parties
 From: Tom Kloster, Transportation Planning Manager
 Grace Cho, Assistant Transportation Planner
 Subject: Pre-Conformity Plan and Draft 2035 RTP Air Quality Conformity Determination

Introduction

To comply with federal mandates, Metro is required to conduct an air quality impact analysis with each update of Metro’s Regional Transportation Plan (RTP) and development of a new Metropolitan Transportation Improvement Program (MTIP). As part of the conducting the analysis, Metro consults and solicits feedback from our local and regional partners about the analysis. TPAC has been identified as the forum of local and regional partners for consultation and soliciting feedback. Metro staff seeks comments from TPAC regarding the Draft 2035 RTP Air Quality Conformity Determination.

Background

Prior to the scheduled update of Metro’s 2035 Regional Transportation Plan (RTP), several project sponsors requested RTP project amendments due to project delivery schedules and are unable to wait until the next scheduled update. As a result, Metro solicited RTP amendments at the end of 2012 where a total of 13 projects were submitted. In review of the proposed amendments, all but one were deemed regionally significant projects as defined federal transportation conformity rules (40 CFR 93.101). Therefore a new air quality conformity determination must be made on Metro’s 2035 RTP in complying with federal regulations.

In anticipation of conducting a new conformity determination, Metro staff consulted with federal partners (FHWA, FTA, EPA) as well as regional and state partners (DEQ, ODOT, TriMet) to about the approach and methodology to the air quality conformity analysis. The federal, state, and regional partners all came to agreement on the approach and methodology to the analysis. Metro conducted the analysis in February 2013. Metro staff developed and released a draft 2035 RTP Air Quality Conformity Determination on February 22, 2013 for public comment.

Air Quality Analysis and Results

To demonstrate conformity, the projected emissions must be less than or equal to the motor vehicle emissions budget(s) established for each analysis year (OAR 340-252-0190(b)(A)). In addition, the regional emissions analysis must be performed for the last year of the transportation plan's forecast period. The results for each analysis year can be found below.

2035 Regional Transportation Plan (Federal Component) Regional Air Quality Assessment

Year	Carbon Monoxide Motor Vehicle Emission Budgets (Budgets are Maximum Allowed Emissions) (pounds/ winter day)	Forecast Carbon Monoxide Motor Vehicle Emissions (pounds/ winter day)
2010	1,033,578	877,841
2017	1,181,341	708,286
2025	1,181,341	830,714

2035	1,181,341	835,142
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Per the results, the projected emissions is less than the approved motor vehicle emissions budgets for each analysis year. Therefore the 2035 RTP with the proposed amendments conforms to air quality rules. The full report with details of the analysis can be found on Metro's website.

Request

Metro staff requests the feedback of TPAC members on the draft 2035 RTP air quality conformity determination report prior to the end of the public comment period. The public comment period for the 2035 RTP air quality conformity determination is scheduled to close on April 8, 2013.

Next Steps

Metro will summarize and incorporate any public comments on the draft 2035 RTP air quality conformity determination following the close of the public comment period. Metro will return to TPAC in April and ask for recommendation to forward the revised draft of the 2035 RTP air quality conformity determination to JPACT. Once recommended, Metro staff will ask for JPACT and Metro Council approval of the conformity determination at the May meetings.

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF AMENDING THE) RESOLUTION NO. 13-4424
FINANCIALLY CONSTRAINED 2035)
REGIONAL TRANSPORTATION PLAN (RTP)) Introduced by Chief Operating Officer Martha
TO ADD TWO NEW COLLECTOR) Bennett in concurrence with Council
CONNECTIVITY PROJECTS; FOUR) President Tom Hughes
ROADWAY WIDENING PROJECTS AND)
REMOVE THE 174TH/173RD UNDERCROSSING)
PROJECT)

WHEREAS, the 2035 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 Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Council must approve the RTP and any subsequent amendments to add or remove projects from the RTP; and

WHEREAS, the Metro Council adopted the RTP and related elements by Ordinance No. 10-1241B on June 10, 2010; and

WHEREAS, the City of Hillsboro has two new 3-lane collector roadway construction projects at Gibbs Drive and at 253rd which were not included in the RTP financially constrained project list; and

WHEREAS, the City of Hillsboro has four widening of existing roadways at Brookwood Parkway, Butler Drive, Cornelius Pass Road, and U.S. Highway 26 westbound off-ramp at Cornelius Pass Road which were not included in the 2035 RTP financially constrained project list; and

WHEREAS, the City of Hillsboro requests that the RTP be amended to include the six new projects; and

WHEREAS, the Regional Safety Plan guides safe integration of all modes and the Regional Active Transportation Plan is expected to further provide guidance for multimodal designs on high-traffic and high-speed arterial streets such as Cornelius Pass Road and Brookwood Parkway; and

WHEREAS, the City of Hillsboro requests that the 174th/173rd Undercrossing at U.S. Highway 26 (project # 10547) be removed from the financially constrained RTP project list; and

WHEREAS, an air quality conformity analysis demonstrates that the projects to be added will not affect the conformity status of the RTP; and

BE IT RESOLVED that the Metro Council hereby adopts the recommendation of JPACT to:

1. Amend the financially constrained RTP project list to include the six projects as shown in Exhibit A, attached and incorporated into this Resolution.
2. Amend the financially constrained RTP project list to remove the 174th/173rd Undercrossing U.S. Highway 26 project (project # 10547) as shown in Exhibit A, attached and incorporated into this Resolution.
3. Adopt as findings the staff report dated April 10, 2013 and its Attachment 1, which are attached as Exhibit B and incorporated into this Resolution, and which explain how the amendments are consistent with the Regional Transportation Plan.

ADOPTED by the Metro Council this 16th day of May 2013.

Tom Hughes, Council President

Approved as to Form:

Alison Kean Campbell, Metro Attorney

Exhibit A to Resolution No. 13-4424

2035 Regional Transportation Plan Appendix 1.1 project list amendment

Action: Amend the 2035 RTP financially constrained project list to add the Gibbs Drive project.

New RTP Project

Metro Project ID	Facility Owner/Operator	Project/Program Name	Project Start Location	Project End Location	Local Functional Class	Description	Estimated Cost	Time Period	Federal FC Project	Primary Mode
11363	Hillsboro	Gibbs Drive	Stucki Road	Walker Road	Collector	New three lane street with cycle tracks and sidewalks.	\$2,000,000	2008-2017	X	Roads/Bridges

Exhibit A to Resolution No. 13-4424

2035 Regional Transportation Plan Appendix 1.1 project list amendment

Action: Amend the 2035 RTP financially constrained project list to add the 253rd project.

New RTP Project

Metro Project ID	Facility Owner/Operator	Project/Program Name	Project Start Location	Project End Location	Local Functional Class	Description	Estimated Cost	Time Period	Federal FC Project	Primary Mode
11364	Hillsboro	253rd	Huffman Road	Meek Road	Collector	New three lane street with bike lanes and sidewalks.	\$4,000,000	2008-2017	X	Roads/Bridges

Exhibit A to Resolution No. 13-4424

2035 Regional Transportation Plan Appendix 1.1 project list amendment

Action: Amend the 2035 RTP financially constrained project list to add the Brookwood Parkway project.

New RTP Project

Metro Project ID	Facility Owner/Operator	Project/Program Name	Project Start Location	Project End Location	Local Functional Class	Description	Estimated Cost	Time Period	Federal FC Project	Primary Mode
11365	Hillsboro	Brookwood Parkway	Evergreen Road	US 26	Major Arterial	Widen from five lanes to seven lanes with buffered bike lanes and sidewalks.	\$9,000,000	2008-2017	X	Roads/Bridges

Exhibit A to Resolution No. 13-4424

2035 Regional Transportation Plan Appendix 1.1 project list amendment

Action: Amend the 2035 RTP financially constrained project list to add the Butler Drive project.

New RTP Project

Metro Project ID	Facility Owner/Operator	Project/Program Name	Project Start Location	Project End Location	Local Functional Class	Description	Estimated Cost	Time Period	Federal FC Project	Primary Mode
11366	Hillsboro	Butler Drive	229 th Avenue	Cornell Road	Minor Arterial	Widen from three lanes to five lanes with bike lanes and sidewalks.	\$2,000,000	2008-2017	X	Roads/Bridges

Exhibit A to Resolution No. 13-4424

2035 Regional Transportation Plan Appendix 1.1 project list amendment

Action: Amend the 2035 RTP financially constrained project list to add the Cornelius Pass Road project.

New RTP Project

Metro Project ID	Facility Owner/Operator	Project/Program Name	Project Start Location	Project End Location	Local Functional Class	Description	Estimated Cost	Time Period	Federal FC Project	Primary Mode
11367	Hillsboro	Cornelius Pass Road	Cornell Road	US 26	Major Arterial	Widen from five lanes to seven lanes with buffered bike lanes and sidewalks.	\$8,600,000	2008-2017	X	Roads/Bridges

Exhibit A to Resolution No. 13-4424

2035 Regional Transportation Plan Appendix 1.1 project list amendment

Action: Amend the 2035 RTP financially constrained project list to add the Cornelius Pass Road project.

New RTP Project

Metro Project ID	Facility Owner/Operator	Project/Program Name	Project Start Location	Project End Location	Local Functional Class	Description	Estimated Cost	Time Period	Federal FC Project	Primary Mode
11368	Hillsboro	US 26 Westbound Off Ramp	Cornelius Pass Road	US 26	Major Arterial	Add second lane on westbound loop off ramp and third southbound approach lane.	\$5,000,000	2008-2017	X	Roads/Bridges

Exhibit A to Resolution No. 13-4424

2035 Regional Transportation Plan Appendix 1.1 project list amendment

Action: Amend the 2035 RTP financially constrained project list to remove the 173rd/174th Undercrossing Improvement project.

Metro Project ID	Facility Owner/Operator	Project/Program Name	Project Start Location	Project End Location	Local Functional Class	Description	Estimated Cost	Time Period	Federal FC Project	Primary Mode
10547	Washington County	173 rd /174 th Undercrossing Project	Cornell Road	Bronson Road	Minor Arterial	Construct three-lane undercrossing of Highway 26 with bike lanes and sidewalks.	\$58,641,000	2008-2025	✘	Roads/Bridges

Exhibit B to Resolution No. 13-4424

STAFF REPORT

IN CONSIDERATION OF RESOLUTION NO. 13-4424, FOR THE PURPOSE OF AMENDING THE FINANCIALLY CONSTRAINED 2035 REGIONAL TRANSPORTATION PLAN (RTP) TO ADD TWO NEW COLLECTOR CONNECTIVITY PROJECTS; FOUR ROADWAY WIDENING PROJECTS AND REMOVE THE 174TH/173RD UNDERCROSSING PROJECT

Date: April 10, 2013

Prepared by: Grace Cho & John Mermin

BACKGROUND

The City of Hillsboro has requested amendments to the 2035 Regional Transportation Plan (RTP). The Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Council together have the authority to approve amendments to the RTP.

The City of Hillsboro requested to have added six new projects to the 2035 RTP financially constrained project list and remove project # 10547, a proposed 174th/173rd undercrossing of US 26. The six new projects include:

- The Gibbs Drive project adds a new 3-lane collector street with cycle tracks and sidewalks in Amber Glen Regional Center. Gibbs Drive will provide the needed connectivity in order to support the type of intense, mixed-land use and multi-modal transportation environment envisioned in the Amber Glen Community Plan.
- The 253rd Ave project adds a new 3-lane street with bike lanes and sidewalks near the US 26/Brookwood Parkway area. It was identified as part of the US 26/Brookwood Interchange Area Management Plan (IAMP) process. Current development opportunities have surface which is contingent upon the opening of 253rd by summer 2014.
- Road widenings in the US 26/Brookwood Parkway area to support recent and planned Intel expansions on the Ronler acres campus and on adjacent industrial green field sites:
 - Brookwood Parkway project would widen an existing 5-lane road to 7-lanes with buffered bike lanes and sidewalks.
 - Butler Drive project would widen an existing 3-lane road to 5-lanes with bike lanes and sidewalks.
 - Cornelius Pass Road would widen an existing 5-lane project to 7-lanes with buffered bike lanes and sidewalks.
 - US 26 westbound off-ramp at Cornelius Pass Road project would add a second lane on westbound off-ramp and third southbound approach lane on Cornelius Pass Road.

Consistency with RTP

These amendments are processed pursuant to Section 6.6.2 of the RTP, which provides that project list amendments must include a demonstration of consistency with the RTP. Hillsboro staff has provided an analysis explaining why the proposed project amendments are consistent with the solutions hierarchy (Metro Code 3.08.220) of the Regional Transportation Functional Plan, which implements the policies, goals and objectives of the RTP. That analysis is provided in the memorandum included as Attachment 1, which staff concludes is sufficient to demonstrate that the project list amendments are consistent with the RTP as required under Section 6.6.2 of the RTP.

The proposed bicycle lanes for Brookwood and Cornelius Pass are consistent with policies from the current RTP, but the final design of the projects will be informed by recommendations from the recent Regional Safety Plan and the Regional Active Transportation Plan (expected adoption in June 2013).

Exhibit B to Resolution No. 13-4424

Newer, more protected types of bikeway designs, including buffered bicycle lanes and cycle tracks have been piloted in a few places across the region, including other parts of Washington County, such as Tualatin-Sherwood Road. The County's Bicycle Facility Design Toolkit supports these types of designs for high speed or high volume roadways, and these designs that offer increased protection for cyclists would be essential on a facility with 7 lanes.

Air Quality Conformity

An air quality conformity analysis was completed on the proposed amendments. The results indicate that adding the projects to the 2035 financially constrained RTP will not exceed the permitted emissions "budget" and therefore conforms to air quality regulations. A copy of the air quality conformity report findings are included in Attachment 2.

Public Comments

Metro's Public Involvement Policy for Transportation Planning requires a 30-day public comment period for all major amendments to an RTP or MTIP. Major amendments are defined as those that "involve additions or deletions of projects or a significant change in scope of the project location or function." Staff determined that the amendments requested by the City of Hillsboro meet the definition of major amendments.

Metro conducted a 30-day public comment period on the requested amendments from February 22, 2013 to April 8, 2013. The comment period was advertized with a legal notice in The Oregonian on February 21, 2013 and to several other community news papers. The advertisements directed the public to a web page that provided detailed information on the requested amendments. For environmental justice outreach purposes, translation of the proposed RTP amendments was conducted to provide information to limited English proficiency populations. The translated materials were tailored to the languages spoken in the areas the projects are located.

Three letters were received in support of all of the Hillsboro projects (especially the US 26 interchange, Brookwood and Cornelius Pass projects) from the Hillsboro Area Chamber of Commerce, the Westside Economic Analysis and the Oregon Chapter of the National Commercial Real Estate Development Association. Online comments received include the following:

- Brookwood Parkway – 2 supportive, 2 opposed (One felt that wider roads are less safe for bicycles, pedestrians, and assisted mobility devices and negatively impacts nearby farming; The other did not express a reason for opposition)
- Cornelius Pass Rd – 2 supportive, 1 opposed (the respondent expressed that wider roads are less safe for bicycles, pedestrians, and assisted mobility devices and negatively impacts nearby farming)
- Butler Dr - 2 supportive, 1 opposed (the respondent felt that widening the road would worsen speeding problems).
- 253rd Ave – 1 supporting comment received.
- Gibbs Dr – 2 supportive comments received.

ANALYSIS/INFORMATION

1. **Known Opposition** None known at this time.

2. **Legal Antecedents** Metro Council Ordinance No. 10-1241B For the Purpose of Amending the 2035 Regional Transportation Plan (Federal Component) and the 2004 Regional Transportation Plan to Comply with Federal and State Law; to add the Regional Transportation System Management and Operations Action Plan, the Regional Freight Plan and the High Capacity Transit System Plan; to Amend the Regional Transportation Functional Plan and Add it to the Metro Code; to Amend the Regional Framework Plan; and to Amend the Urban Growth Management Functional Plan, adopted

Exhibit B to Resolution No. 13-4424

by the Metro Council June 10, 2010.

Metro Council Resolution No.10-4186 For the Purpose of Approving the 2010-13 Metropolitan Transportation Improvement Program for the Portland Metropolitan Area adopted by the Metro Council September 16, 2010

3. Anticipated Effects None

4. Budget Impacts None

RECOMMENDED ACTION

Metro staff recommends the approval of Resolution No. 13-4424.

MEMORANDUM

DATE: April 9, 2013

TO: Mr. John Mermin, Metro
Ms. Brenda Perez, FHWA

FROM: Brad Choi, City of Hillsboro

SUBJECT: Proposed RTP Amendment Additional Information Request:
Brookwood Pkwy and Cornelius Pass Rd Seven-Lane Widening

The City of Hillsboro recently submitted a request to Metro for the consideration of amending several projects into the Regional Transportation Plan (RTP). In particular, Brookwood Pkwy and Cornelius Pass Rd are proposed to be widened to seven lanes (three lanes in each direction with center turn lane) from Evergreen Pkwy to US 26 (for Brookwood Pkwy) and from Cornell Rd to US 26 (for Cornelius Pass Rd). The City of Hillsboro recognizes that seven-lane arterials exceed what the regional arterial streets design concepts typically call for; as such, this memorandum is intended to: 1) demonstrate the need for the seven-lane projects and why other solutions are not adequate to meet the growing traffic demand; and 2) document the public involvement process taken to arrive at the decisions of adding capacity.

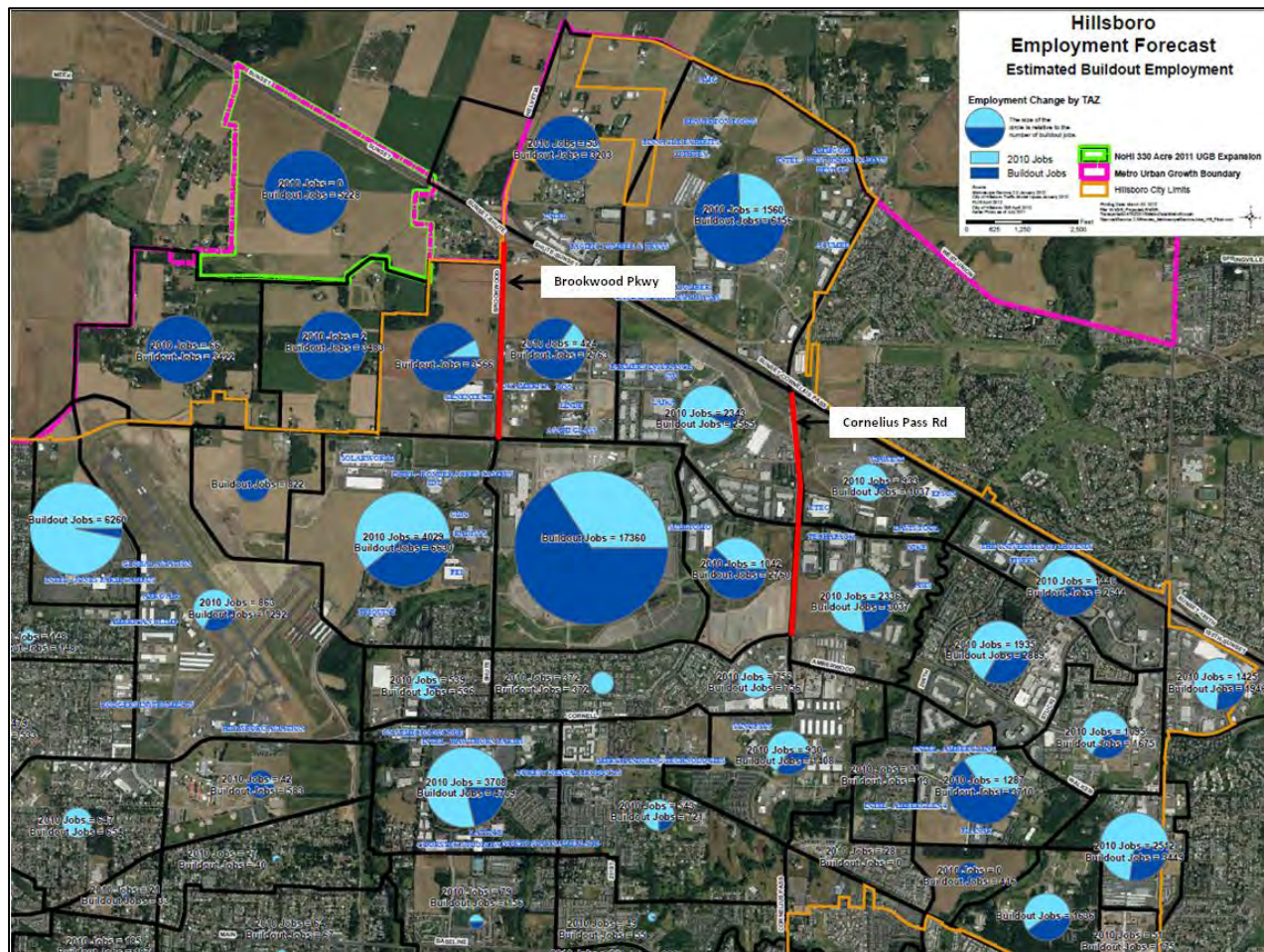
Background

Brookwood Pkwy and Cornelius Pass Rd are the two main arterials for traffic to access the North Hillsboro industrial area from US 26 and areas north and northeast of US 26 which house a significant share of the Silicon Forest workforce. As an example, at over 400 acres, the Intel Ronler Acres campus is one of the largest industrial campuses in the vicinity of the two roads and relies on both for workers access and freight mobility. The Ronler Acres campus currently has a sustaining work force (Intel plus contract employees) of about 10,000. Since 2010, Intel began investing \$6 billion to expand the Ronler Acres campus, which is expected to house an additional 8,400 workers by full occupancy. In the meantime, the construction of the expansion will bring up to 8,200 contractors and construction workers to the campus during peak construction.

While much of the current urgency is driven by the expansion of Intel Ronler Acres campus, it should be noted that Intel is not the only source of future traffic demand; there are other industrial employers in the area in addition to a large amount of undeveloped industrial "green fields". South of the industrial area, construction is underway at the nationally acclaimed Orenco Station community to add over 1,200 high density apartment units next to the MAX light rail station. While a significant share of trips is expected to be served by light rail, these new residents will also add significant demand to Brookwood Pkwy and Cornelius Pass Rd for access to US 26.

The following figure illustrates the capacity for future employment growth in the North Hillsboro industrial area. The number of jobs in 2010 and additional jobs expected at buildout are represented by

the light and dark blue colors in each circle respectively. The size of each circle is relative to the number of jobs anticipated at buildout.



Regional Transportation Functional Plan (RTFP) Solutions Hierarchy

The following explains the consideration and steps taken in accordance with the RTFP (RTFP) 3.08.220 Transportation Solution Hierarchy:

1. TSMO strategies, including TDM, safety, operational and access management improvements

- (TSMO) Adaptive signal timing is deployed on Cornell Road and funded for Cornelius Pass Road. Adaptive signal timing systems adjust signal timing in response to changing traffic patterns and are more efficient when compared to conventional coordinated signal timing systems.
- (TDM) Intel Ronler Acres campus peak hour trip generation rate is currently at about 65% of ITE General Office Building rate (e.g. Intel 0.30 trip/employee vs. ITE 0.46

trip/employee in P.M. peak hour) due to aggressive flexible work hours, compressed work weeks, and telecommuting practices.

- (Safety) The proposed additional lanes on Brookwood Pkwy and Cornelius Pass Road are intended to serve as auxiliary lanes to and from the US 26 on- and off-ramps. Without the additional lanes, southbound morning commute traffic will back up from the signalized intersections on the arterial through the off-ramps and onto westbound US 26 mainline. In the afternoon rush hour, traffic trying to get on to US 26 eastbound which is metered at its freeway approach currently already backs up all northbound lanes on both arterials for close to a mile (20-minute delays). The third lane allows traffic headed north of US 26 to travel across the interchange without impedance from the ramp meter storage deficiencies.

2. Transit, bicycle and pedestrian system improvements

- (Bicycle, pedestrian) The City has completed a substantial amount of the bicycle and pedestrian network in the North Hillsboro industrial area. Missing bike lanes and sidewalk along Brookwood Pkwy and Cornelius Pass Road will be filled in as part of the proposed widening. In some instances, including Cornelius Pass Road and sections of Brookwood Pkwy, the City, along with Washington County, is pursuing opportunities to acquire additional right-of-way to build separated multi-use path instead of (or in addition to) on-street bike lanes. The final design will be informed by recommendations from the recent Regional Safety Plan and the Regional Active Transportation Plan. Newer, more protected types of bikeway designs, including buffered bicycle lanes and cycle tracks, have been piloted in a few places across the region, including other parts of Washington County such as Tualatin-Sherwood Road. Washington County's Bicycle Facility Design Toolkit supports these types of designs on high speed or high volume roadways. The City is also actively working with the County to look at the broader scale bicycle and pedestrian connectivity for the area which reaches beyond simply the industrial area.
- It should be noted that given the homogenous industrial land use surrounding the project area and being close to the edge of the Urban Growth Boundary, this is not an area that attracts a significant amount of walk or bicycle trips.
- TriMet currently has three routes (46, 47, and 48) in addition to the MAX Blue line serving the project area. Intel runs its own shuttles to transport employees to and from the Orenco Station MAX station. TriMet has future plans to enhance the westside service area by providing better connections between housing and employment; however, its deployment is dependent on labor contracts and future revenue.

3. Traffic-calming designs and devices

- Brookwood Pkwy and Cornelius Pass Rd are arterial roadways surrounded by industrial land uses. Typical traffic calming practices such as speed humps, roundabouts, raised

intersections, and bulb-outs are generally not suitable on arterials due to adverse effects on trucks operations, traffic safety, and emergency services.

4. Land use strategies in OAR 660-012-0035(2) to help achieve the thresholds and standards in Tables 3.08-1 and 3.08-2 or alternative thresholds and standards established pursuant to section 3.08.230

- The surrounding land use is entirely industrial in nature.
- The City is actively working to bring high density residential and mixed-use development closer to the employment areas. Examples include Orenco Station (ongoing), and the planned AmberGlen and South Hillsboro communities.

5. Connectivity improvements to provide parallel arterials, collectors or local streets that include pedestrian and bicycle facilities, consistent with the connectivity standards in section 3.08.110 and design classification in Table 2.6 of the RTP, in order to provide alternative routes and encourage walking, biking and access to transit

- The planned Century Blvd overcrossing across US 26 (RTP project # 10831) will be located approximately halfway between Brookwood Pkwy and Cornelius Pass Road. Once completed, it will provide a much needed direct north-south connection from Intel Ronler Acres to the north side of US 26 that will help relieve the traffic burden on Brookwood Pkwy and Cornelius Pass Road. However, it is not viable as an immediate solution due to the extensive lead time, cost and effort required for this project.
- Traffic demand modeling conducted with the buildout of the UGB land use shows that in addition to the Century overpass, the seven lanes on Brookwood Pkwy and Cornelius Pass Road, and enhanced transit will all be needed to handle future traffic demand.
- The third lanes in each direction are a direct result of the limited number of connections linking this employment area to US 26. The sheer volume of workforce traffic results in the need for the added lanes to avoid incoming queues onto US 26 and the resulting gridlock.

6. Motor vehicle capacity improvements, consistent with the RTP Arterial and Throughway Design and Network Concepts in Table 2.6 and section 2.5.2 of the RTP, only upon a demonstration that other strategies in this subsection are not appropriate or cannot adequately address identified transportation needs

- The widening of Brookwood Pkwy and Cornelius Pass Road are necessary in conjunction with all the other strategies to address the future traffic demand in the North Hillsboro industrial area.

Public Involvement Process

Because the amendment of the project into the City's Transportation system Plan constituted a "major plan amendment", it required the City to establish and conduct a citizen involvement program with the

advice and assistance of a Citizen Involvement Advisory Committee (CIAC). City staff met with the CIAC in July, 2012 to establish the citizen involvement program. It was determined that public involvement process of the Interchange Area Management Plan (IAMP) developed by ODOT in support of the Brookwood interchange project that occurred between May, 2011, and June, 2012 met the requirement for public involvement for the Brookwood Pkwy widening project. A separate public involvement program was undertaken for the Cornelius Pass Rd widening project. The two public involvement programs are described below.

Brookwood Pkwy:

The widening of Brookwood Pkwy is a supporting improvement as part of the US 26/Brookwood-Helvetia interchange improvement project funded by the Jobs and Transportation Act (JTA) enacted by the 2009 Oregon Legislature. The 2012 Legislature approved additional funding for this interchange through SB 1543. ODOT, in partnership with the city of Hillsboro and Washington County, developed the Interchange Area Management Plan (IAMP) in order to support the interchange project and related planning, land use, and economic development efforts, as well as recommend transportation system improvements in the vicinity of the interchange in order to protect the future function of the interchange and accommodate traded sector employment growth on over 1,180 acres of adjacent industrial land within the existing Urban Growth Boundary. At buildout, this area will accommodate up to 65,000 jobs, up from the current 31,000.

The priorities of the IAMP include the following:

- Maintain or improve safety and operations at the interchange and other facilities in the vicinity of the interchange area;
- Identify and address the interchange operation needs associated with current and future industrial land designated in the existing adopted comprehensive plan and recently expanded Urban Growth Boundary, to the extent feasible;
- Develop a local street network that provides for local connectivity and helps minimize the need for local travel using or traveling through the interchange;
- Identify facilities for adequate bicycle and pedestrian circulation in the area.

Project committees guided the process and provided important policy, community, and technical feedback through the project. Interviews, public meetings and briefings were held with neighbors, business interests, and local community organizations. Informational materials including newsletters, the project website, and a press release provided project updates to the general public.

The decision process involved three groups, one of which was the Project Advisory Committee (PAC) which included one representative each from the Helvetia Community Association, Meek Neighborhood, Hillsboro Chamber of Commerce, Brookwood area bicyclists, Jacobson Road, City of Hillsboro, Washington County, and the ODOT project manager. Project team members and members of the public also attended the PAC meetings. The PAC held four meetings between May, 2011 and June, 2012.

Public outreach was conducted through the project website and newsletters. The project website served as the central location for project information and resources. Two newsletters were mailed out to approximately 3,100 addresses covering the area extending between Jackson School Rd, Cornelius Pass Rd, West Union Rd, and Evergreen Rd with project updates and invitation to the two project open

houses. In addition, e-mail notifications were sent to approximately 200 individuals who had expressed interest in the project. The two public open houses were held on January 17, 2012 and June 25, 2012. Invitations to the two project open houses were provided via the project website, newsletters, and area media.

Public hearings were held before the Hillsboro Planning Commission, The Washington County Board of County Commissioners, and the Hillsboro City Council on the resulting roadway and related transportation improvements to consider their adoption into the County and City Transportation System Plans (TSP). Of the public testimony received, none was in opposition to the seven-lane widening of Brookwood Pkwy. Both County and City adopted the seven lane designation into their respective TSPs in September and October, 2012, respectively.

Cornelius Pass Road:

The widening of Cornelius Pass Rd and related improvements on Imbrie Dr and Evergreen Pkwy (not part of the RTP amendments) resulted from a series of transportation analyses conducted by Intel's traffic consultant along with a City of Hillsboro transportation study completed concurrent with the Brookwood interchange IAMP. Studies were completed in coordination with City, ODOT, Washington County, the Hillsboro Chamber of Commerce, and local neighboring businesses. Through the course of the analyses, various solutions such as operational and access improvements; transit, bicycle, and pedestrian facilities; traffic calming designs; and future connectivity opportunities were identified and recommended in addition to the capacity improvement on Cornelius Pass Rd. It was determined that future transit service improvements being planned (although uncertain as to when they could be deployed) would not be enough to meet the increasing demand on Cornelius Pass Road.

A public open house was held on August 16, 2012 at Quatama Elementary School to provide information and receive feedback for the proposed widening of Cornelius Pass Rd and other related improvements. Public notices for the open house were mailed to approximately 7,400 property owners located in the project vicinity and also published in the Hillsboro Argus newspaper and on the City's website. About 30 people attended the open house and provided feedback on the project. Additional comments were received through emails and phone calls from residents who were not able to attend the open house. A significant majority of testimony received supported the need for the seven lane designation and recommended the corridor improvement include enhanced landscape treatment and provide off-street bicycle solutions utilizing the adjacent abandoned railroad right of way.

The City's Planning Commission held a public hearing on September 26, 2012 to consider amendment of the City Transportation System Plan including all elements of the IAMP (including both the Brookwood Pkwy seven-lane widening) plus the seven-lane Cornelius Pass Rd designation. Public notice was published in the Hillsboro Argus newspaper on September 4, 2012



MEMORANDUM

DATE: April 16, 2013

TO: Mr. John Mermin, Metro
Ms. Brenda Perez, FHWA

FROM: Brad Choi, City of Hillsboro

SUBJECT: Proposed RTP Amendment Additional Information

This memorandum is provided to Metro as a supplement to the April 9, 2013 memorandum "Proposed RTP Amendment Additional Information Request". This memorandum explains the RTP Transportation Solutions strategies hierarchy and public involvement process for the proposed projects of NW 253rd Avenue, Gibbs Drive, Butler Drive, and the US 26 westbound off-ramp at Cornelius Pass Road.

NW 253rd Avenue

The need for NW 253rd Avenue was identified as part of the US 26/Brookwood Interchange Area Management Plan (IAMP) process. In addition, NW 253rd Avenue was recently recommended for inclusion in the Regional Economic Opportunity Fund (REOF) portion of the Regional Flexible Fund to construct this roadway from Evergreen Road to Meek Road. NW 253rd Avenue 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 with bike lanes and sidewalks is already in the RTP as project # 10822. This current RTP amendment request is to add the portion from Huffman extension to Meek Road. Current development opportunities have surfaced which is contingent upon the opening of NW 253rd Avenue by summer 2014.

The area in the vicinity of NW 253rd Avenue (generally bounded by US 26 to the north, Brookwood Parkway to the east, Evergreen Road to the south, and Sewell road to the west) roadways encompasses approximately 700 acres of industrial land, with an estimated net buildable acreage of 623 acres. The different pieces that make up this industrial area were added to the Urban Growth Boundary (UGB) over the last ten or so years. There are currently no roadways that provide internal access to this area other than a gravel road (NW 253rd Avenue) that extends about a half-mile into the area from Evergreen Road. The proposed construction of NW 253rd Avenue will create the needed access in order to "unlock" the industrial area for investment and future employment.

Given that this 700-acre area is generally undeveloped and lacks any real roadway infrastructure, it is difficult to apply the Regional Transportation Functional Plan (RTP) 3.08.220 Transportation Solutions strategies "hierarchy". The construction of NW 253rd Avenue, along with future roadways in this area, will provide the roadway capacity and connectivity for motor vehicles, transit, bicycle, pedestrian, and other transportation management strategies in the future.

Similar to the Brookwood Parkway widening project, the construction of NW 253rd Avenue is also a supporting improvement as part of the US 26/Brookwood-Helvetia Interchange Improvement project.

Therefore, it went through the same public involvement process as the Brookwood Parkway widening project. Please refer to pages 5 and 6 in the March 8, 2013 memorandum "Proposed RTP Amendment Additional Information Request" for the details on the public involvement process.

Gibbs Drive

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.

The AmberGlen Community Plan is a guiding document for transforming an approximately 606-acre suburban development area in southeast Hillsboro into an urban, high-density, mixed-use community where transit, walking, cycling will be primary modes of transportation. An extensive planning effort has gone into this project; the detail can be found at:

<http://www.ci.hillsboro.or.us/Planning/OHSUAmberGlen.aspx?g1dd=8&g2dd=5>.

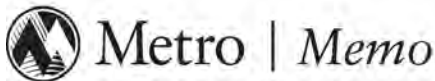
Excerpts from the AmberGlen Community Plan which details the public involvement process is provided an attachment to the memorandum.

Butler Drive and US 26/Cornelius Pass Road Westbound Off-Ramp

The widening of Butler Drive to five lanes (two through lanes in each direction plus center turn lane) and adding a second lane at the US 26/Cornelius Pass Road westbound loop off-ramp are both part of the needed roadway improvements identified through the development review process conducted in late 2012 and early 2013 as part of the Intel Ronler Acres campus expansion.

The development review process for the Intel Ronler Acres expansion included a detailed transportation study which analyzed the impact of the increase of employment at Intel Ronler Acres campus over the coming years. The transportation review process looks at different solutions and issues such as network connectivity, bicycle and pedestrian facilities, transit, intelligent transportation systems, safety, operations, and mobility. The widening of Butler Drive between 229th Avenue and Cornell Road was identified as a needed improvement to handle the anticipated increase in traffic that will be entering and exiting in the southeast part of the Ronler Acres campus. Butler Drive is currently a three-lane roadway with one through lane in each direction and one center turn-lane. It should be noted that the length of this improvement is approximately 850 feet from intersection to intersection (229th Avenue to Cornell Road). The addition of a second lane to the US 26/Cornelius Pass Road westbound loop off-ramp is needed from a safety and capacity standpoint. Without this improvement, future morning peak hour traffic is projected to back up onto US 26 mainline in the westbound direction, thereby creating a significant safety concern.

The City's development review process is a Type II administrative review process with public notice. This particular project has gone through review by partner agencies. As part of the development review process, the City sent out a public notice to surrounding property owners on October 30, 2012 for public comments. In addition, Intel held its own neighborhood meetings independent from the City to address transportation issues and improvements related to its campus expansions.



Date: March 1, 2013
 To: TPAC and Interested Parties
 From: Tom Kloster, Transportation Planning Manager
 Grace Cho, Assistant Transportation Planner
 Subject: Pre-Conformity Plan and Draft 2035 RTP Air Quality Conformity Determination

Introduction

To comply with federal mandates, Metro is required to conduct an air quality impact analysis with each update of Metro’s Regional Transportation Plan (RTP) and development of a new Metropolitan Transportation Improvement Program (MTIP). As part of the conducting the analysis, Metro consults and solicits feedback from our local and regional partners about the analysis. TPAC has been identified as the forum of local and regional partners for consultation and soliciting feedback. Metro staff seeks comments from TPAC regarding the Draft 2035 RTP Air Quality Conformity Determination.

Background

Prior to the scheduled update of Metro’s 2035 Regional Transportation Plan (RTP), several project sponsors requested RTP project amendments due to project delivery schedules and are unable to wait until the next scheduled update. As a result, Metro solicited RTP amendments at the end of 2012 where a total of 13 projects were submitted. In review of the proposed amendments, all but one were deemed regionally significant projects as defined federal transportation conformity rules (40 CFR 93.101). Therefore a new air quality conformity determination must be made on Metro’s 2035 RTP in complying with federal regulations.

In anticipation of conducting a new conformity determination, Metro staff consulted with federal partners (FHWA, FTA, EPA) as well as regional and state partners (DEQ, ODOT, TriMet) to about the approach and methodology to the air quality conformity analysis. The federal, state, and regional partners all came to agreement on the approach and methodology to the analysis. Metro conducted the analysis in February 2013. Metro staff developed and released a draft 2035 RTP Air Quality Conformity Determination on February 22, 2013 for public comment.

Air Quality Analysis and Results

To demonstrate conformity, the projected emissions must be less than or equal to the motor vehicle emissions budget(s) established for each analysis year (OAR 340-252-0190(b)(A)). In addition, the regional emissions analysis must be performed for the last year of the transportation plan's forecast period. The results for each analysis year can be found below.

2035 Regional Transportation Plan (Federal Component) Regional Air Quality Assessment

Year	Carbon Monoxide Motor Vehicle Emission Budgets (Budgets are Maximum Allowed Emissions) (pounds/ winter day)	Forecast Carbon Monoxide Motor Vehicle Emissions (pounds/ winter day)
2010	1,033,578	877,841
2017	1,181,341	708,286
2025	1,181,341	830,714

2035	1,181,341	835,142
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Per the results, the projected emissions is less than the approved motor vehicle emissions budgets for each analysis year. Therefore the 2035 RTP with the proposed amendments conforms to air quality rules. The full report with details of the analysis can be found on Metro's website.

Request

Metro staff requests the feedback of TPAC members on the draft 2035 RTP air quality conformity determination report prior to the end of the public comment period. The public comment period for the 2035 RTP air quality conformity determination is scheduled to close on April 8, 2013.

Next Steps

Metro will summarize and incorporate any public comments on the draft 2035 RTP air quality conformity determination following the close of the public comment period. Metro will return to TPAC in April and ask for recommendation to forward the revised draft of the 2035 RTP air quality conformity determination to JPACT. Once recommended, Metro staff will ask for JPACT and Metro Council approval of the conformity determination at the May meetings.

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PLACE



Public comment report

2035 RTP Amendments

May 2013

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Background

The Regional Transportation Plan (RTP) establishes a comprehensive policy direction for the regional transportation system and recommends a balanced program of transportation investments to implement that policy direction. The RTP is updated every four years, as required by federal law. In between full updates to the RTP, it may be necessary to amend the plan in response to changing local conditions and newly adopted plans. To be eligible to build a project with federal funds the project must first be included in the RTP.

Current proposed changes to the RTP project list include projects in Washington County, Hillsboro, Beaverton, Portland, East Multnomah County and Oregon Department of Transportation projects along Interstate 205 and Interstate 5.

Outreach approach

Metro compiled a list of all proposed project list changes, including detailed information and maps. From Friday, Feb. 22 to Monday, April 8, 2013 Metro held a 45-day public comment period on proposed project list changes for the 2035 RTP. Comments made during this period will be presented to decision makers for consideration before taking action in May. The public was asked to provide comment on any of the proposed projects using an online survey on the RTP amendments web page, by email, by mail or in person. Comments were also received on analysis of how these changes may affect regional air quality.

Metro's approach to publicize the comment period included:

- Email notices to the Transportation Policy Advisory Committee (TPAC), Metro Policy Advisory Committee (MPAC) and Joint Policy Advisory Committee on Transportation (JPACT) as well as several interested parties and environmental justice lists announcing the start of the public comment period and a follow-up reminder email midway through the comment period.
- Posts on the Metro News web site, the agency's main news blog, which reaches hundreds of news media and community members each day. The exact number of recipients varies depending on their own subscription settings.
- Advertisements were placed in five local newspapers, *The Oregonian*, *The Hillsboro Argus*, *The Beaverton Valley Times*, *The Gresham Outlook* and *The Portland Observer* advertising the public comment period. Advertisements in the latter three papers were provided in English and Spanish.
- Staff presentations to TPAC, JPACT, MPAC, Metro Technical Advisory Committee (MTAC) and the Metro Council.
- Web content with all proposed project and comment information, with a link from the Metro web home page and the main Regional Transportation Plan web page.
- Metro received 11 responses through the online survey and six comments were received through email.

Title VI: LEP Analysis/Translation

Limited English Proficiency (LEP) is a term used to describe people who do not speak English as their primary language and who also may have limited ability to read, write, or understand English. Metro's Data Resource Center conducted an analysis of the communities surrounding the proposed project areas, and found Spanish to be the most widely spoken language for those who don't speak English well. The Beaverton Crescent Street extension project, the East Metro Connections Plan projects, the City of Portland North Williams Traffic Safety Operations projects and the Oregon Department of Transportation projects were all determined to affect communities with LEP Spanish speaking populations at five percent or above.

To solicit input from Spanish speaking residents in these communities, advertisements announcing the RTP amendment public comment period were translated into Spanish in three newspapers, *The Gresham Outlook*, *The Beaverton Valley Times*, and *The Portland Observer*, thus allowing Metro to engage a wider and more diverse population of the community. Metro provides phone translation services for any language for community members providing comments or seeking information on the phone or in person. No comments or requests related to this round of RTP amendments were received in any language other than English.

SUMMARY OF COMMENTS RECEIVED

City of Beaverton - Crescent Street multimodal extension project

This project received two comments, one in favor and one against. The comment in support of the project stated that it would help with better street connectivity in the Beaverton area. The comment against stated that a higher priority should be funding projects on the other side of Beaverton.

City of Hillsboro- 253rd Street

One comment received in support of project. No changes requested.

City of Hillsboro - Brookwood Parkway

Metro received seven comments on the Brookwood Parkway proposal—five in favor and two opposed. One comment in opposition stated that widening the road would create increased speeds and traffic, leading to unsafe access for cyclists and pedestrians. Another commenter suggested a higher priority should be the South Hillsboro area. One commenter in favor of the project also focused on safety concerns for pedestrians and cyclists, noting that “walking or biking alongside a seven lane arterial would be incredibly unpleasant.”

Three comments in favor of the project were from the Greater Hillsboro Area Chamber of Commerce and the Westside Economic Alliance and the NAIOP Commercial Real Estate Development Association and all three comments noted the importance of roadway improvements in accommodating the anticipated increase in employment and traffic in the Hillsboro area.

City of Hillsboro - Butler Drive

Three comments were received on this project, two in favor and one against. The comment against noted that, “motor vehicle traffic already travels too fast on this road to allow safe access for pedestrians, cyclists, and assistive mobility devices. Widening roads will encourage drivers to go even faster.”

City of Hillsboro - Cornelius Pass Road

This project received six comments, five in favor and one against. Three comments in favor of the project were from the Greater Hillsboro Area Chamber of Commerce, Westside Economic Alliance and NAIOP Commercial Real Estate Development Association. All three comments noted the importance of roadway improvements in accommodating the anticipated increase in employment and traffic in the Hillsboro area.

The comment against stated that widening the road would lead to more dangerous conditions for pedestrians and cyclists. One comment in favor emphasized the need for cycle tracks or separated multi-use path for pedestrians and cyclists.

City of Hillsboro - Gibbs Drive

Metro received two comments in favor of this project, with one commenter noting that it will help catalyze development in the AmberGlen area.

City of Hillsboro - US 26 westbound off-ramp

All comments received were in favor of the project. Three comments in favor of the project were from the Greater Hillsboro Area Chamber of Commerce, Westside Economic Alliance and NAIOP Commercial Real Estate Development Association. All three comments noted the importance of roadway

improvements in accommodating the anticipated increase in employment and traffic in the Hillsboro area.

City of Portland - N. Williams Traffic Safety operations projects

Metro received four comments on the North Williams Traffic Safety Operations projects, three in opposition to the projects. One comment focused on the safety concerns of adding a left-side bike lane and another stated that a higher priority should be given to the Outer Powell Blvd. Conceptual Design area.

One comment was in favor of the projects, citing the high bicycle traffic and pedestrian demand in the area.

East Metro Connections Plan- 238th Drive

Metro received two comments in opposition to the East Metro Connections 242nd right of way project. One commenter suggested that a higher priority in this area would be creating planned communities and creating more opportunities for alternative means of transportation and the other noted that the project did not have enough “bang for the buck.”

East Metro Connections Plan policy changes

No comments received.

Oregon Department of Transportation- I-205 - Extending the auxiliary lane on I-205 SB from I-84 EB entrance

Two comments were received in opposition to the I-205 project, extending the auxiliary lane on I-205 southbound from the I-84 entrance. The comments provided views about what the priorities should be for regional planning, specifically fixing Allen Blvd. and Highway 217 and creating more bike boulevards.

Oregon Department of Transportation I-205- Extending the existing acceleration lane on I-205 NB from Powell entrance ramp

No comments received.

Oregon Department of Transportation- I-5 - Extend I-5 SB auxiliary lane from Lower Boones Ferry exit-ramp to Lower Boones Ferry entrance-ramp

Metro received four comments on this project, three in support and one against. The comments in favor of the project noted that the project would help reduce southbound congestion on I-5. The cities of Tualatin, Wilsonville, Tigard, Lake Oswego and Washington County and the Tualatin and Wilsonville Chambers of Commerce emphasized that the project would help improve traffic flow, lane balance and time reliability and as a result reduce congestion and improve economic vitality, air quality and safety.

The comment in opposition stated that a higher priority should be fixing Allen Blvd. and Highway 217.

Washington County - Scholls Ferry Road: Roy Rogers to Teal Blvd. project

All comments received expressed support for the project, with most saying it would help with mobility and safety needs while reducing bottlenecks in the area. One commenter emphasized the need for bike lanes, particularly just east of Teal Blvd.

Air quality conformity Analysis

A letter was received from Jon Ostar, Director of Organizing People / Activating Leaders (OPAL) that raise questions regarding Metro's ability to adopt any amendments to the RTP at this time since the region is not currently in compliance with a Transportation Control Measure (increase transit service by 1% per year) included in the Area CO Maintenance Plan.

**2035 REGIONAL TRANSPORTATION PLAN (RTP) AMENDMENTS
CITY OF BEAVERTON - CRESCENT STREET MULTIMODAL EXTENSION PROJECT**

97124	City of Beaverton - Crescent Street multimodal extension project	Yes	The central part of Beaverton could use better street connectivity like this.
97225	City of Beaverton - Crescent Street multimodal extension project	No	Beaverton has already spent enough money on that part of town. How about a eastbound right-angle-to-the-tracks bicycle crossing for 5th at the railroad tracks, west of Griffith?

**2035 REGIONAL TRANSPORTATION PLAN (RTP) AMENDMENTS
CITY OF HILLSBORO - 253RD STREET**

Zip code	Project	Do you support adding this project to the RTP?	Comments
97225	City of Hillsboro - 253rd Street	Yes	

2035 REGIONAL TRANSPORTATION PLAN (RTP) AMENDMENTS
 HILLSBORO-BROOKWOOD PARKWAY PROJECT

Zip code	Project	Do you support adding this project to the RTP?	Comments
97123	City of Hillsboro - Brookwood Parkway	No	Every one of the Hillsboro projects is designed to benefit people in North Hillsboro. There are severe transportation issues in South Hillsboro that are being totally ignored. I don't see any improvements to TV Highway on this list. The TV Highway Corridor Study was a joke and an insult to Hillsboro residents since the suggested improvements will only make it worse for South Hillsboro people to go anywhere in this city. I am disgusted with Hillsboro and the Metro Council for adding the South Hillsboro area to the Urban Growth Project and not have one single transportation improvement listed to support it.
97124	City of Hillsboro - Brookwood Parkway	No	Motor vehicle traffic already travels too fast on this road to allow safe access for pedestrians, cyclists, and assistive mobility devices. Widening roads will encourage drivers to go even faster. More lanes = more distraction = more danger. Also, this increased traffic will negatively impact nearby farmland.
97124	City of Hillsboro - Brookwood Parkway	Yes	While, the idea of supporting seven lane arterial roads is difficult for me, I would prefer that they propose cycle tracks or separated multi-use paths for pedestrians and cyclists. Walking or biking alongside a seven lane arterial would be incredibly unpleasant.
97225	City of Hillsboro - Brookwood Parkway	Yes	

2035 REGIONAL TRANSPORTATION PLAN (RTP) AMENDMENTS
 CITY OF HILLSBORO - BUTLER

Zip code	Project	Do you support adding this project to the RTP?	Comments
97124	City of Hillsboro - Butler Drive	No	Butler Drive currently provides lower speed and traffic access for pedestrians, bikes, and assistive mobility devices to reach the library from points east. Increasing lanes will likely increase speeding, already an issue noted by frequent use of radar on the road. Intel should provide more incentives for employees to choose mass and/or active transportation and/or shorter commute location.
97124	City of Hillsboro - Butler Drive	Yes	
97225	City of Hillsboro - Butler Drive	Yes	

2035 REGIONAL TRANSPORTATION PLAN (RTP) AMENDMENTS
 CITY OF HILLSBORO - CORNELIUS PASS ROAD

Zip code	Project	Do you support adding this project to the RTP?	Comments
97124	City of Hillsboro - Cornelius Pass Road	No	Motor vehicle traffic already travels too fast on this road to allow safe access for pedestrians, cyclists, and assistive mobility devices. Widening roads will encourage drivers to go even faster. More lanes = more distraction = more danger. Also, this increased traffic will negatively impact nearby farmland.
97124	City of Hillsboro - Cornelius Pass Road	Yes	While, the idea of supporting seven lane arterial roads is difficult for me, I would prefer that they propose cycle tracks or separated multi-use paths for pedestrians and cyclists. Walking or biking alongside a seven lane arterial would be incredibly unpleasant.
97225	City of Hillsboro - Cornelius Pass Road	Yes	

**2035 REGIONAL TRANSPORTATION PLAN (RTP) AMENDMENTS
CITY OF HILLSBORO - GIBBS DRIVE**

Zip code	Project	Do you support adding this project to the RTP?	Comments
97124	City of Hillsboro - Gibbs Drive	Yes	This will help be a catalyst for sustainable development in the planned AmberGlen area
97225	City of Hillsboro - Gibbs Drive	Yes	

**2035 REGIONAL TRANSPORTATION PLAN (RTP) AMENDMENTS
CITY OF HILLSBORO - US 26 WESTBOUND OFF-RAMP**

April 2013

Zip code	Project	Do you support adding this project to the RTP?	Comments
97124	City of Hillsboro - US 26 westbound off-ramp	Yes	How do all of these projects tie into the mass transit system and is the mass transit system being developed to help reduce this commuter traffic?
97124	City of Hillsboro - US 26 westbound off-ramp	Yes	

**2035 REGIONAL TRANSPORTATION PLAN (RTP) AMENDMENTS
N. WILLIAMS AND RODNEY PROJECT**

April 2013

Zip code	Project	Do you support adding this project to the RTP?	Comments
97216	City of Portland - N. Williams Traffic Safety operations projects	No	I'm surprised that this project is being added, and not the Outer Powell Blvd Conceptual Design area, from SE 92nd to SE 176th, which has widespread public and state legislative approval, in an otherwise poorer, multi-ethnic area of the City of Portland.
97221	City of Portland - N. Williams Traffic Safety operations projects	Yes	The with all the bicycling traffic and pedestrian demand, this makes sense.
97214	City of Portland - N. Williams Traffic Safety operations projects	No	I am a strong supporter and advocate of better bicycle facilities. However, I do not support the N Williams Traffic Safety project in its current form. A left-side bike lane (with some sections shared with motor vehicles) will lead to more dangerous conditions for bikes. Drivers are not used to left-side bike lanes, and N Williams has many left turns and left-side driveways, so the danger of left hooks will be significant. A New Seasons grocery is currently under construction just north of Cook St. The entrance to their parking lot will require cars to cross over the bike lane, and during peak times cars will get backed up into the busy Cook intersection as they wait for bikes to pass. The city has not addressed how bikes will transition from the right side to the left side near Broadway. Finally, the project description partly justifies the project based on N Williams being designated a City Bikeway in the Bike Plan, which calls for a "separated in-roadway bike facility." N Williams already has a right-hand bike lane, which meets that definition. Funding should go toward the many roads in the bike plan that have no facility, not on "upgrading" this facility in a way that will make it less safe, not more safe.

**2035 REGIONAL TRANSPORTATION PLAN (RTP) AMENDMENTS
N. WILLIAMS AND RODNEY PROJECT**

April 2013

Zip code	Project	Do you support adding this project to the RTP?	Comments
97225	City of Portland - N. Williams Traffic Safety operations projects	No	I've been following this project on bikeportland.org. What started out as a simple safety improvement has ballooned into a boondoggle. Turn down funding for this mess.

**2035 REGIONAL TRANSPORTATION PLAN (RTP) AMENDMENTS
EAST METRO CONNECTIONS - 238TH DRIVE**

Zip code	Project	Do you support adding this project to the RTP?	Comments
97086	East Metro Connections Plan - 242nd right-of-way	No	<p>I understand the necessity at some level to take a micro perspective to solving Metro's transportation problems but it must start from a global perspective. The solution to our transportation problems is planned communities. We have to get behind projects that create jobs, reduce the requirement for additional roads and road maintenance and promote alternative means of transportation. Planned communities do that and there is a planned community coming out of the ground soon East of Clackamas Town Center and I205 called Eagle Landing. It provides connectivity to the terminus to the green line, multimodal transportation systems, multicultural neighborhoods, many local businesses and creates a SE urban center and jobs called Eagle Landing. Please get behind this project to ensure its success! This is a unique opportunity for our state and Metro to provide cutting edge development that can be a model for other communities and jurisdictions. If this is done right with state and local support it can be a model for the country to consolidate infrastructure, culture in a meaningful way and increase the tax base without increasing maintenance costs and requirements. We would be happy to discuss this further with Metro. Lake did a masterful job of presenting the active RTP to the CC Ped/Bike committee Tuesday night. This is a way to meet the Metro goals and I don't see a sustainable way other than planned communities. EL needs your backing!</p>
97124	East Metro Connections Plan - NE 238th Drive: Halsey Street to Glisan Street	No	<p>This project doesn't seem to have a lot of bang for the buck, even though this stretch of road is a safety concern.</p>

**2035 REGIONAL TRANSPORTATION PLAN (RTP) AMENDMENTS
I-205 - EXTENDING AUXILIARY LANE ON I-205 SB FROM I-84 EB ENTRANCE**

Zip code	Project	Do you support adding this project to the RTP?	Comments
97213	I-205 - Extending the auxiliary lane on I-205 SB from I-84 EB entrance	No	First the URL is broken, please fix it. Second, for the price of extending a freeway lane, you could complete miles and miles of bike boulevards instead, so I wouldn't encounter dozens of stop signs on my 4-mile 1-way bike commute in NE Portland. Just turning a few more stop signs would be a big help, and it would cost a lot less than freeway lanes.
97225	I-205 - Extending the auxiliary lane on I-205 SB from I-84 EB entrance	No	It says on the Metro site that ODOT wants to take away funding from fixing Allen and 217 to fund this project. No, I'd rather see Allen and 217 fixed.

**2035 REGIONAL TRANSPORTATION PLAN (RTP) AMENDMENTS
 ODOT I-5 SOUTHBOUND**

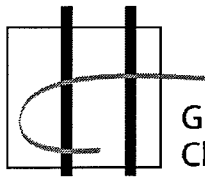
April 2013

Zip code	Project	Do you support adding this project to the RTP?	Comments
97124	I-5 - Extend I-5 SB auxiliary lane from Lower Boones Ferry exit-ramp to Lower Boones Ferry entrance-ramp	Yes	The Portland metro area is difficult to leave SB due to weaving conflicts like this.
97225	I-5 - Extend I-5 SB auxiliary lane from Lower Boones Ferry exit-ramp to Lower Boones Ferry entrance-ramp	No	It says on the Metro site that ODOT wants to take away funding from fixing Allen and 217 to fund this project. No, I'd rather see Allen and 217 fixed.

**2035 REGIONAL TRANSPORTATION PLAN (RTP) AMENDMENTS
WASHINGTON COUNTY - SCHOLLS FERRY ROAD**

April 2013

Zip code	Project	Do you support adding this project to the RTP?	Comments
97123	Washington County - Scholls Ferry Road: Roy Rogers to Teal Blvd. project	Yes	Much needed to improve this commuter route bottleneck.
97008	Washington County - Scholls Ferry Road: Roy Rogers to Teal Blvd. project	Yes	Mobility and safety needs today. Especially during peak hours and weekends.
97225	Washington County - Scholls Ferry Road: Roy Rogers to Teal Blvd. project	Yes	Make sure there are bike lanes, particularly just east of Teal.



Greater Hillsboro Area
Chamber of Commerce

April 2, 2013

Metro
600 NE Grand Avenue
Portland, OR 97232

RE: Support for the City of Hillsboro's RTP Amendment Projects

Dear Metro Council President, Metro Councilors, Advisory Committee Members and Staff:

The Hillsboro Chamber of Commerce would like to express our strong support of the City of Hillsboro's regional transportation plan amendment projects: The widening of Brookwood Parkway, Cornelius Pass Road and U.S. 26/Cornelius Pass Road interchange westbound loop. These projects are not only vital for the city of Hillsboro and our business community, but for the entire Portland metropolitan area.

These roadway improvements are driven by the increased employment of our industrial and traded sector companies. We anticipate and frankly hope that trend of increased employment continues. The improvements identified have been through an extensive technical analysis reviewed and endorsed by the City of Hillsboro, Washington County and ODOT. While these improvements address an important capacity issue they are also inherently tied directly to safety concerns alleviating the situation of having peak morning commute traffic queue up and spill out onto U.S. 26 and providing for a safer, smoother flow of afternoon traffic that is not required to make last minute lane changes in order to navigate congested bottleneck arterials. These improvements are not solely for commute traffic but also take into consideration the significant needs of our high tech Silicon Forest companies for adequate freight mobility.

The Hillsboro Chamber is more than satisfied that the City of Hillsboro has adequately demonstrated the need for the seven-lane projects and why other solutions explored are not adequate to meet the continued growing traffic demand.

Your consideration and support of the City of Hillsboro's RTP Amendment Projects is greatly appreciated.

Sincerely,

Doug Barrett
Chair of the Board

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CFM STRATEGIC COMMUNICATIONS

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May 2013



*The leader in advocating
for a healthy economic environment*

April 2, 2013

Metro
600 NE Grand Ave
Portland, OR 97232

Re: Support for City of Hillsboro RTP Amendment Projects

Dear Metro Council, Advisory Committee members, and staff:

I am writing on behalf of Westside Economic Alliance (WEA) to support the City of Hillsboro's proposed Regional Transportation Plan (RTP) amendment projects.

In particular, we would like to offer our support for the widening of Brookwood Parkway, Cornelius Pass Road, and the US 26/Cornelius Pass Road interchange westbound loop off-ramp. Brookwood Parkway and Cornelius Pass Road are two vital arterials connecting the industrial and high tech businesses in Hillsboro to US 26 and the rest of the region.

A significant number of workers travel on these two roadways to commute to and from their jobs, and businesses rely on these two roadways for efficient movement of products and goods. As existing businesses continue to grow and expand and new businesses are attracted to the area, it is critical that these two roadways and the surrounding network provide the necessary mobility for workers and freight movement.

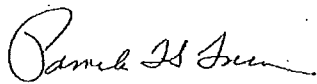
Currently, there is already significant delay and congestion on Brookwood Parkway and Cornelius Pass Road during the peak travel hours of the day; this problem is only going to worsen if improvements are not made to the two facilities. Therefore, WEA supports the proposed improvements by the City of Hillsboro.

The proposed widening of Brookwood Parkway and Cornelius Pass Road, and the westbound off-ramp at the US 26/Cornelius Pass Road interchange are critical improvements to ensure continued mobility for the businesses and workers in the industrial and high tech area in Hillsboro and Washington County.

Westside Economic Alliance is a business advocacy group, representing members from both the public and private sectors in Washington and western Clackamas counties. Together we work to improve the local business climate and the economic health of our region.

Westside Economic Alliance is a business advocacy group, representing members from both the public and private sectors in Washington and western Clackamas counties. Together we work to maintain and build upon the vibrant economy of the area we serve.

Sincerely,

A handwritten signature in cursive script, appearing to read "Pamela H. Sun".

Executive Director
Westside Economic Alliance

NAIOP

COMMERCIAL REAL ESTATE
DEVELOPMENT ASSOCIATION

OREGON CHAPTER

April 3, 2013

Metro Council
600 NE Grand Ave.
Portland, OR 97232

RE: Support for City of Hillsboro RTP Amendment Projects

Dear President Hughes, Councilors, Advisory Committee members, and staff:

On behalf of NAIOP Oregon's 168 members, I am writing to support the City of Hillsboro's proposed regional Transportation Plan (RTP) amendment projects. One of the fundamental goals of our organization is to advocate for measures that foster a regional environment conducive to expansion of our industrial and commercial employment base—we believe strongly that the amendment projects proposed by the City of Hillsboro are crucial to such an expansion in Washington County.

In particular, we are supportive of the widening of Brookwood Parkway, Cornelius Pass Road, and US 26/Cornelius Pass Road interchange westbound loop off-ramp. Brookwood Parkway and Cornelius Pass Road are two crucial arterials connecting the industrial and high tech businesses in Hillsboro to US 26 and the rest of the region. A significant number of workers travel on these two roadways to commute to/from their jobs, and businesses rely on these two roadways for efficient movement of products and goods. As existing businesses continue to grow and expand, and new employers are attracted to the area, it is critical that these two roadways and the surrounding network provide the necessary mobility for workers and freight movement. Currently, there is already significant delay and congestion on Brookwood Parkway and Cornelius Pass Road during the peak travel hours of the day; this problem is only going to become worse if improvements aren't made to the two facilities. Therefore, we support the proposed improvements by the City of Hillsboro.

Thank you for your consideration of our input and please let me know if we can provide any additional information.

Sincerely,



David Kotansky
2013 President

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Kelly Ross



April 8, 2013

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

RE: 2035 Regional Transportation Plan (RTP) Amendments

Dear Mr. Mermin:

On behalf of the Tualatin and Wilsonville Chamber of Commerce's we'd like to express our support for the inclusion of the Interstate-5 South Bound auxiliary lane from the Lower Boones Ferry Road entrance-ramp to the Nyberg Street exit-ramp in the 2035 Regional Transportation Plan (RTP). Efficient transportation is the number one priority for many of our local businesses. During a recent meeting of more than 60 key leaders of businesses in Tualatin, they expressed their strong belief that transportation was the #1 impediment to growing their business, particularly in regards to employees commuting into our business areas.

Given the high prevalence of businesses in the manufacturing, warehousing, and distribution sectors, our economic vitality depends on a well functioning transportation system. Nowhere else in our communities is this more integral than on I-5. Traffic volume is extremely high along this section of I-5. Further complicating the situation is the high volume of weaving movement between Highway 217 and the Nyberg Street exit-ramp. The addition of this small section of auxiliary lane will reduce congestion, improve lane balance and travel time reliability, and sustain stable traffic flow. In addition, it is anticipated to result in a 30% reduction in mainline crashes.

Removing bottlenecks and improving traffic operations along I-5 benefits many of the local streets that feed into I-5. As a result of improved traffic flow, local and regional businesses will spend less time transporting goods and more time positively contributing to our communities.

Thank you for the opportunity to express our support for including this project in the 2035 RTP.

Sincerely,

A handwritten signature in blue ink that reads 'Linda Moholt'.

Linda Moholt
CEO, Tualatin Chamber of Commerce

A handwritten signature in blue ink that reads 'Steve Gilmore'.

Steve Gilmore
CEO, Wilsonville Chamber of Commerce

cc: Tualatin Chamber Board of Directors
Wilsonville Chamber Board of Directors



April 8, 2013

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

RE: 2035 Regional Transportation Plan (RTP) Amendments

Dear Mr. Mermin:

The Cities of Tualatin, Wilsonville, Tigard, Lake Oswego and Washington County appreciate the opportunity to express our support for the inclusion of the Interstate-5 South Bound auxiliary lane from the Lower Boones Ferry Road entrance-ramp to the Nyberg Street exit-ramp in the 2035 Regional Transportation Plan (RTP). Given our location along I-5, the economy of our cities and county is driven by the manufacturing, warehousing, and distribution sectors. Our economic vitality, air quality, and safety depend on a well functioning transportation system.

In 2009, ODOT began the Corridor Bottleneck Operations Study (CBOS) which identified this section of I-5 as a major bottleneck. The study analyzed potential solutions and found the auxiliary lane to provide the best value of benefits and costs when compared to other bottleneck solution projects.

Traffic volume is extremely high along this section of I-5. Further complicating the situation is the high volume of weaving movement between Highway 217 and the Nyberg Street exit-ramp. The addition of this small section of auxiliary lane will reduce congestion, improve lane balance and travel time reliability, and sustain stable traffic flow. In addition, it is anticipated to result in a 30% reduction in mainline crashes. As a result of improved traffic flow, local and regional businesses and residents will spend less time in traffic and more time positively contributing to our communities.

Thank you for the opportunity to express our support for including this project in the 2035 RTP. The Cities of Tualatin, Wilsonville, Tigard, Lake Oswego and Washington County are eager to work with ODOT and other regional partners on this integral regional transportation investment.

Sincerely,

Lou Ogden
Mayor
City of Tualatin

Tim Knapp
Mayor
City of Wilsonville

John Cook
Mayor
City of Tigard

Mike Kehoe
Council President
City of Lake Oswego

Andy Duyck
Chair
Washington County
Board of Commissioners

cc: Tualatin City Council
Wilsonville City Council
Tigard City Council
Lake Oswego City Council
Washington County Board of Commissioners
Jason Tell, ODOT Region 1



April 8, 2013

John Mermin
Metro
600 NE Grand Ave
Portland, OR 97232
rtp@oregonmetro.gov

Re: OPAL comments to Metro's Proposed RTP Amendments

Dear Mr. Mermin,

Metro must comply with the Transportation Control Measures (TCM) included in the Area CO Maintenance Plan¹ before approving amendments to its Regional Transportation Plan (RTP). **The RTP is currently not in compliance with the Transit Service Increase TCM requiring a 1.0% average annual growth in transit revenue hours,**² and none of the proposed amendments to the RTP provide for any increase in public transportation services.

The Second Portland Area CO Maintenance Plan, approved by the Oregon Environmental Quality Commission and US EPA, includes a Transit Service Increase TCM intended to meet air quality requirements. This TCM requires regional transit service *revenue* hours (weighted by capacity) to be increased by 1.0% per year, based on a 5 year rolling average.³ Despite this requirement, Metro's latest Air Quality Conformity Determination incorrectly uses total *vehicle* hours to assess compliance.⁴

Total vehicle hours include both revenue hours (when transit vehicles are available for use by the public) and non-revenue hours (when transit vehicles are running but not available for public use, such as out-of-service buses or hours spent traveling to or from active service). The TCM requires an analysis of revenue service hours only because non-revenue hours do not contribute to area CO emissions reductions. Revenue hours alone are the correct measure to ensure compliance with the TCM.

¹ OAR 340-252-0140 and 40 CFR 93.113

² "Approval and Promulgation of State Implementation Plans: Oregon: Portland Carbon Monoxide Second 10-Year Maintenance Plan," 70 Fed. Reg. 52956-52960 (Sept. 6, 2005) at 52959.

³ *Id.* (emphasis added)

⁴ Compare Air Quality Conformity Determination (Feb. 14, 2013), p14, Table 3, with TriMet Service and Ridership data: <http://trimet.org/pdfs/publications/trimetridership.pdf>

Moreover, Metro's assessment does not use the most recent data available, such as the fare increases and service cuts that TriMet approved last June, which took effect last September. By failing to incorporate the most recent price and service changes, it is likely that the effects on overall ridership, and therefore air quality conformity, are inaccurate.

In fact transit service revenue hours (weighted by capacity) in the Metro region have *decreased* by a total of 2.1% during the five-year period from 2007-11 (the period in which Metro assessed compliance), with an annual decrease of 0.22%.⁵ Considering the most recent five-year period for which data is available (2008-12), transit revenue hours have decreased by an annual average of 0.15%.⁶

Metro must demonstrate compliance with the Transit Service Increase TCM before it approves these proposed RTP amendments. It is likely that, when incorporating 2012 TriMet data, along with applying the correct transit service revenue hours, the proposed RTP amendments do not provide for RTP compliance with the 1.0% average annual growth in transit service required by the TCM. In order to meet this requirement, Metro must include amendments that increase transit service revenue hours in TriMet's service district. Metro should also re-evaluate some of the Major Transportation Project Assumptions in determining compliance.⁷

Sincerely,

/s/ Jonathan Ostar

Jonathan Ostar, Director
OPAL Environmental Justice Oregon

⁵ See the attached spreadsheet disaggregating transit service revenue hours. Portland Streetcar revenue hour data was excluded from this analysis because it is not available to the public, but is unlikely to significantly impact overall revenue hours because streetcars have less capacity than buses, requiring a downward weighting for this analysis.

⁶ The weighting of service hours by capacity further distorts the picture of service hours. While light-rail (LRT) does have greater capacity than buses, increased capacity is not equivalent to increased service frequency, the most significant component of transit service, and assumes that capacity is being met. The reduction in service revenue hours over the past five years becomes much more substantial when weighting by capacity is discounted.

⁷ Metro should remove the Lake Oswego Streetcar Project from the RTP, as that project is dead, while it has seemingly omitted the Outer SE Powell Blvd. improvements, for which there is strong community stakeholder support.

Appendix

TriMet Revenue Service Hours (Weighted by Capacity)

<u>Year</u>	<u>BUS</u>	<u>MAX</u>	<u>WES</u>	<u>Total</u>	<u>Annual Change</u>
2006	1,458,564	949,726		2,408,290	
2007	1,481,460	944,221		2,425,681	0.72%
2008	1,511,880	980,119		2,491,999	2.73%
2009	1,534,068	1,015,782	3,027	2,552,877	2.44%
2010	1,461,396	1,059,936	7,311	2,528,643	-0.95%
2011	1,336,572	1,031,886	7,340	2,375,798	-6.04%
2012	1,342,296	1,051,035	7,283	2,400,614	1.04%
<u>2007-11</u>	-9.78%	9.28%	NA	-2.1%	-0.22%
<u>2008-12</u>	-11.22%	7.24%	NA	-3.7%	-0.15%

<u>Rail Mode</u>	<u>Bus Equivalent</u>
MAX	4.88
WES	2.04



Date: April 16, 2013
To: MPAC, TPAC, JPACT and interested Parties
From: John Mermin
Subject: Public Comments relating to proposed amendments to 2035 Regional Transportation Plan (RTP)

In late 2012, Washington County staff inquired about an RTP amendment for a Scholls Ferry Rd project for which they planned 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 the last RTP update was adopted in 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 requested that potential amendments to the 2035 RTP be submitted by December 20. Following the required air quality conformity analysis, a 45-day public comment period was held from February 22nd through April 8th. Comments were received primarily through an online survey on Metro's webpage, as well as letters sent directly to Metro.

The attached table includes all comments received along with Metro staff responses. In addition there is a Public Comment Report available which describes in detail Metro's public involvement process for the amendments and provides a copy of every letter and comment received.

**Proposed Amendments to the 2035 Regional Transportation Plan (RTP)
 Summary of Comments Received and Staff Responses
 (Comments received Feb 22 to April 8, 2013)**

#	Zip code	Project of commenter	Support adding this project to the RTP?	Comment	Staff response
1	97214	City of Beaverton - Crescent Street multimodal extension project	No	Beaverton has already spent enough money on that part of town. How about a eastbound right-angle-to-the-tracks bicycle crossing for 5th at the railroad tracks, west of Griffith?	City of Beaverton has already completed a project to create a 90 degree crossing of the railroad tracks in this location. Staff will forward comment to local agency for consideration.
2	97124	City of Beaverton - Crescent Street multimodal extension project	Yes	The central part of Beaverton could use better street connectivity like this.	No change requested.
3	97214	City of Hillsboro - 253rd Street	Yes		No change requested.
4	97123	City of Hillsboro - Brookwood Parkway	No	Every one of the Hillsboro projects is designed to benefit people in North Hillsboro. There are severe transportation issues in South Hillsboro that are being totally ignored. I don't see any improvements to TV Highway on this list. The TV Highway Corridor Study was a joke and an insult to Hillsboro residents since the suggested improvements will only make it worse for South Hillsboro people to go anywhere in this city. I am disgusted with Hillsboro and the Metro Council for adding the South Hillsboro area to the Urban Growth Project and not have one single transportation improvement listed to support it.	Other projects in the RTP address the South Hillsboro area. TV Hwy recommendations will be adopted into the RTP during the next update.
5	97124	City of Hillsboro - Brookwood Parkway	No	Motor vehicle traffic already travels too fast on this road to allow safe access for pedestrians, cyclists, and assistive mobility devices. Widening roads will encourage drivers to go even faster. More lanes = more distraction = more danger. Also, this increased traffic will negatively impact nearby farmland.	The City and County are pursuing design features to provide protection to bicyclists and pedestrians. The final design will be informed by the Regional Safety Plan and the Regional Active transportation plan. Additionally, the Washington County Bicycle Facility Design Toolkit supports newer more protected designs for high speed or high volume roadways.
6	97124	City of Hillsboro - Brookwood Parkway	Yes	While, the idea of supporting seven lane arterial roads is difficult for me, I would prefer that they propose cycle tracks or separated multi-use paths for pedestrians and cyclists. Walking or biking alongside a seven lane arterial would be incredibly unpleasant.	The City and County are pursuing design features to provide protection to bicyclists and pedestrians. The final design will be informed by the Regional Safety Plan and the Regional Active transportation plan. Additionally, the Washington County Bicycle Facility Design Toolkit supports newer more protected designs for high speed or high volume roadways.

Proposed Amendments to the 2035 Regional Transportation Plan (RTP)
Summary of Comments Received and Staff Responses
(Comments received Feb 22 to April 8, 2013)

#	Zip code	Project of commenter	Support adding this project to the RTP?	Comment	Staff response
7	97214	City of Hillsboro - Brookwood Parkway	Yes		No change requested.
8	97124	City of Hillsboro - Cornelius Pass Road	No	Motor vehicle traffic already travels too fast on this road to allow safe access for pedestrians, cyclists, and assistive mobility devices. Widening roads will encourage drivers to go even faster. More lanes = more distraction = more danger. Also, this increased traffic will negatively impact nearby farmland.	The City and County are pursuing design features to provide protection to bicyclists and pedestrians. The final design will be informed by the Regional Safety Plan and the Regional Active transportation plan. Additionally, the Washington County Bicycle Facility Design Toolkit supports newer more protected designs for high speed or high volume roadways.
9	97124	City of Hillsboro - Cornelius Pass Road	Yes	While, the idea of supporting seven lane arterial roads is difficult for me, I would prefer that they propose cycle tracks or separated multi-use paths for pedestrians and cyclists. Walking or biking alongside a seven lane arterial would be incredibly unpleasant.	The City and County are pursuing design features to provide protection to bicyclists and pedestrians. The final design will be informed by the Regional Safety Plan and the Regional Active transportation plan. Additionally, the Washington County Bicycle Facility Design Toolkit supports newer more protected designs for high speed or high volume roadways.
10	Letter	City of Hillsboro - Cornelius Pass Road & Brookwood	Yes	Letter in support received from Hillsboro Chamber of Commerce	No change requested.
11	Letter	City of Hillsboro - Cornelius Pass Road & Brookwood	Yes	Letter of support received from NAIOP - Commercial Real Estate Development Association	No change requested.
12	Letter	City of Hillsboro - Cornelius Pass Road & Brookwood	Yes	Letter of support received from Westside Economic Alliance	No change requested.
13	97214	City of Hillsboro - Cornelius Pass Road	Yes		No change requested.

Proposed Amendments to the 2035 Regional Transportation Plan (RTP)
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(Comments received Feb 22 to April 8, 2013)

#	Zip code	Project of comment	Support adding this project to the RTP?	Comment	Staff response
14	97214	City of Hillsboro - Butler Drive	Yes		No change requested.
15	97124	City of Hillsboro - Butler Drive	Yes		No change requested.
16	97124	City of Hillsboro - Butler Drive	No	Butler Drive currently provides lower speed and traffic access for pedestrians, bikes, and assistive mobility devices to reach the library from points east. Increasing lanes will likely increase speeding, already an issue noted by frequent use of radar on the road. Intel should provide more incentives for employees to choose mass and/or active transportation and/or shorter commute location.	Intel already provides incentives for employees to choose transit and/or active transportation, e.g. transit pass subsidies, secure bike parking, showers, etc.
17	97214	City of Hillsboro - Gibbs Drive	Yes		No change requested.
18	97124	City of Hillsboro - US 26 westbound off-ramp	Yes		No change requested.
19	97124	City of Hillsboro - Gibbs Drive	Yes	This will help be a catalyst for sustainable development in the planned AmberGlen area	No change requested.
20	97216	City of Portland - N. Williams Traffic Safety operations projects	No	I'm surprised that this project is being added, and not the Outer Powell Blvd Conceptual Design area, from SE 92nd to SE 176th, which has widespread public and state legislative approval, in an otherwise poorer, multi-ethnic area of the City of Portland.	Staff will forward comment to local agency for consideration.
21	97221	City of Portland - N. Williams Traffic Safety operations projects	Yes	The with all the bicycling traffic and pedestrian demand, this makes sense.	No change requested.
22	97214	City of Portland - N. Williams Traffic Safety operations projects	No	I am a strong supporter and advocate of better bicycle facilities. However, I do not support the N Williams Traffic Safety project in its current form. A left-side bike lane (with some sections shared with motor vehicles) will lead to more dangerous conditions for bikes. Drivers are not used to left-side bike lanes, and N Williams has many left turns and left-side driveways, so the danger of left hooks will be significant. A New Seasons grocery is currently under construction just north of Cook St. The entrance to their parking lot will require cars to cross over the bike lane, and during peak times cars will get backed up into the busy Cook intersection as they wait for bikes to pass. The city has not addressed how bikes will transition from the right side to the left side near Broadway. Finally, the project description partly justifies the project based on N Williams being designated a City Bikeway in the Bike Plan, which calls for a "separated in-roadway bike facility." N Williams already has a right-hand bike lane, which meets that definition. Funding should go toward the many roads in the bike plan that have no facility, not on "upgrading" this facility in a way that will make it less safe, not more safe.	The proposal reflects a year and a half process that led to a recommended design that best met the outcomes desired by the community.

**Proposed Amendments to the 2035 Regional Transportation Plan (RTP)
 Summary of Comments Received and Staff Responses
 (Comments received Feb 22 to April 8, 2013)**

#	Zip code	Project of commenter	Support adding this project to the RTP?	Comment	Staff response
23	97214	City of Portland - N. Williams Traffic Safety operations projects	No	I've been following this project on bikeportland.org. What started out as a simple safety improvement has ballooned into a boondoggle. Turn down funding for this mess.	Staff will forward comment to local agency for consideration. This is not a funding decision. The RTP amendment just makes the project eligible for the funding it has recently been awarded through the ODOT TE/OBPAC process.
24	97086	East Metro Connections Plan	No	I understand the necessity at some level to take a micro perspective to solving Metro's transportation problems but it must start from a global perspective. The solution to our transportation problems is planned communities. We have to get behind projects that create jobs, reduce the requirement for additional roads and road maintenance and promote alternative means of transportation. Planned communities do that and there is a planned community coming out of the ground soon East of Clackamas Town Center and I205 called Eagle Landing. It provides connectivity to the terminus to the green line, multimodal transportation systems, multicultural neighborhoods, many local businesses and creates a SE urban center and jobs called Eagle Landing. Please get behind this project to ensure its success! This is a unique opportunity for our state and Metro to provide cutting edge development that can be a model for other communities and jurisdictions. If this is done right with state and local support it can be a model for the country to consolidate infrastructure, culture in a meaningful way and increase the tax base without increasing maintenance costs and requirements. We would be happy to discuss this further with Metro. Lake did a masterful job of presenting the active RTP to the CC Ped/Bike committee Tuesday night. This is a way to meet the Metro goals and I don't see a sustainable way other than planned communities. EL needs your backing!	Staff will forward comment to Clackamas County.
25	97124	East Metro Connections Plan	No	This project doesn't seem to have a lot of bang for the buck, even though this stretch of road is a safety concern.	Staff will forward comment to local jurisdictions.

**Proposed Amendments to the 2035 Regional Transportation Plan (RTP)
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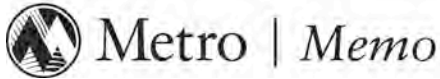
#	Zip code	Project of commenter	Support adding this project to the RTP?	Comment	Staff response
26	97214	I-205 - Extending the auxiliary lane on I-205 SB from I-84 EB entrance	No	It says on the Metro site that ODOT wants to take away funding from fixing Allen and 217 to fund this project. No, I'd rather see Allen and 217 fixed.	ODOT is planning to reduce the cost of the 217/Allen project, it is not removing the project from the RTP.
27	97213	I-205 - Extending the auxiliary lane on I-205 SB from I-84 EB entrance	No	For the price of extending a freeway lane, you could complete miles and miles of bike boulevards instead, so I wouldn't encounter dozens of stop signs on my 4-mile 1-2ay bike commute in NE Portland. Just turning a few more stop signs would be a big help, and it could cost a lot less than freeway lanes.	Staff will forward comment to ODOT.
28	97124	I-5 - Extend I-5 SB auxiliary lane from Lower Boones Ferry exit-ramp to Lower Boones Ferry entrance-ramp	Yes	The Portland metro area is difficult to leave SB due to weaving conflicts like this.	No change requested.
29	97214	I-5 - Extend I-5 SB auxiliary lane from Lower Boones Ferry exit-ramp to Lower Boones Ferry entrance-ramp	No	It says on the Metro site that ODOT wants to take away funding from fixing Allen and 217 to fund this project. No, I'd rather see Allen and 217 fixed.	ODOT is planning to reduce the cost of the 217/Allen project, it is not removing the project from the RTP.
30	Letter	I-5 - Extend I-5 SB auxiliary lane from Lower Boones Ferry exit-ramp to Lower Boones Ferry entrance-ramp	Yes	Joint letter of support received from Mayors of Tualatin, Lake Oswego, Tigard, Wilsonville, Washington County Chair.	No change requested.
31	Letter	I-5 - Extend I-5 SB auxiliary lane from Lower Boones Ferry exit-ramp to Lower Boones Ferry entrance-ramp	Yes	Joint letter of support received from Tualatin & Wilsonville Chambers of Commerce.	No change requested.
32	97123	Washington County - Scholls Ferry	Yes	Much needed to improve this commuter route bottleneck.	No change requested.
33	97225	Washington County - Scholls Ferry Road: Roy Rogers to Teal Blvd.	Yes	Make sure there are bike lanes, particularly just east of Teal.	Bike lanes are required of all road capacity projects.
34	97008	Washington County - Scholls Ferry Road: Roy Rogers to Teal Blvd.	Yes	Mobility and safety needs today. Especially during peak hours and weekends.	No change requested.
35	97214	Washington County - Scholls Ferry Road: Roy Rogers to Teal Blvd. project	Yes	Make sure there are bike lanes, particularly just east of Teal.	Bike lanes are required of all road capacity projects.

**Proposed Amendments to the 2035 Regional Transportation Plan (RTP)
 Summary of Comments Received and Staff Responses
 (Comments received Feb 22 to April 8, 2013)**

#	Zip code of commenter	Project	Support adding this project to the RTP?	Comment	Staff response
36	Letter	Air Quality conformity process	N/A	Letter received from Jon Ostar, Director of Organizing People / Activating Leaders (OPAL): In the Portland Carbon Monoxide Second 10-Year Maintenance Plan, the transit TCM says transit service revenue hours (weighted by capacity) shall be increased 1.0% per year. Why does the methodology in the draft air quality conformity report use actual hours?	In the Portland Carbon Monoxide Second 10-Year Maintenance Plan, the transit service increase TCM explicitly states, "the increase shall be assessed on the basis of a 5 year rolling average of actual hours for assessments conducted between 2006-2017." Per this statement the methodology used in the draft air quality conformity determination is the appropriate method to identify whether the TCM is being met.
37	Letter	Air Quality conformity process	N/A	Letter received from Jon Ostar, Director of Organizing People / Activating Leaders (OPAL): What is Metro doing to address the transit TCM in order to conform the regional transportation plan?	Prior to processing the Regional Transportation Plan (RTP) amendments, Metro started a separate, but parallel process to address the risk of not meeting the transit TCM. Metro has convened discussions with federal, regional and local partners through the transportation policy advisory committee (TPAC) to discuss and identify a solution to the issue that meets federal requirements. At this time, a solution has been identified and the issue will be resolved by the end of the 2013.
38	Letter	Air Quality conformity process	N/A	Letter received from Jon Ostar, Director of Organizing People / Activating Leaders (OPAL): Why were the transit service fare increases and service cuts made effective in September 2012 not included in the analysis of the transit TCM?	The proposed RTP amendments are requests to make discrete changes to a plan adopted in 2010. Because these amendments are discrete changes and the RTP is not undergoing a full update, the assumptions from the conformity analysis conducted in 2010 were held for consistency purposes. Metro held interagency consultation with federal, regional, and local partners in February 2013 to approve the air quality conformity analysis methodology and assumptions. The methodology and assumptions were approved to use for the conformity analysis for the amendments.

**Proposed Amendments to the 2035 Regional Transportation Plan (RTP)
 Summary of Comments Received and Staff Responses
 (Comments received Feb 22 to April 8, 2013)**

#	Zip code	Project of commenter	Support adding this project to the RTP?	Comment	Staff response
39	Letter	Air Quality conformity process	N/A	Letter received from Jon Ostar, Director of Organizing People / Activating Leaders (OPAL): Why was transit service hours data only calculated through 2011?	When Metro began the air quality conformity analysis in January 2013, the most recent data staff had from TriMet was through 2011. Metro used the best available information at the time the analysis began.



DATE: May 2, 2013
TO: MPAC, JPACT and Interested Parties
FROM: Kim Ellis, Principal Transportation Planner
SUBJECT: Climate Smart Communities Scenarios Project – Recommended Phase 2 Investment Choices and Evaluation Criteria

This memorandum outlines the approach staff will use to evaluate three scenarios for the Climate Smart Communities Scenarios Project during the summer of 2013. Findings from Phase 1, Phase 2 work, community leader input, and Metro Council and advisory committee discussions have informed development and refinement of this approach.

The analysis will evaluate the effects of distinct land use and transportation policy and investment choices on the future of the Portland metropolitan region. The investment choices-focused approach is based on the premise that by helping communities implement their local visions and plans for main streets, downtowns and employment areas, citizens and businesses will experience all the benefits of increased transportation and housing choice, jobs, equity, cleaner air and water, and access to nature along with the added benefit of a reduction in greenhouse gas emissions from cars and small trucks.

The Oregon Legislature has required the Portland metropolitan region to reduce per capita greenhouse gas emissions from cars and small trucks by 2035.

The results of the analysis will be released in October 2013 - launching the third, and final, phase of the project. Phase 3 will use the analysis results to stimulate a regional discussion aimed at deciding which elements from each of the three scenarios should go forward into a preferred land use and transportation scenario for the Metro Council to adopt in December 2014.

The Transportation Policy Alternatives Committee (TPAC) and the Metro Technical Advisory Committee (MTAC) recommend moving forward with the Phase 2 evaluation (as set forth in this memo and Attachments 1 and 2) on April 26 and May 1, respectively.

ACTION REQUESTED

Recommendation to the Metro Council to move forward with the Phase 2 evaluation, as set forth in the staff memo and Attachments 1 and 2, and report back in October.

OVERVIEW OF PHASE 1 AND 2 – UNDERSTANDING AND SHAPING LAND USE AND TRANSPORTATION CHOICES

All the work in the Planning and Development Department (e.g., East Metro Connections Plan, Southwest Corridor Plan, Regional Active Transportation Plan, Industrial Lands Readiness effort, TOD program) is focused on implementing the Region 2040 Growth Concept. The Climate Smart Communities Scenarios Project has the same focus: implementation.

Working together with city, county, state, business and community leaders, Metro is researching how land use and transportation policies and investments can be leveraged to help us create great communities, support the region's economy and meet goals for reducing greenhouse gas emissions. The adopted land use plans and zoning of cities and counties across the region are the foundation for the scenarios to be tested, with a goal of creating a diverse yet shared vision of how we can keep this region a great place for years to come – for everyone – and meet state greenhouse gas emissions goals.

PHASE 1: UNDERSTANDING OUR LAND USE AND TRANSPORTATION CHOICES

Phase 1 focused on understanding the region's choices for reducing greenhouse gas emissions from cars and small trucks. Staff tested 144 different combinations of land use and transportation policies (called scenarios) to learn what it might take to meet the region's greenhouse gas emissions reduction target. More than 90 scenarios met or exceeded the target. In addition, staff found that current plans and policies together with advancements in fleet and technology get the region close to the target.¹

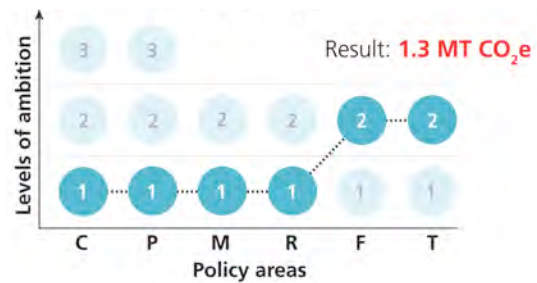
A range of choices exist to meet the region's state greenhouse gas emissions reduction target and most of the strategies under consideration are already being implemented to varying degrees in communities to achieve other important economic, social and environmental goals.

Staff also conducted sensitivity analysis of the Phase 1 scenarios to better understand the GHG emissions reduction potential of individual strategies.² and ³ The strategies tested included pay-as-you-drive insurance, traffic operations, expanded transit service, pricing, transportation demand management programs, community design and advancements in clean fuels and vehicle technologies.

Assuming adopted community plans and national fuel economy standards, the most effective individual strategies for reducing greenhouse gas emissions were found to be:

- **Fleet and technology** advancements
- **Transit** service expansion
- **Pricing of transportation** (e.g., fuel price, pay-as-you-drive insurance, parking fees, mileage-based fee, and carbon fee)

The reductions found for each strategy individually do not reflect synergistic benefits that could come from combining various strategies. It is also important to note that while some strategies did not individually achieve significant GHG reductions, such as increasing walking or bicycle mode



Phase 1 found that current plans and policies together with advancements in fleet and technology get the region close to the state target of 1.2 MT CO₂e per capita.

¹ Understanding Our Land Use and Transportation Choices: Phase 1 Findings (January 2012).

² Memo to TPAC and interested parties on Climate Smart Communities: Phase 1 Metropolitan GreenSTEP scenarios sensitivity analysis (June 21, 2012).

³ Memo to TPAC and interested parties on Climate Smart Communities: Updated Draft Scenario Options Framework (June 26, 2012).

share or participation in marketing and incentives programs, they remain important elements to complement more effective strategies such as transit service expansion and building walkable downtowns and main streets as called for in community plans.

To date, no evaluation has been conducted on the potential financial, political, social equity, environmental or economic implications of the different strategies; these implications will be considered as part of the upcoming evaluation.

PHASE 2: SHAPING OUR LAND USE AND TRANSPORTATION CHOICES

Phase 2 has focused on shaping future choices for the region to advance implementation of community visions and meet the region's greenhouse gas emissions reduction target. The Climate Smart Communities Scenarios Project made significant progress in 2012 and early 2013:

- **Engaged local governments and other stakeholders to share project information and early findings.** From January to September 2012, Metro councilors and staff shared the Phase 1 findings and other project information through briefings to city councils, county boards, county-level coordinating committees, state commissions, Metro advisory committees, regional and state conferences and other meetings. Staff also regularly convened a local government staff technical working group in 2012. The work group provided technical advice to Metro staff, and assistance with engaging local government officials and senior staff.
- **Convened workshops with community leaders on the public health, equity/environmental justice, and environmental outcomes that are most important to consider in the scenario evaluation process.** Reports documenting the Public Health, Environmental and Equity/Environmental Justice workshops can be downloaded from the project website – www.oregonmetro.gov/climatescenarios.
- **Partnered with business associations to host a series of focus groups to understand their challenges, opportunities and priorities.** The first four focus groups have been held in partnership with the Columbia Corridor Association, the East Metro Economic Alliance, the Clackamas County Business Alliance, the Westside Economic Alliance and Wilsonville and Greater Hillsboro Chambers of Commerce, and the Portland Business Alliance small business group. One focus group remains that will be held in partnership with the Home Builders Association to provide perspectives from residential and commercial builders and real estate developers. A summary report will be prepared upon completion of the focus groups in May.
- **Developed a community investment choices frame to guide development of three alternative scenarios to be tested in Summer 2013.** The project's technical work group continues to serve an important advisory role to staff and helped develop the framework. The work group will continue to assist Metro staff during the evaluation to finalize assumptions and review the results of the analysis.
- **Researched eight case studies to spotlight local success stories and the innovative strategies they have implemented to achieve their local visions and that will also help reduce greenhouse gas emissions.** Staff expects to complete the case studies in May in consultation with local planning staff.
- **Convened workshops with local staff to affirm visions for future community development using Envision Tomorrow to make sure the latest information on local land use goals is incorporated into the project.** Southwest Corridor project staff used Envision Tomorrow to develop the draft land use vision for the corridor last fall. All of these assumptions will be used as land use inputs in the scenarios tested in the summer, 2013.

- **Conducted OptIn survey to gauge public awareness of and support for GHG reduction goals, land use and transportation strategies being considered to reduce emissions, and willingness to take personal action.** Detailed results of the survey are available on the project website at www.oregonmetro.gov/climatescenarios.

OVERVIEW OF INVESTMENT CHOICES TO BE TESTED IN PHASE 2

To stimulate thinking about our choices for the future and the possibilities they present, three scenarios will be tested in 2013. The three alternative scenarios to be evaluated are conceptual in nature, and are not intended to represent a preferred scenario or future Metro Council, Oregon Transportation Commission (OTC), local government or TriMet policy intentions. The scenarios draw from the policies tested in Phase 1 and bear greater resemblance to realistic, yet ambitious policy alternatives than the 144 scenarios tested in Phase 1 of the project.

The evaluation process is consistent with OAR 660-044-0040, which requires the region to evaluate at least 3 scenarios – a reference case scenario that reflects implementation of existing adopted comprehensive plans and transportation plans and at least two alternative land use and transportation scenarios for meeting greenhouse gas reduction targets.

The adopted land use visions (as expressed in local plans and zoning codes) of cities and counties across the region are the foundation for the scenarios to be tested. The analysis will consider transportation investments together with different levels of funding, advancements to clean fuels and vehicle technologies and, to the extent possible, and emerging community visions identified through the Southwest Corridor Plan. The analysis will inform development of a preferred land use and transportation scenario and identification of the policies, tools, investment and actions needed to implement it. It is important to emphasize that the preferred scenario developed in 2014 will likely include elements from all 3 scenarios tested.

Purpose

The purpose of scenario planning is to test a range of potential futures that reflect choices policymakers, businesses and individuals might make to help answer policy questions that forecasted growth and fiscal constraints raise about our ability to protect the region's quality of life and economy for current residents and future generations, and meet state targets for reducing greenhouse gas emissions.

Major objectives of the analysis are to:

- Test distinct investment policy choices that frame the boundaries of the political landscape and public opinion to better understand the impact of different levels of investment on public health, travel behavior, development patterns, social equity, the economy, the environment and greenhouse gas emissions.
- Evaluate the relative effect and cost of different investment choices in order to recommend what combinations of investments, tools and strategies are needed to best achieve community visions and state greenhouse gas emissions reductions.
- Provide recommendations to guide development and implementation of a preferred land use and transportation scenario.

Questions to Answer with the Evaluation

The evaluation has been designed to answer several policy questions, including:

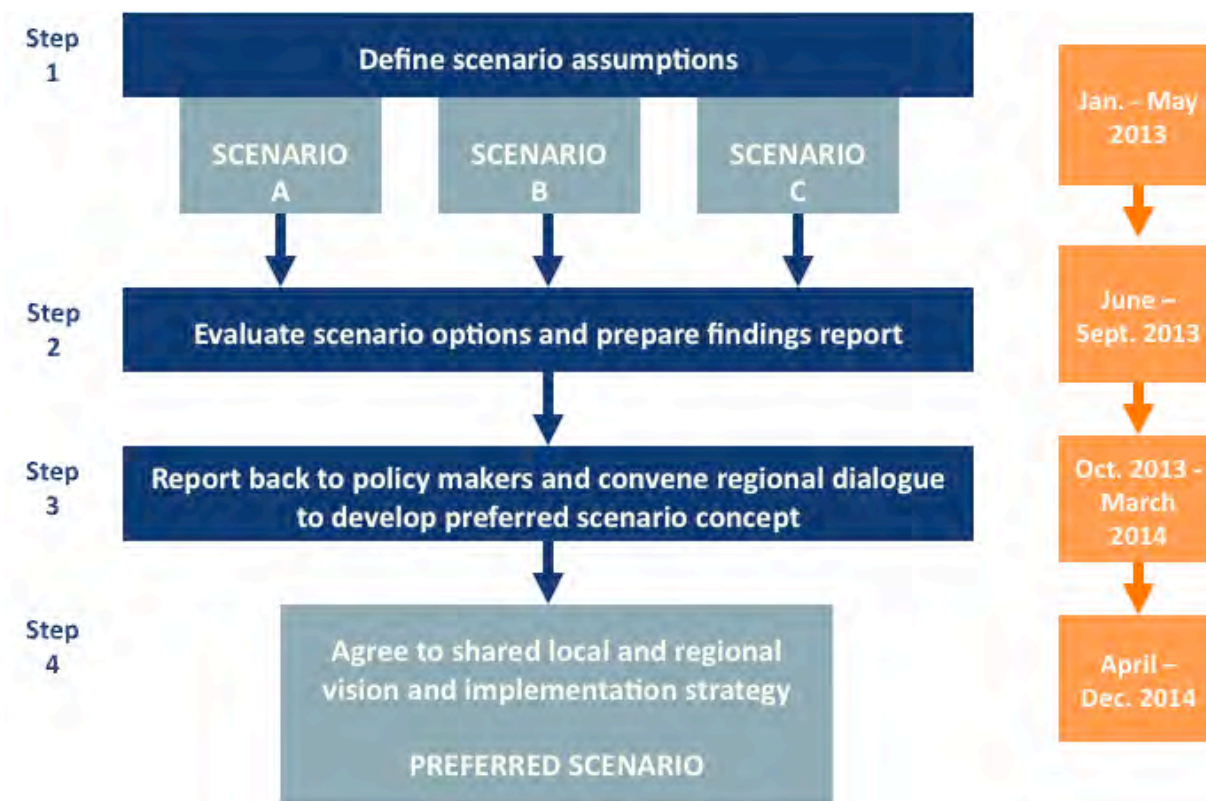
- How will our choices affect where we work and live?
- What will our choices cost and what can we afford?

- How will our choices affect public sector and household budgets, and the economic competitiveness of businesses and industry in the region?
- How will our choices affect how we get around?
- How will our choices affect climate change and energy security?
- How will our choices affect air quality, water supplies and farms, forestland and natural areas?
- How will our choices affect our health?
- Which strategies are most effective for supporting community visions and reducing greenhouse gas emissions?
- What choices are feasible and how do we implement our choices in an equitable and cost-effective manner?
- What are the risks, opportunities and tradeoffs of our choices – considering public health, social equity, environmental, economic, financial, and political implications?

General Construct and Scope

Each of the three scenarios is based on a “What if” policy-theme focus, resulting in a distinct mix and level of transit service, bike, pedestrian, road, system and demand management strategies that are linked to pricing strategies (revenues) assumed within in each scenario. The three scenarios represent what the region could look like in 2035, if various transportation and land use strategies are pursued, and what it could mean for how we live, how we work and how we get around. The adopted land use plans and zoning codes of cities and counties across the region are the foundation for the scenarios to be tested. **Figure 1** shows the general construct and timeline for this analysis.

Figure 1. Climate Smart Communities Investment Scenarios Construct and Timeline



Each scenario is initiated by a “what if” question:

- **Scenario A (Recent Trends) – What if we implement adopted plans to the extent possible with existing revenues?**

Purpose: This scenario follows the recent funding trends and shows the results of implementing adopted plans to the extent possible with existing revenues.

Scenario A represents what the future could look like if recent trends continue and we implement adopted plans with existing revenues (e.g., gas tax, payroll tax and existing local sources like urban renewal district (URD), SDCs, TIFs that have been used to fund transportation investments). Scenario A assumes the region continues to rely on existing revenues, which continue to decline in their purchasing power over time due to rising costs, inflation and improved fuel economy of vehicles. In addition, some URD are set to expire between now and 2035. This future would reflect maintaining existing TriMet service with small increases targeted to address overcrowding, delays due to congestion giving priority to routes serve the region’s most vulnerable communities – children, seniors, low-income and communities of color. Transit service growth is tied to the forecasted rate of job growth in the region, which reflects that the payroll tax continues to be the primary source of funding for transit service. Other transportation investments would also be limited as an increasing share of the revenues available are spent on maintaining the transportation system in place today. Bicycle and pedestrian investments are focused on improving access to transit, and providing safe routes to schools.

An implication of limited community investment is that cities and counties are not able to achieve their adopted plans and the region falls short of goals for maintaining an adequate supply of shovel-ready industrial lands that attract new employers, and most employment growth occurs in existing employment areas that currently have good transportation access.

This scenario is not expected to meet the greenhouse gas emissions target.

- **Scenario B (Adopted Plans) - What if we raise additional revenues - as called for in the adopted Regional Transportation Plan – to allow us to make more progress toward implementing adopted plans?**

Purpose: This scenario counters recent funding trends and shows the results of raising additional revenues - as called for in the adopted Regional Transportation Plan – to allow the region to make more progress toward implementing adopted plans.

Scenario B represents what the future could look like if we counter recent trends and are successful implementing adopted plans with additional revenues assumed in the 2035 Regional Transportation Plan. The scenario would assume the adopted RTP levels of transit, road, operations and bike/pedestrian investment, current adopted local land use plans and planned funding as adopted in the RTP (e.g., 1 cent per year gas tax increase, increases to vehicle registration fees, some increase in the payroll tax for transit). In this scenario, TriMet is able to restore and expand frequent bus service in priority corridors and to serve the region’s most vulnerable communities, consistent with Service Enhancement Plans. Scenario B assumes the 2035 RTP Financially Constrained System of projects and programs adopted by JPACT and the Metro Council in June 2010.

An implication of this scenario is that with significantly more community investment, cities and counties are better able to achieve their adopted plans and attract new employers – as reflected in the regionally-reviewed 2035 growth distribution adopted by the Metro Council in November 2012. The region is better able to maintain its competitive advantage by helping local companies access global markets and grow local jobs. More job opportunities are likely to be available throughout the region in downtowns, existing employment areas and other

locations with good transportation access. *This scenario may meet the greenhouse gas emissions target.*⁴

- **Scenario C (New Plans and Policies)** - What if we pursue new policies and revenue sources to more fully achieve adopted and emerging plans?

Purpose: This scenario shows the results of pursuing new policies, more investment and new revenue sources to more fully achieving adopted and emerging plans.

Scenario C represents what the future could look like if we are able to fully implement adopted plans (including the full RTP) and additional transit, bike, pedestrian and road investments needed to support new plans such as the Southwest Corridor Plan, East Metro Connections Plan, and the Regional Active Transportation Plan. In this scenario, TriMet is able to further expand frequent and local bus service to more parts of the region with supporting land use and better serve the region's most vulnerable communities. The State of Oregon implements a comprehensive intercity transit system, which includes extending WES commuter rail service from Wilsonville to Salem and Cascadia high-speed rail that connects the region to Salem and Eugene as well as other major west coast cities, including Seattle and Vancouver, B.C. More services, shopping opportunities and job opportunities are located near transit and where people live and work. Scenario C assumes the 2035 RTP State System of projects and programs adopted by JPACT and the Metro Council in June 2010. Most major employers and commercial destinations in the region in the region have electric vehicle charging stations available for visitors and employees.

Scenario C also reflects a policy area (transportation pricing) that Metro and the region have not examined in great detail and more work is needed to understand the effectiveness and the potential benefits and impacts pricing policies bring, including effects on low-income households and businesses. This scenario tests new revenue mechanisms - a mileage-based fee and a carbon fee to maintain and operate the transportation system and fund needed investments and market incentives. This scenario is designed to explore using the carbon fee and mileage-based fee to test the effect of transitioning from the gas tax, as is currently being explored at the national and state levels.

An implication of this scenario is that cities and counties are better able to achieve their adopted plans, attract new employers, and expand local companies' access to global markets to further grow local jobs because more sustainable transportation funding mechanisms are developed to fund needed investments. Incentives and market-oriented reform are linked with investments in information and green technology to further expand access to housing, economic and educational opportunities for everyone. *This scenario is expected to meet or exceed the greenhouse gas emissions target.*

The scenarios are cumulative and for research purposes. The scenarios do not represent future Metro Council, Oregon Transportation Commission (OTC), local government or TriMet policy intentions.

⁴ The regionally-reviewed growth distribution will be used in this analysis. A draft growth distribution was used in Phase 1. In addition, the RTP financially constrained system state gas tax increase assumption of 1 cent per year increase was not fully evaluated in Phase 1. The state gas tax was assumed in the Level 2 pricing assumptions as a mileage-based fee. Many of the Phase 1 scenarios with Level 2 pricing met or exceed the state greenhouse gas emissions target.

Phase 2 Scenarios Evaluation Framework

Adopted in 2010, the region's six desired outcomes will continue to be used as the framework guiding the evaluation. For the CSC scenarios project, social equity will be addressed as a lens across all desired outcomes. The six regional outcomes are:

- Vibrant Communities
- Economic Prosperity
- Safe and Reliable Transportation
- Leadership on Climate Change
- Clean Air and Water
- Equity



The Phase 2 scenarios evaluation will measure the GHG emissions reduction potential of the three scenarios and provide policy makers with information about the implications, benefits and drawbacks of different land use and transportation policy and investment choices, relative to the region's shared social equity, economic, environmental and community goals.

Metro is creating a "scorecard" to report how well the three scenarios work to advance the region's desired outcomes. Performance of each scenario will be reported using a set of key evaluation criteria that reflects input provided by the Metro Council, MPAC and JPACT in 2011, business and community leaders in 2012 and early 2013, and the public through an Opt-In opinion survey.⁵ During the workshops and focus groups in 2012-13, the community leaders identified priority outcomes to be considered, and in some cases, potential evaluation measures. Feedback was clear that measurable outcomes are vital to the success of the scenarios evaluation and monitoring future implementation of a preferred scenario. Priority outcomes included transportation system safety and reliability, the cost of motor vehicle and freight delay, neighborhood stability, access to education, resiliency of the natural environment, environmental justice and equity, attracting new businesses to the region and protection of farms, forestlands and natural areas. These outcomes are reflected in the evaluation criteria. Metro Council and advisory committee discussions in 2013 informed additional refinements.⁶

Staff will use a combination of MetroScope, Metropolitan GreenSTEP, ArcGIS analysis and engagement activities to conduct the analysis. Planning-level cost estimates for each scenario will be developed by Metro, in partnership with ODOT and TriMet. For reference, the transportation investments assumed in Scenario B reflects the adopted financially constrained Regional Transportation Plan (RTP), which includes approximately \$14 billion (2005 dollars) in multi-modal transportation investments and programs. The adopted State RTP projects assumed in Scenario C includes approximately \$20 billion in multi-modal transportation investments and programs. Scenario C assumes more bike, pedestrian and transit investments and programs than the State RTP to reflect the Regional Active Transportation Plan and transit service enhancements identified by TriMet and SMART.

Several evaluation measures have been identified to look at the impacts on vulnerable populations, including low-income households and to the extent possible, communities of color, children, older

⁵ A series of Public Health, Equity/Environmental Justice and Environmental workshops, Business focus groups and an Opt-In survey the evaluation measures. More information is available on the project website at www.oregonmetro.gov/climatescenarios.

⁶ Memo to MPAC, JPACT and interested parties on Climate Smart Communities: Summary of Changes Reflected in Recommended Phase 2 Scenario Assumptions and Evaluation Criteria (May 2, 2013).

adults, people with disabilities and households with limited English proficiency. The analysis tools have limitations in that GreenSTEP and MetroScope do not forecast the future population by race or ethnicity, and the results cannot be reported at a community or neighborhood level. GreenSTEP and MetroScope account for household income, which will be a focus of the social equity evaluation. Staff will use a methodology developed for the Regional Flexible Funds process to support the analysis.

Neighborhood stability was identified in the Equity and Environmental justice Workshop as a priority outcome to measure, particularly as it relates to increased gentrification and displacement pressure on low-income households and communities of color. Gentrification and displacement pressure can occur as housing values increase in a neighborhood in response to public policies and investments. A detailed analysis of neighborhood stability is not possible due to time and resource constraints, and limitations of the Phase 2 analysis tools. However, the evaluation will include collaborating with community leaders working to advance social equity in the region. To the extent possible, this collaboration will help identify areas of potential risk for gentrification and displacement and best practices policies/tools that, if implemented, could limit gentrification and displacement pressure and help reduce existing community disparities.

Evaluation activities will also scope implementation feasibility - including political or public acceptability, legal, legislative or regulatory barriers and institutional capacity - and identify short-term and long-term actions needed to implement the scenarios being evaluated.

More detailed documentation of the assumptions and analysis methodologies will be prepared during the evaluation process. A Phase 2 Findings Report will be developed that includes a scorecard and a narrative describing the methodology, analysis and outcome for each evaluation measure for each scenario and summarize results using info-graphics and other visual tools. No weighting of the evaluation measures is proposed. Decision-makers are encouraged to determine the measures that are important to them and to include that in their decision-making.

The findings report will communicate which combination of strategies will achieve the state GHG targets and how different levels of investment and policy implementation could affect the cost of moving freight, air quality, household and business expenditures, public health, infrastructure costs, travel behavior, and other outcomes. The report will be brought forward for discussion by the region's decision-makers and community and business leaders in Fall 2013. The information is expected to assist in the identification of the preferred scenario by March 2014.

OVERVIEW OF PHASE 3 - DEVELOPMENT AND SELECTION OF A PREFERRED LAND USE AND TRANSPORTATION SCENARIO

Phase 3, the final phase of the process, will begin in Fall 2013 with release of the scenarios analysis results. Release of the findings will kick-off a broader regional discussion aimed at identifying which policies, investments and actions should be included in a preferred scenario - likely drawing elements from each of the three scenarios tested in Phase 2. Policy recommendations that result from this discussion will provide direction to Metro, ODOT, TriMet and local agency staff on the draft preferred scenario to be analyzed in Spring 2014. A draft preferred scenario concept is anticipated by March 2014 to allow sufficient time to meet state timeline and scenario selection requirements.

A final preferred scenario is required to be selected by the end of 2014 after public review and consultation with local governments and state and regional partners. The preferred scenario will not result in a one-size fits all vision or implementation strategy. It will allow for local flexibility to support the differences among the region's cities and counties and seek to advance achievement of their of their unique goals and visions. The preferred scenario will also include regional and state

implementation actions.

The preferred scenario will initially be implemented through amendments to Metro's Regional Framework Plan and 2040 Growth Concept in December 2014. Implementation through Metro's functional plans, local comprehensive plans, land use regulations and transportation system plans will occur through future actions as defined by Oregon Administrative Rules adopted by the Land Conservation and Development Commission.⁷

NEXT STEPS

The Transportation Policy Alternatives Committee (TPAC) and the Metro Technical Advisory Committee (MTAC) recommend moving forward with the Phase 2 evaluation (as set forth in this memo and Attachments 1 and 2) on April 26 and May 1, respectively.

A summary of the process for moving forward with the scenarios analysis and final adoption of a preferred scenario to meet OAR 660-044-0040 is provided for reference.

May 8 and 9	MPAC and JPACT action on recommended Phase 2 Investment choices and evaluation criteria.
May 16	Metro Council work session on MPAC and JPACT recommendations.
June 6	Metro Council action on recommended Phase 2 investment choices and evaluation criteria (by Metro Resolution).
June-August 2013	Project staff and technical work group analyze investment scenarios using MetroScope, Metropolitan GreenSTEP and ArcGIS. Convene workshops to support social equity evaluation and identify feasibility and actions likely to be necessary to implement scenarios.
August-September 2013	Project staff and technical work group prepare Phase 2 CSCS Investment Choices Findings Report and other communication materials.
October 2013	Staff release CSCS Investment Choices Findings Report for regional discussion; begin phase 3.
Oct. 2013 - March 2014	Report back to communities, decision-makers and regional partners on the results and decide which elements should be included in a preferred scenario.
March/April 2014	MPAC, JPACT and Metro Council confirm draft preferred scenario concept.
April-July 2014	Consult with local governments, and state and regional partners on draft preferred scenario concept and implementation strategies. Analyze draft preferred scenario using the regional travel demand model and Metropolitan GreenSTEP.
Summer 2014	Project staff prepare adoption package for public comment period.
Fall 2014	45-day public comment period on adoption package.

⁷ OAR 660-044-0040 and OAR 660-044-0045.

December 2014

MPAC and JPACT recommendation to the Metro Council on the preferred land use and transportation scenario

Metro Council takes action on recommended preferred land use and transportation scenario.

CLIMATE SMART COMMUNITIES SCENARIOS PROJECT**Technical Work Group Members**

April 22, 2013

	Name	Affiliation	Membership
1.	Tom Armstrong	City of Portland	MTAC alternate
2.	Chris Deffebach	Washington County	TPAC & MTAC member
3.	Chuck Beasley	Multnomah County	MTAC member
4.	Lynda David	Regional Transportation Council	TPAC member
5.	Jennifer Donnelly	DLCD	MTAC member
6.	Denny Egner	City of Lake Oswego	MTAC member
7.	Karen Buehrig	Clackamas County	TPAC member
8.	Steve Butler	City of Milwaukie	Local government staff
9.	Jon Holan	City of Forest Grove	MTAC alternate
10.	Katherine Kelly/ Jonathan Harker/Stacey Humphrey	City of Gresham	TPAC member/MTAC member
11.	Nancy Kraushaar	City of Wilsonville	TPAC member
12.	Alan Lehto/ Eric Hesse	TriMet	TPAC/MTAC member TPAC/MTAC alternate
13.	Mary Kyle McCurdy	MTAC citizen/community group	MTAC member
14.	Ben Bryant	City of Tualatin	Local government staff
15.	Barbara Fryer	City of Beaverton	MTAC alternate
16.	Margaret Middleton	City of Beaverton	TPAC member
17.	Lainie Smith	ODOT	TPAC alternate and MTAC member
18.	Dan Rutzick/ Peter Brandom	City of Hillsboro	Local government staff
19.	Mara Gross	Coalition for a Livable Future	Community member



Recommended Phase 2 Scenario Assumptions
May 2, 2013

The Oregon Legislature has required the Portland metropolitan region to reduce per capita greenhouse gas emissions from cars and small trucks by 2035.

Shaping our choices for the future

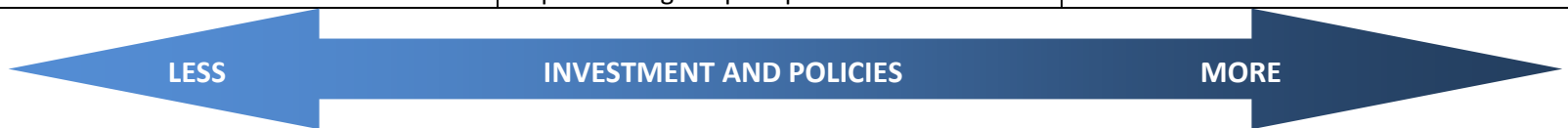
A scenario is an example of what the future might look like based on the choices we make today. The three scenarios presented will be tested in summer 2013. More detailed documentation of the assumptions and analysis methodologies will be prepared during the evaluation process.

The results of the analysis will be used to stimulate a discussion about our choices for the future and the possible impacts they may have on how we live, travel, work and invest in our communities. Working together, cities, counties and regional partners will decide which elements from each of the three scenarios should go forward into one preferred scenario for the region to adopt in December 2014. Considerations for developing a preferred scenario will include: costs and benefits across public health, environmental, economic and social equity outcomes, financial implications, public support and political will.

NOTE: The scenarios are cumulative and for research purposes. The scenarios do not represent future Metro Council, Oregon Transportation Commission, TriMet or local government policy intentions.

WHAT THE FUTURE MIGHT LOOK LIKE IN 2035

	Scenario A RECENT TRENDS	Scenario B ADOPTED PLANS	Scenario C NEW PLANS AND POLICIES
Purpose	This scenario follows recent funding trends and shows the results of implementing adopted plans to the extent possible with existing revenues.	This scenario counters recent funding trends and shows the results of raising additional revenues - as called for in the adopted Regional Transportation Plan – to allow the region to make more progress toward implementing adopted plans.	This scenario shows the results of pursuing new policies, more investment and new revenue sources to more fully achieve adopted and emerging plans.



LAND USE ASSUMPTIONS

	Scenario A RECENT TRENDS	Scenario B ADOPTED PLANS	Scenario C NEW PLANS AND POLICIES
Land use plans and zoning	Local land use plans and zoning as adopted by cities and counties for downtowns, main streets and employment areas will be the same for all three scenarios. The Southwest Corridor Plan land use vision will be incorporated into Scenario C.		

EDUCATION AND INCENTIVES ASSUMPTIONS

	Scenario A RECENT TRENDS	Scenario B ADOPTED PLANS	Scenario C NEW PLANS AND POLICIES
Education and incentives	<ul style="list-style-type: none"> 30% of households practice ecodriving and participate in travel options programs 20% of employees participate in commute programs 4% of households participate in car-sharing 20% of vehicle owners use pay-as-you-drive insurance 	<ul style="list-style-type: none"> 30% of households practice ecodriving and participate in travel options programs 20% of employees participate in commute programs 4% of households participate in car-sharing 40% of vehicle owners use pay-as-you-drive insurance 	<ul style="list-style-type: none"> 60% of households practice ecodriving and participate in travel options programs 40% of employees participate in commute programs 4% of households participate in car-sharing 100% of vehicle owners use pay-as-you-drive insurance

TRANSPORTATION ASSUMPTIONS

	Scenario A RECENT TRENDS	Scenario B ADOPTED PLANS	Scenario C NEW PLANS AND POLICIES
Streets and highways	<p>Operations and maintenance</p> <ul style="list-style-type: none"> Fall behind on fixing potholes and making repairs and implement 50% of regional TSMO strategic plan to achieve 10% delay reduction <p>Capital</p> <ul style="list-style-type: none"> I-5 Bridge Replacement 2016-18 STIP and MTIP projects 	<p>Operations and maintenance</p> <ul style="list-style-type: none"> Keep up with fixing potholes and making repairs and implement full regional TSMO strategic plan to achieve 20% delay reduction <p>Capital</p> <ul style="list-style-type: none"> Adopted Financially Constrained RTP including: I-5 Bridge Replacement, Sunrise Project from I-205 to 172nd Avenue, US 26 widened to 6 through lanes to Cornelius Pass Road and interchange improvements at US 26, OR 217, I-205, and Troutdale/I-84 	<p>Operations and maintenance</p> <ul style="list-style-type: none"> Keep up with fixing potholes and making repairs and implement expanded TSMO strategic plan to achieve 35% delay reduction <p>Capital</p> <ul style="list-style-type: none"> State RTP project list, including interchange improvements at I-5/OR 217 interchange (Phase 2) and I-84/I-5
Bike and pedestrian	<ul style="list-style-type: none"> Complete 2016-18 STIP and MTIP projects, as investments are limited to improving access to transit with no dedicated funding 	<ul style="list-style-type: none"> Complete adopted RTP bike and pedestrian projects 	<ul style="list-style-type: none"> Complete 100% of regional bike and pedestrian networks as identified in the Regional Active Transportation Plan, including regional trails, further targeting short trips and access to transit and centers




NOTE: The scenarios are cumulative and for research purposes. The scenarios do not represent future Metro Council, Oregon Transportation Commission, TriMet or local government policy intentions.


WHAT THE FUTURE MIGHT LOOK LIKE IN 2035

	Scenario A RECENT TRENDS	Scenario B ADOPTED PLANS	Scenario C NEW PLANS AND POLICIES
Purpose	This scenario follows recent funding trends and shows the results of implementing adopted plans to the extent possible with existing revenues.	This scenario counters recent funding trends and shows the results of raising additional revenues - as called for in the adopted Regional Transportation Plan – to allow the region to make more progress toward implementing adopted plans.	This scenario shows the results of pursuing new policies, more investment and new revenue sources to more fully achieve adopted and emerging plans.


TRANSPORTATION ASSUMPTIONS (CONTINUED)

	Scenario A RECENT TRENDS	Scenario B ADOPTED PLANS	Scenario C NEW PLANS AND POLICIES
Transit 	<p style="background-color: #80A040; color: white; margin: 0;">Operations and maintenance</p> <ul style="list-style-type: none"> ▪ Maintain existing TriMet service with small increases targeted to address overcrowding and delays due to congestion ▪ Implement SMART and C-TRAN plans <p style="background-color: #80A040; color: white; margin: 0;">Capital</p> <ul style="list-style-type: none"> ▪ Extend MAX to Milwaukie ▪ Extend MAX to Vancouver, WA ▪ Complete Portland streetcar loop 	<p style="background-color: #80A040; color: white; margin: 0;">Operations and maintenance</p> <ul style="list-style-type: none"> ▪ Restore and expand frequent bus service in priority corridors, consistent with Service Enhancement Plans <p style="background-color: #80A040; color: white; margin: 0;">Capital</p> <ul style="list-style-type: none"> ▪ Streetcar extension along priority corridors ▪ Additional transit priority and pedestrian/bike access to transit projects 	<p style="background-color: #80A040; color: white; margin: 0;">Operations and maintenance</p> <ul style="list-style-type: none"> ▪ Expand frequent bus service coverage to all major arterials with supporting land use connecting regional and town centers, consistent with TriMet Service Enhancement Plans ▪ Expand local bus service coverage and connections to frequent bus service and high capacity transit, consistent with TriMet Service Enhancement Plans <p style="background-color: #80A040; color: white; margin: 0;">Capital</p> <ul style="list-style-type: none"> ▪ Cascadia rail connections to Eugene, Salem and Vancouver B.C. ▪ High capacity transit: Southwest Corridor, AmberGlen and Oregon City ▪ WES service frequency improvements and extension to Salem ▪ Bus rapid transit serving Powell/Division, I-205 and Tualatin-Valley Highway corridors ▪ Other Portland streetcar extensions ▪ Additional transit priority and pedestrian/bike access to transit projects









PRICING ASSUMPTIONS

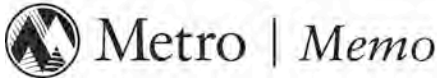
	Scenario A RECENT TRENDS	Scenario B ADOPTED PLANS	Scenario C NEW PLANS AND POLICIES
Pricing 	<p style="background-color: #4F81BD; color: white; margin: 0;">Existing revenues at 2012 levels</p> <p style="background-color: #4F81BD; color: white; margin: 0;">Fuel use and emissions fees</p> <ul style="list-style-type: none"> ▪ Federal gas tax = 18 cents/gallon ▪ State gas tax = 30 cents/gallon ▪ Local gas tax = 1-2 cents/gallon <p style="background-color: #4F81BD; color: white; margin: 0;">Vehicle travel fees</p> <ul style="list-style-type: none"> ▪ I-5 Bridge toll <p style="background-color: #4F81BD; color: white; margin: 0;">Other transportation fees</p> <ul style="list-style-type: none"> ▪ Payroll tax and farebox recovery ▪ Parking fees in downtown Portland, OHSU campus and the Lloyd district ▪ Other federal, state and local revenues at existing levels 	<p style="background-color: #4F81BD; color: white; margin: 0;">Revenues assumed to fund adopted RTP</p> <p style="background-color: #4F81BD; color: white; margin: 0;">Fuel use and emissions fees</p> <ul style="list-style-type: none"> ▪ Federal gas tax = 18 cents/gallon ▪ State gas tax = 55 cents/gallon ▪ Local gas tax = 1-2 cents/gallon <p style="background-color: #4F81BD; color: white; margin: 0;">Vehicle travel fees</p> <ul style="list-style-type: none"> ▪ I-5 Bridge toll <p style="background-color: #4F81BD; color: white; margin: 0;">Other transportation fees</p> <ul style="list-style-type: none"> ▪ Payroll tax and farebox recovery ▪ Parking fees in more locations served by high capacity transit ▪ Other federal, state and local revenues at RTP levels 	<p style="background-color: #4F81BD; color: white; margin: 0;">New and expanded revenues at levels needed to fund investments</p> <p style="background-color: #4F81BD; color: white; margin: 0;">Fuel use and emissions fees</p> <ul style="list-style-type: none"> ▪ Federal gas tax = 18 cents/gallon ▪ Carbon fee = \$20-50/ton ▪ Local gas tax = 1-2 cents/gallon <p style="background-color: #4F81BD; color: white; margin: 0;">Vehicle travel fees</p> <ul style="list-style-type: none"> ▪ I-5 Bridge toll ▪ VMT fee = \$.03-.15/mile <p style="background-color: #4F81BD; color: white; margin: 0;">Other transportation fees</p> <ul style="list-style-type: none"> ▪ Payroll tax and farebox recovery ▪ Parking fees in new locations served by high capacity transit and frequent bus service ▪ Other federal, state and local revenues at RTP levels

FLEET AND TECHNOLOGY ASSUMPTIONS GIVEN TO THE REGION BY THE STATE

	Scenario A RECENT TRENDS	Scenario B ADOPTED PLANS	Scenario C NEW PLANS AND POLICIES
Fleet and technology 	<p>The vehicle and fuel assumptions for the year 2035 will be the same for all three scenarios. The assumptions were developed by three state agencies (ODOT, ODEQ and ODOE), and assumed by the Land Conservation and Development Commission when setting the region's per capita GHG emissions reduction target in 2011. The assumptions were developed based on the best available information and current estimates about improvements in technologies and fuels.</p>		

Recommended Phase 2 Evaluation Criteria

Evaluation criteria	Questions to answer	Evaluation measure	Estimation Method/Tool
 Social equity	<i>How will our choices affect the region's most vulnerable populations?</i>	Highlighted evaluation measures will be measured across population groups (e.g., income, age and ethnicity) to identify whether disproportionate impacts may occur to vulnerable populations in the region. Vulnerable populations are defined to include: low-income households, communities of color, older adults, children, households with limited english proficiency and people with disabilities.	
 Jobs and housing	<i>How will our choices affect where we work and live?</i>	Number and distribution of housing (by type, cost and location)	MetroScope output
		Number and distribution of jobs (by type and location)	MetroScope output
		Housing and job growth captured inside urban growth boundary compared to growth captured in nearby areas	MetroScope output
		Employment access and proximity to labor markets	MetroScope output and ArcGIS
		Employment land in proximity to key transportation corridors (Land zoned for employment use in proximity to major transportation corridors)	MetroScope output and ArcGIS
		Access to destinations (households within .5-mile distance of large employment centers, colleges and high schools, libraries, regional shopping centers, airports, hospitals, major medical centers, parks, and major social service sites by income group, race and ethnicity, and age)	MetroScope output and ArcGIS
 Cost and the Economy	<i>What will our choices cost and how will they affect public sector and household budgets, and the economic competitiveness of businesses and industry in the region?</i>	Transportation infrastructure costs (capital and operations)	GreenSTEP output
		Other public/private infrastructure costs	GreenSTEP/MetroScope output
		Social costs per capita and by income group (e.g., combined cost of travel delay, climate change damage and adaptation, energy security, air and noise pollution, crash costs to non-drivers and other environmental impacts)	GreenSTEP output
		Household cost burden - Housing and transportation costs combined per household by income group (total and as a percent of income by income group)	MetroScope and GreenSTEP outputs
		Freight truck travel delay costs	GreenSTEP output
		Transportation revenues per capita and by income group	GreenSTEP output
 Travel	<i>How will our choices affect how we get around?</i>	Vehicle miles traveled per capita	GreenSTEP output
		Vehicle delay per capita	GreenSTEP output
		Transit service per capita (revenue miles)	GreenSTEP output
		Access to transit (households and jobs within .5-mile distance of high capacity transit stations/stops and .25-mile distance of frequent bus stops by income group, race and ethnicity, and age)	MetroScope output and ArcGIS
		Average commute trip length	MetroScope output
 Energy consumption and GHG emissions	<i>How will our choices affect climate change and energy security?</i>	GHG emissions per capita	GreenSTEP output
		Fuel consumption (region-wide) (petroleum-based, liquid and gaseous fuels consumed in light vehicle engines)	GreenSTEP output
 Natural resources	<i>How will our choices affect air quality, water supplies and farms, forestland and natural areas?</i>	Criteria pollutant emissions	GreenSTEP output
		Land consumed for development	MetroScope output
		Residential water consumption	GreenSTEP output
 Public health	<i>How will our choices affect our health?</i>	Physical activity per capita (walk trips and bike miles)	GreenSTEP and public health model output
		Chronic illness (obesity, diabetes, asthma)	Public health model output
		Traffic safety (change in fatalities and injuries)	Public health model
 Feasibility	<i>What choices can we afford, what choices are feasible and how do we implement our choices in an equitable and cost-effective manner?</i>	Financial, legal, legislative or regulatory barriers for implementation	Qualitative assessment
		Political or public acceptability	Qualitative assessment
		Institutional capacity for implementation and long-term "ownership"	Qualitative assessment
		Policy tools to support neighborhood stability and reduce existing community disparities during implementation	Qualitative assessment and ArcGIS



Date: May 2, 2013
 To: MPAC, JPACT and interested parties
 From: Kim Ellis, Principal Transportation Planner
 Grace Cho, Assistant Transportation Planner
 Re: Climate Smart Communities Scenarios Project: Summary of Changes Reflected in Recommended Phase 2 Scenario Assumptions and Evaluation Criteria

PURPOSE

This memorandum summarizes comments received on the draft Phase 2 scenario assumptions (dated February 27, 2013) and draft evaluation criteria (dated March 27, 2013). Comments were provided by members of the Metro Policy Advisory Committee (MPAC), the Metro Technical Advisory Committee (MTAC), the Joint Policy Advisory Committee on Transportation (JPACT), the Transportation Policy Alternatives Committee (TPAC) and the project technical work group.

The recommendations are reflected in the recommended scenario assumptions and evaluation criteria (dated May 2, 2013). More detailed documentation of the assumptions and analysis methodologies will be prepared during the evaluation process.

SUMMARY OF COMMENTS ON PHASE 2 SCENARIO ASSUMPTIONS

Comments on the draft Phase 2 scenario assumptions are organized by assumption category.

Fleet and Technology Assumptions

Comment	Recommendation
The fleet and technology assumptions seem overly ambitious and unrealistic for the 2035 timeframe.	No change to the assumptions recommended as they were provided to Metro by the state, and will assumed in each of the three scenarios to be tested. Staff added a note to explain that the fleet and technology assumptions were set by three state agencies (ODOT, ODEQ and ODOE) and were assumed when setting the region’s per capita greenhouse gas emissions reduction target in 2011. The note also states that the assumptions were based on available information and current estimates about improvements in vehicle technologies and fuels.

Land Use Assumptions

Comment	Recommendation
More information is needed about the land use assumptions for Scenario A and Scenario C (beyond incorporating the Southwest Corridor work).	No change needed. The land use assumptions will be further developed and documented as part of the evaluation process. Scenario B will assume the 2035 growth distribution adopted by the Metro Council in November 2012. Staff will prepare alternative growth distributions, using MetroScope, that respond to the different levels of investment and transportation access assumed in Scenario A and Scenario C. Scenario C will also assume land use changes defined in the Southwest Corridor Land Use Vision consistent with the SW Corridor project. The amount of land in urban reserves consumed is an output of the
More information is needed about the amount of UGB expansion to be assumed in Scenario A and Scenario C.	

	MetroScope model, and will be reported as part of the evaluation process.
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Streets and Highways Assumptions

Comment	Recommendation
The I-84/I-5 interchange project should be listed in Scenario C.	Change as requested. Only preliminary engineering and right-of-way is included in the financially constrained RTP project list. Construction of the project is assumed in the State RTP project list.

Transit Assumptions

Comment	Recommendation
The Powell-Division BRT capital project should not be included in the Scenario A assumptions when Southwest Corridor is in Scenario C.	Change recommended. Both projects are included in the State RTP project list, but not the Financially Constrained RTP project list. As a result, both projects are recommended to be included in Scenario C to be consistent with investment choices framework and the State RTP project list.
The Division Powell BRT should remain in Scenario A.	
Add remaining Tier 2 HCT corridors to Scenario C.	Change as requested. HCT to Oregon City has been added, consistent with the High Capacity Transit Plan that was adopted as part of the Regional Transportation Plan in June 2010.
Add an extension of WES commuter rail to Salem to Scenario C.	Change as requested.

Bike and Pedestrian Assumptions

Comment	Recommendation
Add reference to completing 100% of the regional bike and pedestrian networks as identified in the Regional Active Transportation Plan to Scenario C.	Change as requested.

Education and Incentives Assumptions

Comment	Recommendation
Increase the pay-as-you-drive insurance (PAYD) participation rate in Scenario C to reflect that it is a low-cost and effective strategy.	Change as requested. PAYD insurance is allowed in Oregon and other states today, although participation levels are currently low. The Statewide Transportation Strategy assumes 20% of drivers will participate in PAYD insurance by 2020 and 100% of drivers will participate in PAYD insurance by 2035. A graduated participation rate assumption is proposed for Scenarios A, B and C, with Scenario A having a 20% participation rate, Scenario B having a 40% participation rate and Scenario C having a 100% participation rate.
The eco-driving participation rate in Scenario C should be consistent with participation rates in the statewide transportation strategy as this will	Change recommended. Scenarios A and B are recommended to assume 30% of drivers will participate and Scenario C is recommended to assume 60% of drivers will participate. The Statewide Transportation Strategy assumes 30% of drivers will

Comment	Recommendation
likely be the result of changes to vehicle technology and state education programs.	participate in eco-driving by 2020 and 60% of drivers will participate in eco-driving by 2035, recognizing the combined impact of newer technology that provides real-time feedback to drivers and traditional public education and marketing programs that encourage drivers to conserve fuel as they drive by eliminating rapid stops/starts, reducing idling, properly servicing their vehicle and keeping tires inflated to proper to pressure.
Participation in carsharing programs is growing in the region and other metropolitan areas with targeted deployment of Car2Go and ZipCar in areas with significant mixed-use development; participation rates should be higher reflecting this trend.	Change recommended. All scenarios are recommended to assume 4% of households region-wide participate in carsharing by 2035, consistent with the Statewide Transportation Strategy assumptions for 2035.

Pricing Assumptions

Comment	Recommendation
Expand the parking fee assumptions in Scenario C to apply to frequent bus corridors.	Change as requested. Parking fees serve as a proxy for assessing the impact of both the cost of parking and the supply of parking in GreenSTEP. The Regional Transportation Functional Plan identifies reduced parking requirements for areas that are served with 20-minute or better transit service, which includes areas within .5-mile of High Capacity Transit stops and .25-mile of Frequent Bus stops.
Add Interstate 205 tolling to Scenario C	No change recommended due to model limitations. Upon further consultation with the Oregon Department of Transportation (ODOT), staff found that the GreenSTEP model does not meaningfully account for the impact of tolling on specific facilities. A tolling analysis would be more appropriately addressed using the regional travel model. Assessment of the revenue impact of the I-5 bridge toll will use the tolling financial analysis prepared for the project. The regional travel demand model will be used in the final analysis of the preferred scenario in Phase 3 in 2014; this could be included at that time.
Convert fuel use and emissions fees to cost/gallon equivalent or some other common measure.	Change as requested. This will be addressed during the evaluation when the assumptions and analysis methodologies are finalized.

SUMMARY OF COMMENTS ON PHASE 2 EVALUATION CRITERIA

Comments on the draft Phase 2 evaluation criteria are organized by evaluation category.

Jobs and Housing Evaluation

Comment	Recommendation
Measure the number of jobs by different job types.	Change as requested. The MetroScope output for distribution of jobs will be able to calculate the number of jobs by NAICS type.
Measure employment land proximity to key transportation corridors.	Change as requested. A detailed employment lands analysis is not possible due to time and resource constraints and limitations of the Phase 2 analysis tools. Staff will develop an assessment methodology as part of the job and housing distribution evaluation using ArcGIS and MetroScope outputs.
Measure access and proximity to labor markets.	
Growth captured in UGB should be included as evaluation measure; it is not an input.	Change as requested. Job and housing growth captured in the UGB compared to growth in nearby areas will be reported as part of the job and housing distribution evaluation, and has been added to the evaluation measures.
Add housing affordability as an evaluation measure.	Change recommended. A detailed housing affordability analysis is not possible due to time and resource constraints and limitations of the Phase 2 analysis tools. However, housing cost burden by income group has been added to the evaluation measures to address this comment.

Cost and Economy Evaluation

Comment	Recommendation
The evaluation should measure how much each scenario will cost.	Planning-level cost estimates will be developed for each scenario as part of the analysis. For reference, the transportation investments assumed in Scenario B reflects the adopted financially constrained Regional Transportation Plan (RTP), which includes approximately \$14 billion (2005 dollars) in multi-modal transportation investments and programs. The adopted State RTP projects assumed in Scenario C includes approximately \$20 billion in multi-modal transportation investments and programs. Scenario C assumes more bike, pedestrian and transit investments and programs than the State RTP to reflect the Regional Active Transportation Plan and transit service enhancements identified by TriMet and SMART.
Add a measure that reflects the share of household budget spent on housing and transportation combined.	Change as requested.
The evaluation should report who will be responsible for paying for different implementation costs.	A detailed analysis of “who pays” is not possible due to time and resource constraints, and limitations of the Phase 2 analysis tools. However, the evaluation will be able to report household housing and transportation costs by income group, and public and private sector costs at a regional level as called for in the evaluation criteria. In addition, the evaluation will also identify who is responsible for implementation at a broad level – e.g.,

	local actions (individuals, local governments, businesses), regional actions (Metro, transit providers), state actions (Legislature, State Commissions and Agencies), and federal actions.
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Travel evaluation

Comment	Recommendation
Add transit access to jobs as an evaluation measure.	Change as requested.
Define how the “change in metropolitan travel patterns,” will be evaluated as required in OAR 660-044-0040, which defines changes in metropolitan development and travel patterns as whether proposed policies will cause change in development or increased light vehicle travel between the metropolitan area and surrounding communities compared to reference case).	Change recommended. Average commute trip length has been added as an evaluation measure. The housing and job distribution evaluation will support an analysis of how development patterns might change in each scenario. A detailed analysis of changes in travel patterns is not possible due to time and resource constraints, and limitations of the Phase 2 analysis tools. The regional travel demand model will be used for the final analysis of the preferred scenario in Phase 3 in 2014 and will provide better information on potential changes in travel patterns.
Define what is included in travel costs.	No change needed. When possible, the GreenSTEP method of calculating outputs will be used. The Technical Appendix 2 to the Statewide Transportation Strategy describes the methods in more detail. Out-of-pocket household costs for vehicle ownership and use include vehicle cost, depreciation, energy costs (fuel and/or electricity), and taxes/fees.
Add mode share as an evaluation measure.	No change recommended due to model limitations. While GreenSTEP does not estimate mode share, it does provide amount of non-motorized travel as reflected in the physical activity evaluation measure (e.g., number of household walk trips and miles of bicycle travel per capita). Mode share will be an evaluation measure in the preferred scenario analysis.
Define what is included in the fuel consumption measure.	This measure includes petroleum-based, liquid and gaseous fuels consumed in light vehicle engines (e.g., gasoline, ultra low-sulfur diesel, ethanol, biodiesel, and compressed natural gas).
Explain how the public health model calculates change in fatalities and injuries.	The Oregon Health Authority model uses VMT data from GreenSTEP and ODOT safety data for the region as reported in the Metro State of Safety Report (April 2012).
Define what is included in the “access to destinations” measure, and include schools in the definition.	No change needed. Metro will use the same categories of destinations included in the Active Transportation Plan. These include: large employers, colleges and high schools, libraries, regional shopping centers, airports, hospitals and major medical centers, regional parks, and major social service sites.
Clarify what is included in the measure “access to transit,” e.g., stations or stops versus any part of a transit corridor.	Change as requested. Proximity to HCT stations/stops and Frequent Service bus stops will be used.

Social Equity Evaluation

Comment	Recommendation
<p>Define how the evaluation will measure potential impacts on disadvantaged communities.</p>	<p>Several evaluation measures have been identified to look at the impacts on vulnerable populations, including low-income households and to the extent possible, communities of color, children, older adults, people with disabilities and households with limited English proficiency. The analysis tools have limitations in that GreenSTEP and MetroScope do not forecast the future population by race or ethnicity, and the results cannot be reported at a community or neighborhood level. GreenSTEP and MetroScope account for household income, which will be a focus of the social equity evaluation. Staff will use a methodology developed for the Regional Flexible Funds process to support the analysis.</p>
<p>Clarify what is meant by neighborhood stability and how it will be addressed in the evaluation.</p>	<p>Neighborhood stability was identified in the Equity and Environmental justice Workshop as a priority outcome to measure, particularly as it relates to increased gentrification and displacement pressure on low-income households and communities of color. Gentrification and displacement pressure can occur as housing values increase in a neighborhood in response to public policies and investments.</p> <p>A detailed analysis of neighborhood stability is not possible due to time and resource constraints, and limitations of the Phase 2 analysis tools. However, the evaluation will include collaborating with community leaders working to advance social equity in the region. To the extent possible, this collaboration will help identify areas of potential risk for gentrification and displacement and best practices policies/tools that, if implemented, could limit gentrification and displacement pressure and help reduce existing community disparities.</p>

NEXT STEPS

The recommendations are reflected in the recommended Phase 2 scenario assumptions and evaluation criteria (dated May 2, 2013).

Metro staff will request the Metro Policy Advisory Committee (MPAC), Joint Policy Advisory Committee on Transportation (JPACT) to support moving forward with the evaluation on May 8 and 9, respectively. The Metro Council will discuss the recommendations from MPAC and JPACT on May 16 and take action on the recommendations on June 6.

SPRING 2013

CLIMATE SMART COMMUNITIES SCENARIOS PROJECT



COMMUNITY CASE STUDY SERIES

This case study showcases actions that communities in the Portland metropolitan region are already taking to help reduce greenhouse gas emissions from cars and small trucks.

This is one of eight in a series developed for the Climate Smart Communities Scenarios Project.

- Beaverton
- Clackamas County
- Gateway (Portland)
- Hillsboro
- Rockwood (Gresham)
- Wilsonville
- Employer-based commuter programs
- Neighborhood-based travel options



Strategies

- **Mixed-use development**
- **Active transportation**
- **Traffic management**

Beaverton

Community case study

Beaverton builds economic opportunity

Beaverton is revitalizing its downtown with targeted investments and partnerships to create jobs and civic destinations, increase housing choices, provide access to nature and expand travel options for residents and visitors. These actions are helping the city grow in a sustainable manner, create a healthy, livable community and reduce greenhouse gas emissions from transportation.

Downtown Beaverton is served by three state highways, one commuter rail line, two light rail lines and one freight rail line that connect Beaverton to other communities in the region. Since opening in 1998, TriMet's MAX light rail stations have attracted housing, employment and retail development to the area. A project known as The Round, featuring a mix of office and housing, was built around the Beaverton Central station surrounding a circular plaza that includes the MAX station.

Old Town, south of Farmington Road, offers a well connected street grid and historic buildings with small businesses and pedestrian-oriented retail. The Beaverton Central Library, Beaverton City Park and the Beaverton Farmers Market are gathering places that serve nearby neighborhoods and visitors from across the region.

The city has built strong public support for and remains committed to expanding housing and transportation choices, creating parks and natural areas, and supporting local businesses to spur downtown revitalization.

Key challenges

- Major transportation corridors divide the north and south parts of downtown Beaverton.
- An incomplete street network, high traffic volumes, long blocks and inadequate bike and pedestrian crossings limit access and mobility.
- The Round remains incomplete, contributing to the lack of downtown housing choices and job opportunities.
- Aging infrastructure and empty or underutilized development sites limit the vibrancy of the area.



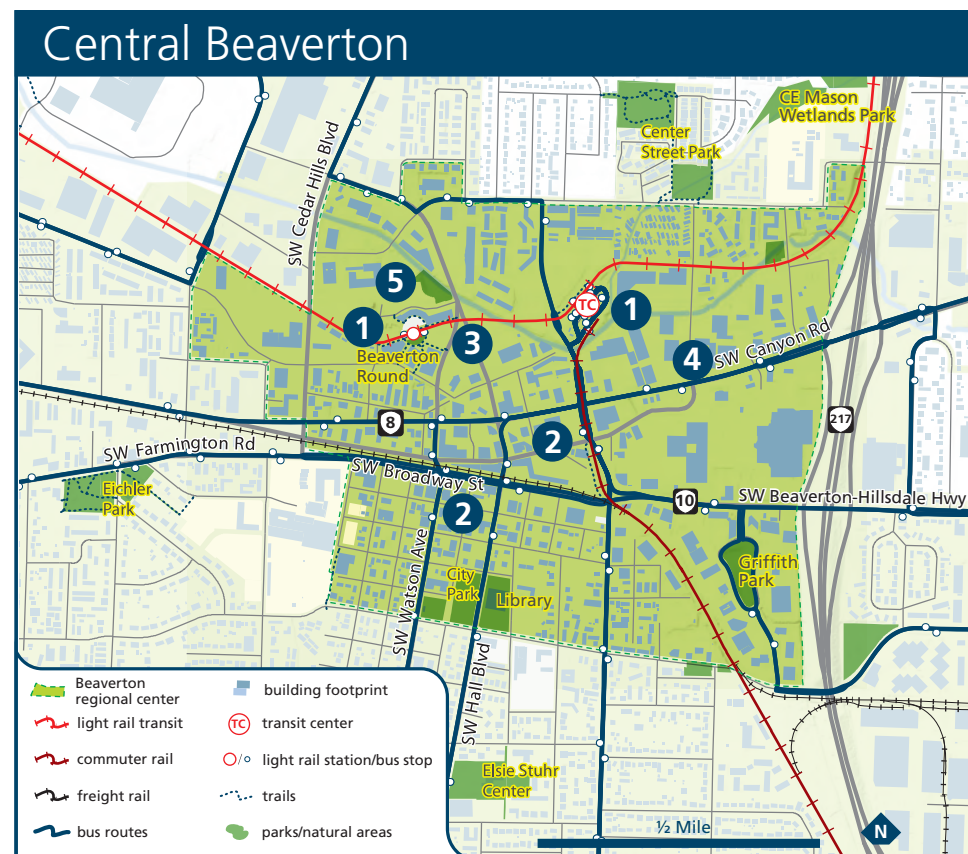
The Oregon Legislature has required the Portland metropolitan region to reduce per capita greenhouse gas emissions from cars and small trucks by 2035.



www.oregonmetro.gov/climatescenarios

Investments and partnerships revitalize downtown Beaverton

The City of Beaverton is leveraging its existing transportation system, infrastructure, land and financial resources to build a prosperous and vibrant community that will also help reduce greenhouse gas emissions, especially from transportation. The city has targeted policies, financial incentives and investments to support local businesses, grow local jobs, encourage more people to live and work in downtown, manage parking, make the area safer and more convenient to walk and bike, improve traffic operations, and transform Canyon Road to be more pleasant and attractive. Hosting activities such as the Beaverton Farmer's Market, regular arts and culture events like the expanded Old Town Festival, the annual International Festival, Flicks by the Fountain, and painting downtown murals attracts residents and customers to the area. The city's actions leverage local, regional, state and federal partnerships and resources that further catalyze downtown revitalization efforts.



1 Growing the economy with jobs, housing and transit

Nearly 1,100 businesses and more than 14,000 jobs exist within one mile of downtown Beaverton. The Beaverton Transit Center serves as the primary transit hub of Washington County and has one of the highest ridership rates in the TriMet system with two light rail lines, a WES commuter line, and eleven bus lines. While housing options in the downtown area are limited, the city is leveraging public and private investments and innovative tools to encourage people to live and work in the downtown core and attract new restaurants, shops and services that people want to visit.

Community and economic development efforts currently underway include:

- policies and investments that encourage new housing and businesses to locate downtown near transit
- an inventory of brownfield sites for potential redevelopment
- business programs and incentives for microenterprises, start-ups and target industries, including tax credits, storefront improvement grants and workforce development assistance
- financial incentives and partnerships with nonprofit organizations to build affordable housing choices
- allowing businesses to share parking spaces and removing minimum parking requirements in designated areas,

including areas located near transit, to encourage efficient use of available parking

- installing electric vehicle charging stations downtown.

2 Making way for biking and walking

The city has prioritized investments to:

- implement a wayfinding system that provides directional guidance to area destinations for biking, walking and taking transit
- create bicycle boulevards on low-traffic streets, add east-west bike corridors that parallel Canyon Road, increase bicycle parking, and fill gaps in the bicycle network
- improve pedestrian access to area businesses and transit service by making street crossings safer, filling sidewalk gaps, and adding curb ramps, benches and lighting to make walking safer, more convenient and pleasant.

3 Improving traffic operations

Congestion along major travel corridors causes delays that increase vehicle idling and emissions. To address this, the city:

- constructed multi-modal streets that parallel state highways to provide an alternative for local traffic
- installed adaptive traffic signals that are synchronized to optimize traffic flow.

4 Transforming Canyon Road

Canyon Road emerged as a high priority during Beaverton's Community Vision and Civic Plan process. It is a noisy and intimidating place to walk with few crossings and heavy traffic. Beaverton is collaborating with the Oregon Department of Transportation to redesign Canyon Road to be pedestrian-friendly and more attractive for development. Key investments identified to transform the corridor include:

- safer pedestrian and bicycle crossings at key intersections
- sidewalk improvements, landscaping, transit stop improvements, pedestrian-scale lighting and stormwater treatment facilities
- an off-Canyon Road bicycle boulevard network, providing parallel routes for biking
- new street connections to provide multiple routes for travel.

5 Connecting people with nature

The Beaverton Creekside District, comprising nearly 50 acres in the downtown area, is located near Beaverton's downtown creeks. It sits at the core of the area's transit system, providing a focal point for revitalization efforts.

Restoring and enhancing the downtown creeks will improve water quality and provide places for residents and visitors to enjoy the natural environment.



Timeline

2010	2011	2012	2015-2020	2020-2040
Beaverton Community Vision calls for creating a vibrant downtown and improving mobility	Beaverton Civic Plan emphasizes greater connectivity, economic opportunity, and environmental sustainability Voters adopt \$150 million Beaverton Urban Renewal Plan	\$1 million HUD Sustainable Communities Challenge Grant awarded to help implement Beaverton Civic Plan	Improvements made to Canyon Road streetscape and downtown creek, park and plaza Off-Canyon Road bicycle boulevard network launched	Completion of the Beaverton Urban Renewal Plan projects attracts business and housing, improves traffic flow and public safety, and spurs private investment



Regional partner

Working together to help meet Oregon's target for reducing greenhouse gas emissions from cars and trucks



Climate benefits

Mixed-use development	★ ★ ★ ★ ★
Active transportation	★ ★ ★ ★ ★
Traffic management	★ ★ ★ ★ ★

These greenhouse gas emissions reduction strategies are an important part of what the City of Beaverton is already doing to realize its vision for the future, and provide a strong foundation for meeting state climate goals for 2035. The climate benefits shown represent the relative effectiveness of each strategy.

For more information on greenhouse gas emissions reduction strategies, refer to the Climate Smart Communities Scenarios Project website at www.oregonmetro.gov/climatescenarios.



Keys to success

Develop a broad strategy for revitalization

In addition to promoting a mix of new housing and businesses within a well-connected street, bicycle and sidewalk network, revitalization efforts should also provide opportunities for recreation and enjoying art. Marketing and economic development are enhanced by projects that improve storefronts and signage.

Combine community investment tools

Beaverton continues to build its toolbox of policies and investments to grow local jobs and expand downtown housing choices, provide needed infrastructure, and demonstrate the city's commitment to sustainability and revitalization efforts.

Leverage partnerships and resources

Downtown revitalization requires the cooperation of public agencies, chambers of commerce, local businesses and civic organizations, as well as leveraging local, regional, state and federal resources to build needed investments.

Build community and business champions

The ideas borne out of the Beaverton Community Vision and refined through the Beaverton Civic Plan have helped achieve successes with residents and businesses.

About Metro

Metro crosses city limits and county lines to build a resilient economy, keep nature close by and respond to a changing climate. Representing a diverse population of 1.5 million people in 25 cities and three counties, Metro's directly elected council gives voters a voice in decisions about how the region grows and communities prosper. Metro works with communities, businesses and residents to make the Portland metropolitan area a great place to live, work and shape the future.

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SPRING 2013

CLIMATE SMART COMMUNITIES SCENARIOS PROJECT



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Strategies

- **Vehicle technologies and fuels**
- **Fleet mix**
- **Traffic management**

Hillsboro

Community case study

Addressing greenhouse gas emissions with 21st century technology

Home to more than 90,000 residents, host to dozens of high tech firms, and an employment area supporting 55,000 jobs, Hillsboro attracts more than 40,000 commuters to the city every weekday. To create a healthy, livable community where residents, visitors and employees have access to everyday needs, area attractions, and employers, the City of Hillsboro has invested in new technologies to accomplish these goals and reduce greenhouse gas emissions.

Building on a strong history of community, collaboration and leadership, Hillsboro has installed electric vehicle charging stations around the city, incorporated alternative fuel vehicles in its fleet mix, and invested in traffic signal coordination and other traffic management systems. The City of Hillsboro is using these and other new technology strategies to meet its aggressive, long-term (2030) operational sustainability goals, including an 80 percent reduction in GHG emissions and 100 percent fossil fuel-free city fleet vehicles (except for those vehicles with no fossil fuel alternative).

This case study highlights accomplishments and challenges to be addressed as new technologies, such as charging station networks, continue to grow in Hillsboro and throughout the region.

Key challenges

- The cost of new technology such as traffic signal coordination and system management is high.
- The expense of electric vehicle infrastructure relative to the number of electric vehicles in use is difficult to justify.
- There's insufficient funding for widespread electric vehicle infrastructure such as charging stations.
- There's a hesitancy to assume the risks that come with early adoption of new electric vehicle technology.

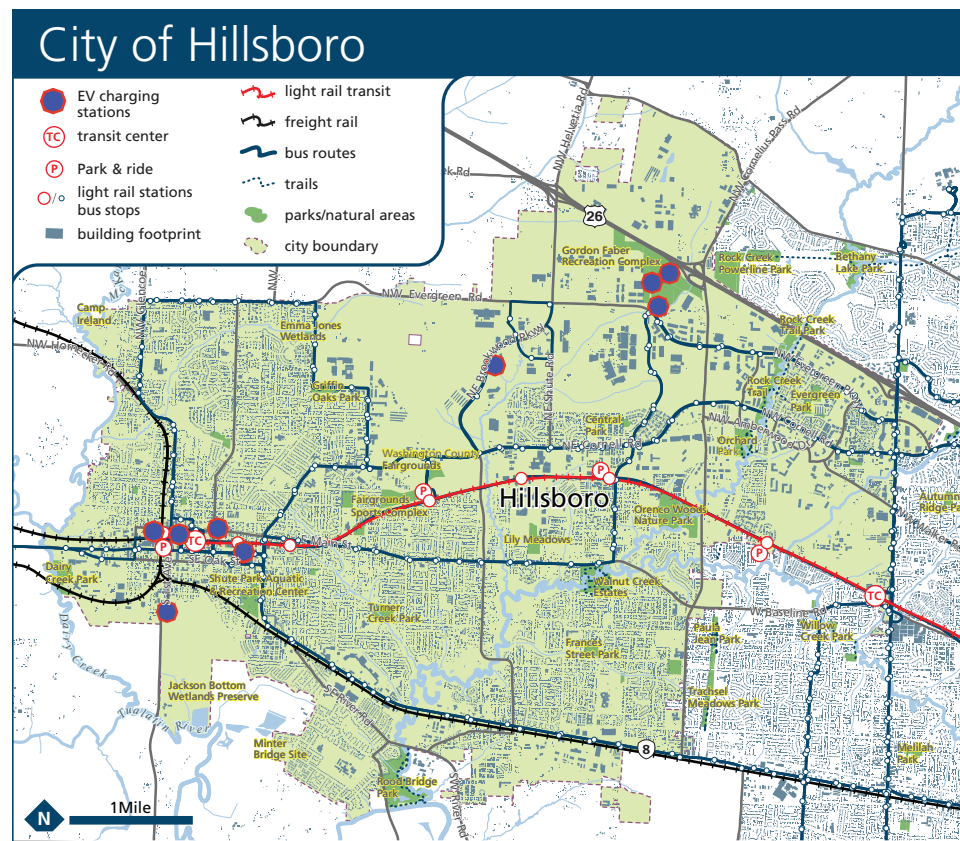


The Oregon Legislature has required the Portland metropolitan region to reduce per capita greenhouse gas emissions from cars and small trucks by 2035.

Leading the way through installation of new technologies

The City of Hillsboro has made sustainability a high priority, demonstrated by the Hillsboro 2020 Vision and Action Plan, the city's sustainability plan and a five-year organizational strategic plan that supports these initiatives.

Since 2000, the Hillsboro 2020 Vision and Action Plan has engaged the broader community in developing and implementing projects that strengthen the community, create economic opportunity and protect the environment. In 2010, a 10-year review of this plan resulted in two new strategies and ten new actions for protecting the environment. This same year, the city completed its first comprehensive greenhouse gas inventory, which provided a critical baseline to measure how effective the city is in reducing greenhouse gas emissions over time. Below are three examples that help support the city's sustainability policies.



1 Installing electric vehicle charging stations

Electric vehicle (EV) charging stations are necessary to support what is expected to be a growing fleet of EVs throughout Oregon. But their popularity will only increase to the degree that there are charging stations available for owners to re-charge their cars. The charging stations must be conveniently located to ensure that EV owners have the confidence to travel around the region without the fear of being stranded with no power. Hillsboro's commitment to achieving the goals set out in its guiding documents can be seen in its EV charging infrastructure, the largest in the state.

In 2009, Hillsboro installed the first of its 35 electric vehicle charging stations in the downtown area to support existing EV users, encourage the widespread use of EVs, and spur economic development. Since then, the city has installed many more units, including the first Level III Fast Charger in Washington County which can charge an electric vehicle to 80 percent battery capacity within 30 minutes. Located near major employers and civic destinations, most of the stations are available to the public. Recently, Washington County, Clean Water Services, and several businesses have installed EV charging stations at their sites, with over 50 available in Hillsboro.

In 2012, Hillsboro's Electric Vehicle Program was one of 27 programs nationwide recognized for their innovative practices at the National League of Cities conference in Boston.

2 Diversifying fleet mix

Over a ten year period beginning in 2000, Hillsboro maintained a substantial fleet of natural gas powered vehicles. One of the city's sustainability goals is to achieve a fleet of 100 percent fossil fuel-free vehicles by 2030. With EV charging stations installed at the Civic Center, two electric vehicles were purchased for the city fleet in 2011 and 2012. Hillsboro will continue to work toward this sustainability goal by adding EVs and other alternative fuel vehicles to its fleet.

3 Installing traffic signal coordination/system management

Hillsboro has made a strong commitment to improving the efficiency of traffic flow within the city by installing street signal timing technology. These improvements benefit operations and have a positive impact on reducing traffic delay, idling, fuel consumption and greenhouse gas emissions.

Funded in part with U.S. Department of Energy grant funds, in 2011 the

city completed several traffic signal upgrades including the first use of the InSync adaptive signal system on the West Coast. The InSync system consists of coordinated traffic signals and video detection to optimize real time traffic flow through nine intersections on a major arterial. Also completed was the retiming of all 28 city intersection signals and a comprehensive re-work of the 185th Avenue and Baseline Road intersection. The results of these measures include an annual savings of 26,400 gallons of fuel, a reduction of carbon dioxide by 232 metric tons per year, a 10 percent reduction in traffic delays and a significant cost savings.

Next Steps

In 2012, the City of Hillsboro hosted a New Energy Cities Community Partners workshop with Climate Solutions to map the flow of energy and emissions in the community and identifying action areas for reducing fuel consumption and greenhouse gas emissions. The outcome included a community energy map and Climate Action Plan Opportunities Framework. These tools will be used in conjunction with an energy sector analysis to identify opportunities for implementation. In 2013, a Hillsboro Sustainability Task Force will be convened to take this work forward.



Timeline

2009	2010	2011	2012	2013
Hillsboro installed the first of 35 electric vehicle charging stations in the downtown area next to the Civic Center	Hillsboro's award-winning intermodal transit facility opened with 13 electric vehicle charging stations and solar panel energy production	Major traffic signal timing upgrades are completed throughout the city Additional Level II electric vehicle chargers installed Hillsboro purchased its first electric vehicle complementing the city's existing fleet of alternative fuel vehicles	The first Level III Fast Charger in Washington County is installed at the Hillsboro Civic Center	As a finalist for the national Bloomberg Philanthropies Mayors Challenge, Hillsboro proposed a GoPoint Mobility Hub concept at light rail stations which included installation of EV charging stations to better connect neighborhoods and employment centers with more travel choices



Regional partner

Working together to help meet Oregon's target for reducing greenhouse gas emissions from cars and trucks



Climate benefits

Vehicle technologies and fuels	★ ★ ★ ★ ★
Fleet mix	★ ★ ★ ☆ ☆
Traffic management	★ ★ ★ ☆ ☆

These greenhouse gas emissions reduction strategies are an important part of what the City of Hillsboro is already doing to realize its vision for the future, and provide a strong foundation for meeting state climate goals for 2035. The climate benefits shown represent the relative effectiveness of each strategy.

For more information on greenhouse gas emissions reduction strategies, refer to the Climate Smart Communities Scenarios Project website at www.oregonmetro.gov/climatescenarios.



Keys to success

Demonstrate innovation Test the barriers and opportunities of cutting edge technologies to influence similar investment by other public entities, the private sector, and residents.

Promote public education Help make cutting edge technologies more accessible to the public through education about their locations, operations and efficiencies.

Form partnerships Public-private partnerships encourage widespread use of cutting edge technologies.

Build community champions Base goals and policies on community visions that make it more politically feasible to create financing mechanisms for investments and facilitate community action.

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Metro Council President

Tom Hughes

Metro Councilors

Shirley Craddick, District 1
 Carlotta Collette, District 2
 Craig Dirksen, District 3
 Kathryn Harrington, District 4
 Sam Chase, District 5
 Bob Stacey, District 6

Auditor

Suzanne Flynn

SPRING 2013

CLIMATE SMART COMMUNITIES SCENARIOS PROJECT



COMMUNITY CASE STUDY SERIES

This case study showcases actions that communities in the Portland metropolitan region are already taking to help reduce greenhouse gas emissions from cars and small trucks.

This is one of eight in a series developed for the Climate Smart Communities Scenarios Project.

- Beaverton
- Clackamas County
- Gateway (Portland)
- Hillsboro
- Rockwood (Gresham)
- Wilsonville
- Employer-based commuter programs
- Neighborhood-based travel options



Strategies

- **Transit**
- **Active transportation**
- **Employer-based commuter programs**
- **Public education and marketing**

Wilsonville

Community case study

A vision for a connected community

Wilsonville's transportation system has been shaped by the vision of city and business leaders over the last twenty-four years to create a healthy community where people have easy access to transportation to meet everyday needs. The development of SMART (South Metro Area Regional Transit) in 1989, and TriMet's WES (Westside Express Service) Commuter Rail service in 2009 are examples of transportation investments that support this vision.

Over the years, SMART has evolved into a full service, dependable transit system offering a safe and convenient way to travel within Wilsonville and to other areas, including Canby and Salem. At SMART Central Station, TriMet's WES Commuter Rail offers train service to Tualatin, Tigard and Beaverton where it connects with other bus lines and the MAX light rail system. The city also made important investments to improve community walking and biking connections to transit and expand the information available to residents, visitors and businesses about their travel choices. These investments help reduce the number of vehicle miles traveled by the more than 18,000 commuters who come to Wilsonville from other communities every day to work.

As a result, people of all ages choose SMART for travel to work, the grocery store, appointments, and nearby parks and natural areas. These choices help support sustainable development in the region and meet the state mandate to reduce greenhouse gas emissions for cars and small trucks.

Key challenges

- Increasing congestion and frequent traffic backups on I-5 hamper freight movement and access to Wilsonville jobs and impacts the city's economy.
- I-5 and the Willamette River are major barriers to developing connected walking and biking networks within the community.
- Ninety percent of the employees working in the city live in other communities.



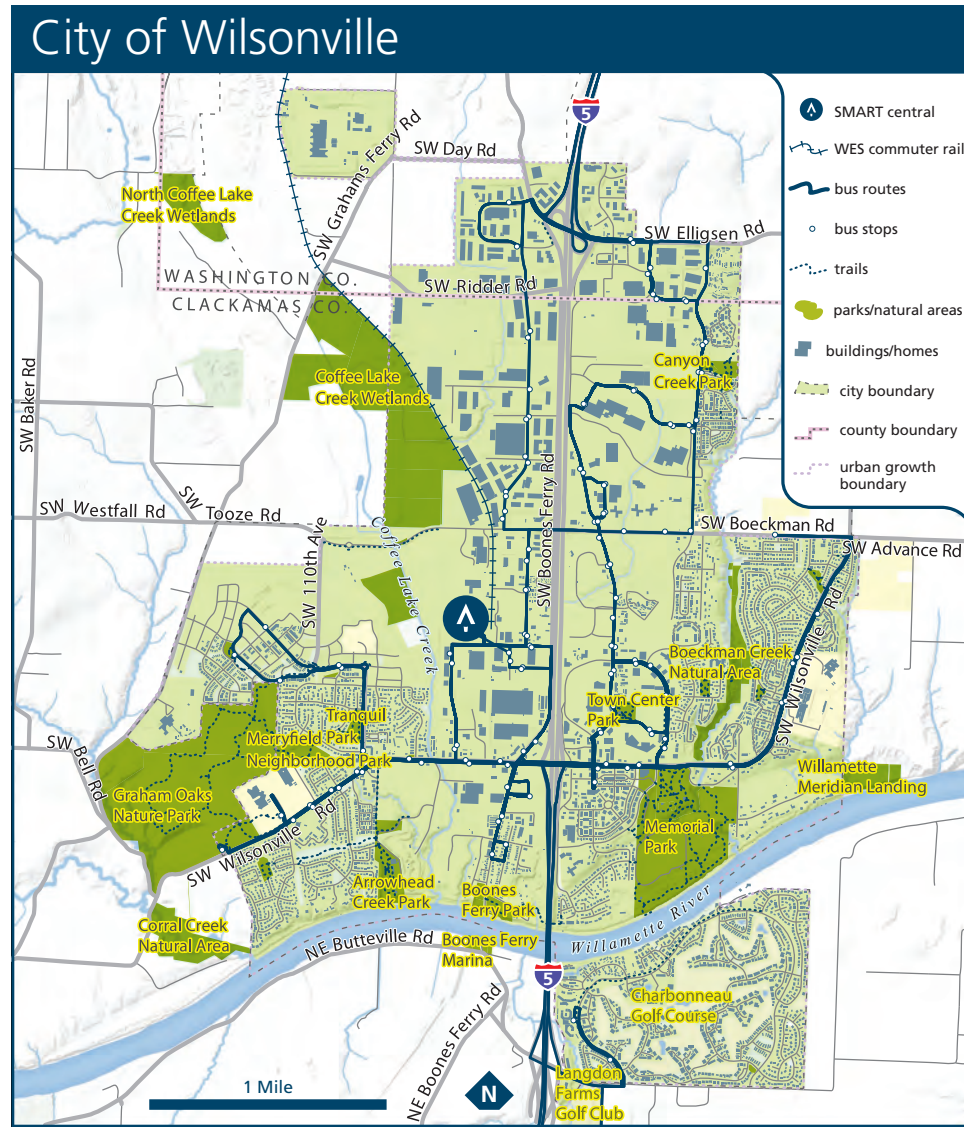
The Oregon Legislature has required the Portland metropolitan region to reduce per capita greenhouse gas emissions from cars and small trucks by 2035.



www.oregonmetro.gov/climatescenarios

Investing in smart travel options and public education

The community vision for city-operated SMART is to provide convenient, safe and reliable transportation services to meet the needs of Wilsonville residents, commuters, and visitors of all ages, income levels, and points of travel origin. SMART is dedicated to providing mobility for those who do not drive and creating a viable, attractive transportation option for those who do.



1 Connecting SMART and TriMet mobility options

SMART provides a variety of services with its fleet of over thirty-five vehicles ranging from 40-foot buses to minivans and a trolley-bus. The services are free within Wilsonville, but a fee is charged for service between Wilsonville and other cities. SMART also operates a Dial-a-Ride program that provides door-to-door service within Wilsonville, and medical transport services to Portland and other nearby cities for the elderly and disabled.

In February 2009, TriMet’s Westside Express Service Commuter Rail, a self-propelled diesel rail line servicing five stations from Beaverton to Wilsonville, began operation. Wilsonville leverages this service by having SMART buses take WES commuters to businesses and neighborhoods throughout the city as well as offering transfers to Salem and Canby.

2 Expanding commuter information

The SMART Options program promotes alternatives to driving alone such as taking the bus or commuter train, car/vanpooling, walking, biking or telecommuting. The program provides free assistance to employers for setting up employee commuter programs. This includes help with compliance with state commuter laws and providing bus service from the WES station to businesses throughout the city. SMART

also provides buses for special city-sponsored events and pre-scheduled senior lunches, shopping, and other trips.

3 Expanding resident and visitor information

SMART provides information to help area residents get around in healthy, fun ways and to promote its creative education programs for students. These include Bike Smart, Walk Smart and Wilsonville Sunday Streets.

Bike Smart Bike Smart is a one-stop shop for information about biking in and around the Wilsonville area. It helps residents and visitors plan commute and recreational trips, and provides maps and other information to make biking more convenient and fun.

Walk Smart Walk Smart is a free program that encourages participants to walk more by providing tools and inspiration. It provides maps, educational resources, “walk to lunch” group walks, and monthly rewards for participants.

Wilsonville Sunday Streets This event helps connect neighborhoods, parks, and people. Adults, children and seniors who bike, walk and run enjoy traffic-free streets filled with fun and interactive entertainment, music, physical activities and food.

4 Connecting art with transportation

SMARTArt works with Wilsonville students to link artistic creativity and

transportation. Students are asked to depict a Wilsonville road with heavy congestion and how that road looks when other travel options are used. This project helps student artists see the connection of transportation choices to their health, the environment, their community, and traffic. The winning projects are displayed on the outside of a SMART bus and other entries are displayed on the interior of buses.

Beauty and the Bridge When the Wilsonville Road interchange area was expanded to increase vehicle capacity, walking and biking also benefited from better east-west crossings under I-5. In 2012, Wilsonville’s student artists created tile art that was installed as part of the project to make it an inviting, comfortable, and aesthetically pleasing environment with the goal of improving mobility and encouraging biking and walking.

5 Financing SMART services and programs

The city’s public transportation system is funded by a payroll tax paid by Wilsonville businesses and based on total payroll or self-employment income. The tax rate is currently .5 percent (.005) of gross wages. Despite the closure of high-profile businesses in Wilsonville during the recession that resulted in the loss of nearly 1,000 jobs, a number of other businesses have either expanded or announced plans to increase employment, which has helped keep

SMART ridership numbers and revenue relatively steady over the last few years.

Intergovernmental grants help pay for special transportation programs, bus operations and bus purchases. The amount of grants received varies from year to year based upon grant awards. Over the past decade, SMART has successfully competed for more than \$10 million in federal and state grants. The primary funding sources are supplemented by fare-box revenues and sale of surplus properties.



Timeline

1988	1997	2002	2009	2013
Wilsonville Innovative Transportation Association creates independent city-owned transit system and begins service in 1989 as Wilsonville Area Rapid Transit (WART)	Now operating as SMART, the transit agency begins offering express service to Salem	The SMART Options program begins helping employers promote commuter benefits to employees	SMART changes bus routes and expands service for WES commuter rail; all routes now transfer at the SMART Central Station	SMART moves into brand new operations and fleet facility located near SMART Central Station



Regional partners

Working together to help meet Oregon's target for reducing greenhouse gas emissions from cars and trucks



City of
WILSONVILLE
OREGON

SMART
SOUTH METRO AREA REGIONAL TRANSIT

Climate benefits

Transit	★ ★ ★ ★ ★
Active transportation	★ ★ ★ ★ ★
Employer-based commuter programs	★ ★ ★ ★ ★
Public education and marketing	★ ★ ★ ★ ★

These greenhouse gas emissions reduction strategies are an important part of what the City of Wilsonville is already doing to realize its vision for the future, and provide a strong foundation for meeting state climate goals for 2035. The climate benefits shown represent the relative effectiveness of each strategy.

For more information on greenhouse gas emissions reduction strategies, refer to the Climate Smart Communities Scenarios Project website at www.oregonmetro.gov/climatescenarios.



Keys to success

Cultivate community involvement and support A community should develop a vision in partnership with government agencies, residents and businesses. Wilsonville's Parks and Recreation, Bicycle and Pedestrian, and Transit master plans were all created under the umbrella of one advisory committee.

Develop and foster public-private partnerships Many Wilsonville businesses are proud sponsors of public programs such as Walk Smart, Movies in the Park, and Wilsonville Sunday Streets.

Support local businesses with transportation options Wilsonville businesses employ a skilled, diverse workforce from throughout the Portland metropolitan and North Willamette Valley regions. SMART provides a crucial service for many of the 9 out of 10 Wilsonville workers commuting from elsewhere to jobs in Wilsonville.

Leverage location within the region The southern-most city in the region, Wilsonville is located halfway between Portland, Oregon's largest city, and Salem, the state capital. With ongoing planning and investment in its transportation system, the city can continue to serve its residents, businesses and the northern Willamette Valley.

About Metro

Metro crosses city limits and county lines to build a resilient economy, keep nature close by and respond to a changing climate. Representing a diverse population of 1.5 million people in 25 cities and three counties, Metro's directly elected council gives voters a voice in decisions about how the region grows and communities prosper. Metro works with communities, businesses and residents to make the Portland metropolitan area a great place to live, work and shape the future.

Stay in touch with news, stories and things to do.

www.oregonmetro.gov/connect

Metro Council President

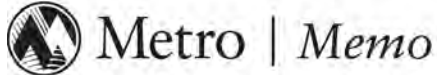
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Suzanne Flynn



Date: April 30, 2013
To: JPACT Members and Alternates
From: Ted Leybold, Andy Cotugno, Josh Naramore
Subject: TIGER V regional endorsement process

The US Department of Transportation recently announced the fifth round of funding for transportation projects as a part of the TIGER program. The application materials emphasize prioritizing projects ready to implement and suggest lead applicants provide letters of support from project stakeholders, including Metropolitan Planning Organizations. Metro has already been requested to provide a letter of support from one potential applicant. Additionally, in the prior round of funding, Congressional delegation members requested the region identify a priority application as a means of increasing the potential for funding to be awarded in this highly competitive national process.

Metro staff is proposing the following process for JPACT to support project applications consistent with federal direction and with prior Congressional member requests. The proposed process is coordinated with the Oregon Department of Transportation's process to identify five statewide priority projects and provide letters of support for all qualified applications.

- April 30th Announce the regional process for letters of endorsement and selection of a priority application.
- May 9th Brief JPACT on process for their endorsement and receive concurrence to proceed.
- May 10th Applicants seeking endorsement need to submit ODOT's project proposal form to Metro by 9 am.
- May 16-17th Meetings between Metro evaluation staff and lead applicant staff.
- May 23rd Release technical evaluation of project applications.
- May 30th Special JPACT meeting for endorsement of TIGER applications (4 pm).
- May 31st Provide letters of endorsement and identify regional priority application.
- June 3rd Final applications due to USDOT.

The Metro staff evaluation team will complete an initial review and evaluation of each application based on the federal TIGER criteria. The team will meet with each applicant team interested to further our understanding/adjust our evaluation and to provide input to the applicant on what could improve their chances for federal approval.

The evaluation will then be provided to JPACT for their decision on a single regional priority application. This will require a special JPACT meeting.

The selected priority applicant would receive a letter recognizing the JPACT decision. All other applicants that qualify (meet minimum grant requirements and are consistent with the Regional Transportation Plan) would receive a letter of general support.

Should a local project applicant receive a grant award, JPACT will need to approve receipt of the award as an amendment to the Metropolitan Transportation Improvement Program (MTIP).

US DOT TIGER V Grant Program

The US DOT National Infrastructure Investment grant program (TIGER V) will provide \$473.8 million for surface transportation projects across all modes. Funding will be awarded on a competitive basis for projects that have a significant impact on the nation, a metro area, or a region.

The TIGER V program is essentially identical to the TIGER III and IV programs, with minor changes such as dropping the requirement of a pre-application.

Application Process and Deadlines

Final applications are due June 3. Unlike past rounds, a pre-application is not required. All grants will be submitted through Grants.gov.

Funding and Set-asides

A total of \$473.8 million is available. A number of set-asides were included in the legislation:

- At least \$120 million will be provided to projects in rural areas (areas outside a Census Bureau-defined Urbanized Area of 50,000 or more population).
- Not more than \$165.8 million can be used for subsidies under the Transportation Infrastructure Finance and Innovation Act (TIFIA) program.
- Not more than \$20 million can be retained by US DOT for administration and oversight.

Grant Sizes

US DOT can make grant awards for projects in urban areas as small as \$10 million and as large as \$200 million. In rural areas awards may be as small as \$1 million. However, US DOT has indicated that the largest grants are likely to be less than \$200 million. In the TIGER II program, grants ranged from \$1 million to \$47.6 million, with an average award of \$13.25 million.

Matching Funds and Leverage

For projects in urban areas, at least 20 percent of project costs must be provided from non-federal funds. Projects in rural areas may receive up to 100 percent federal funding. US DOT will give priority to projects for which federal funding is required to complete an overall financing package. Projects can increase their competitiveness by demonstrating significant non-federal contributions. In the first four rounds of TIGER, on average projects awarded funding attracted more than four additional non-federal dollars for every TIGER grant dollar.

Eligible Applicants

Eligible applicants include state, local, and tribal governments, including U.S. territories, transit agencies, port authorities, metropolitan planning organizations (MPOs), other political subdivisions of State or local governments, and multi-State or multi-jurisdictional groups applying through a single lead applicant.

An organization can be the lead applicant on no more than three applications. This limit applies only to applications where the applicant is the lead applicant, and there is no limit on applications for which an applicant can be listed as a partnering agency.

Eligible Projects

All surface transportation capital projects are eligible, including highways and bridges, public transit, freight and passenger rail, and port improvements.

Selection Criteria and Considerations

Primary Selection Criteria

Long-Term Outcomes: US DOT will give priority to projects that have a significant impact on desirable long-term outcomes for the nation, a metropolitan area, or a region. The following types of long-term outcomes will be given priority:

- **State of Good Repair:** Improving the condition of existing transportation facilities and systems, with particular emphasis on projects that minimize life-cycle costs.
- **Economic Competitiveness:** Contributing to the economic competitiveness of the United States over the medium- to long-term.
- **Livability:** Fostering livable communities through place-based policies and investments that increase transportation choices and access to transportation services for people in communities across the United States.
- **Environmental Sustainability:** Improving energy efficiency, reducing dependence on oil, reducing greenhouse gas emissions and benefitting the environment.
- **Safety:** Improving the safety of U.S. transportation facilities and systems.

Job Creation & Near-Term Economic Activity: US DOT will give priority to projects that are expected to quickly create and preserve jobs and stimulate rapid increases in economic activity, particularly jobs and activity that benefit economically distressed areas.

Secondary Selection Criteria

Innovation: DOT will give priority to projects that use innovative strategies to pursue the long-term outcomes outlined above.

Partnership: US DOT will give priority to projects that demonstrate strong collaboration among a broad range of participants and/or integration of transportation with other public service efforts.

US DOT will give more weight to the Long-Term Outcomes and Jobs Creation & Economic Stimulus criteria than to the Innovation and Partnership criteria. Projects that are unable to demonstrate a likelihood of significant long-term benefits in any of the five long-term outcomes will not proceed in the evaluation process. For the Jobs Creation & Economic Stimulus criterion, a project that is not ready to proceed quickly is less likely to be successful. Due to the short timeframe for obligation, project readiness and the risk of delays will be treated as primary selection criteria in US DOT's evaluation process.

Additional Considerations

US DOT is directed to ensure an equitable distribution across geography, transportation modes, and between urban and rural areas. Because funds must be obligated by September 30, 2014, DOT will focus on the extent to which a project is ready to proceed with obligation of grant funds when evaluating applications, and give priority to those projects that are ready to proceed sooner than other competitive projects.

Materials following this page were distributed at the meeting.

I-84 PAVING PROJECT

Key Elements of the Project

- Repave I-84 lanes in both directions
- Repave I-84 ramps
- Install new signs
- Restripe the I-84 westbound merge with I-5 to improve safety and traffic flow
- Repair and pave the NE Halsey St. overpass at NE 82nd Ave. (OR 213) and I-84
- Three weekend closures of I-84 in one direction or the other will be required in order to complete the work quickly and with the least impact to motorists

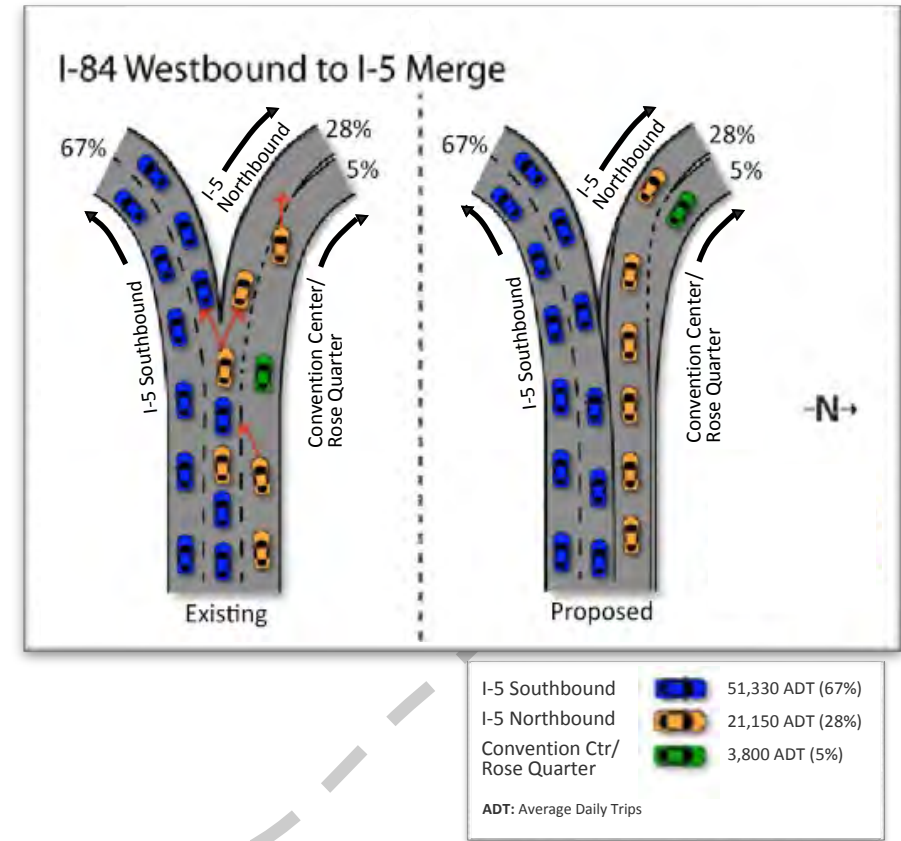
Traffic Changes at the I-84 West/ I-5 Merge

During peak travel times, twice as many vehicles travel from I-84 westbound to I-5 southbound than to I-5 northbound and the Convention Center/Rose Garden exit.

Restriping the I-84 westbound merge with I-5 will help reduce the number of rear end and sideswipe collisions that result from traffic backing up and last-minute lane changes in this busy area.

After the lanes are restriped during the last weekend closure, the I-84 westbound merge with I-5 will have:

- **Two** exit-only lanes from I-84 westbound to I-5 southbound
- **One** combined exit-only lane from I-84 westbound to I-5 northbound and the Convention Center/Rose Quarter exit



Project Map

Repaving will occur on I-84, between I-5 and I-205



Key Locations

- 1 Convention Ctr.
- 2 Lloyd Center Mall
- 3 Rose Quarter/Memorial Coliseum
- 4 Courtyard Marriot
- 5 Crowne Plaza
- 6 Doubletree
- 7 Red Lion
- 8 Comfort Inn
- 9 Providence Portland Medical Center

➔ Summer Closures & Traffic Impacts

The following preliminary schedule of weekend closures is weather dependant and **subject to change**. Get updated information in advance of each planned closure on the project website, on Tripcheck.com, or by calling (503) 731-4663.

Weekend Closures - One Direction at a Time

- **Friday, July 12th** (starting 10:00 p.m.) through **Monday, July 15th** (ending 5:00 a.m.)
I-84 eastbound closed from I-5 to I-205 for paving
- **Friday, July 19th** (starting 10:00 p.m.) through **Monday, July 22nd** (ending 5:00 a.m.)
I-84 westbound closed from I-205 to I-5 for paving
- **Saturday, Aug. 3rd** (starting 11:00 p.m.) through **Monday, Aug. 5th** (ending 5:00 a.m.)
I-84 westbound closed from I-205 to I-5 for restriping the I-5 merge and sign installation

The contractor is also allowed **four full nighttime closures of I-84** (two in each direction, one direction at a time), as needed.

NE Halsey Street Closure

In July, the NE Halsey Street overpass at NE 82nd Avenue (OR 213) and I-84 will be completely closed for 2-3 nights. This work cannot occur during the weekend closures of I-84 because Halsey Street is an alternate route.

Stay Informed!
www.i84paving.org

Project Information Hotline:
(503) 731-4663 (English/Español)



Scan this QR code with your smartphone to visit the project website!

➔ Contact us if you have questions or if your organization would like a project briefing.
➔ ¿Habla usted español? Podemos proveer la información en esta publicación en español. Para recibir la información en español, por favor llámé al (503) 731-8231.

Questions?

Jilayne Jordan
ODOT Community Affairs Coordinator
jilayne.jordan@odot.state.or.us
503-731-8237



Oregon Department of Transportation
Region I Headquarters
123 NW Flanders St.
Portland, OR 97209-4012



➔ I-84 Construction Begins this Summer

This summer, ODOT will repave Interstate 84 between Interstate 5 and Interstate 205. The pavement on I-84 has become severely rutted since it was last paved 11 years ago. The project will completely remove and replace the old pavement to improve safety. Construction is scheduled to begin in April and be complete by fall of 2013.

For project and closure information, visit: www.i84paving.org

MAKING A
GREAT
PLACE



2035 Regional Transportation Plan (RTP) Amendments

JPACT

May 9, 2013

John Mermin, Metro Senior Transportation Planner

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

Amending the RTP

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

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

RTP Amendment Legislation

- **Ordinance No. 13-1304:** East Metro Connections Plan
- **Resolution No. 13-4420:** City of Beaverton
- **Resolution No. 13-4421:** City of Portland
- **Resolution No. 13-4422:** ODOT
- **Resolution No. 13-4423:** Washington County
- **Resolution No. 13-4424:** City of Hillsboro

Timeline

- **MPAC** – April 24th

(Recommended approval)

- **TPAC** – April 26th

(Recommended approval)

- **Metro Council** – May 2

(1st reading & public hearing)

- **JPACT** – May 9

- **Metro Council** – May 16

(2nd reading, public hearing & action)

Phase 2 Investment Choices Evaluation

Joint Policy Advisory Committee on Transportation
May 9, 2013

Kim Ellis, project manager



Climate Smart Communities Scenarios Project

- Working together with city, county, state, business and community leaders
- Researching how land use and transportation strategies can be leveraged to
 - meet state targets for reducing carbon emissions
 - create great communities
- Required by Oregon law



Where We've Been and Where We Are Headed

PHASES 1 AND 2

Understand Choices
2011-2012

Shape Choices
Jan.-Sept. 2013



PHASE 3

Shape Preferred
Scenario
Oct. 2013-Mar. 2014

Select Preferred
Scenario
April-Dec. 2014



WE ARE HERE

Community case studies

- First 3 of 8 in a series
- Showcase actions communities are already taking that reduce GHG emissions
- All to be completed in May

SPRING 2013

CLIMATE SMART COMMUNITIES SCENARIOS PROJECT

COMMUNITY CASE STUDY SERIES
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- Clackamas County
- Gresham/Portland
- Hillsboro
- Multnomah (Woodland)
- Willamette
- Washington (Central East)
- Wilsonville

Beaverton Community case study

Beaverton builds economic opportunity

Beaverton is revitalizing its downtown with targeted investments and partnerships to create jobs and economic activity, increase housing choices, provide access to nature and expand travel options for residents and visitors. These actions are helping the city grow in a sustainable manner, create a healthy, livable community and reduce greenhouse gas emissions from transportation.

Downtown Beaverton is served by three state highways, one commuter rail line, two light rail lines and one light rail line that connect Beaverton to other communities in the region. Since opening in 1998, TriMet's MAX light rail stations have attracted housing, employment and retail development to the area. A project known as the Round, featuring a mix of office and housing, was built around the Beaverton Central station surrounding a central plaza that includes the MAX station.

Old town, south of Farmington Road, offers a well-connected street grid and historic buildings with small businesses and pedestrian-oriented retail. The Beaverton Farmers Market are gathering places that serve nearby residents and visitors from across the region.

The city has built strong public support for and investments in expanding housing and transportation choices, creating parks and natural areas, and supporting local businesses to spur downtown revitalization.

Key challenges

- Major transportation corridors within the north and south parts of downtown Beaverton.
- An incomplete street network, high traffic volumes, long blocks and inadequate bike and pedestrian crossing links across and usability.
- The Round remains incomplete, contributing to the lack of downtown housing choices and job opportunities.
- Aging infrastructure and empty or underused development threaten the vibrancy of the area.

Strategies

- Mixed-use development
- Active transportation
- Traffic management

Strategies

- Vehicle technologies and fuels
- Fleet mix
- Traffic management

Strategies

- Transit
- Active transportation
- Employer-based commuter programs
- Public education and marketing

Metro www.oregonmetro.gov/climatescenarios

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Hillsboro Community case study

Addressing greenhouse gas emissions with 21st century technology

Home to more than 90,000 residents, host to dozens of high-tech firms, and an employment area supporting 35,000 jobs, Hillsboro attracts more than 40,000 commuters to the city every weekday. To create a healthy, livable community where residents, visitors and employees have access to everyday needs, area attractions, and employers, the City of Hillsboro has invested in new technologies to accomplish these goals and reduce greenhouse gas emissions.

Building on a strong history of community collaboration and leadership, Hillsboro has installed electric vehicle charging stations around the city, incorporated alternative fuel vehicles in its fleet mix, and invested in traffic signal coordination and other traffic management systems. The City of Hillsboro is using these and other new technology strategies to meet its aggressive, long-term (2050) operational sustainability goals, including an 80 percent reduction in GHG emissions and 100 percent fossil fuel-free city fleet vehicles (except for those vehicles with no fossil fuel alternative).

The case study highlights accomplishments and challenges to be addressed as new technologies, such as charging station networks, continue to grow in Hillsboro and throughout the region.

Key challenges

- The cost of new technology such as traffic signal coordination and system management is high.
- The expense of electric vehicle infrastructures relative to the number of electric vehicles in use is difficult to justify.
- There's insufficient funding for widespread electric vehicle infrastructures such as charging stations.
- There's a hesitancy to assume the risks that come with early adoption of new electric vehicle technology.

Strategies

- Vehicle technologies and fuels
- Fleet mix
- Traffic management

Strategies

- Transit
- Active transportation
- Employer-based commuter programs
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A vision for a connected community

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As a result, people of all ages choose SMART for travel to work, the grocery store, appointments, and nearby parks and natural areas. These choices help support sustainable development in the region and meet the state mandate to reduce greenhouse gas emissions from cars and small trucks.

Key challenges

- Increasing congestion and frequent traffic backups on I-5 hamper freight movement and access to Wilsonville jobs and services.
- I-5 and the Willamette River are major barriers to developing connected walking and biking networks within the community.
- Many parents of the employees working in the city live in other communities.

Strategies

- Vehicle technologies and fuels
- Fleet mix
- Traffic management

Strategies

- Transit
- Active transportation
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- Public education and marketing

Metro www.oregonmetro.gov/climatescenarios

Phase 2 Evaluation Framework



SCENARIOS TO TEST

Recent trends
Adopted plans
New plans
and policies



QUESTIONS TO ANSWER

Cost? What can we afford? Most cost-effective? Impact on public health, economy, business, social equity and the environment? Public support? Feasibility?



OUTCOMES TO MEASURE

VMT, physical activity, delay, GHG emissions, air pollution, land consumption, housing and transportation costs by income, infrastructure costs, etc.

Phase 2 investment choices

A

RECENT TRENDS

This scenario follows recent funding trends and will show the results of implementing adopted plans to the extent possible with existing revenue.

B

ADOPTED PLANS

This scenario counters recent funding trends and will show the results of raising additional revenues – as called for in the RTP – to allow the region to make more progress toward implementing adopted plans.

C


NEW PLANS AND POLICIES

This scenario will show the results of pursuing new policies, more investment and new revenue sources to more fully achieve adopted and emerging plans.


Recommended refinements

- Scenario C additions
 - West-side commuter rail extension to Salem
 - I-84/I-5 interchange
 - Powell-Division BRT and high capacity transit to Oregon City
 - Parking management expanded to include frequent bus corridors
 - Regional Active Transportation Plan
- Refined state policies and actions to better align with Statewide Transportation Strategy
 - Eco-driving
 - Pay-as-you-drive insurance


Phase 2 evaluation criteria




Jobs and housing



Economy




Cost




Travel




Energy and GHG emissions



Natural resources



Public health



Feasibility



Social equity

Recommended refinements

- New measures related to jobs:
 - Number of jobs
 - Access to transit
 - Access to labor market
 - Employment land proximity to transportation corridors
- New measure related to housing affordability and housing/transportation cost burden
- New measure related to the amount of growth captured in UGB
- New measure related to commute trip length to address travel patterns

Next steps

MAY 8 & 9

MPAC and JPACT will be asked to provide a recommendation to the Metro Council to move forward with the Phase 2 evaluation and report back in October

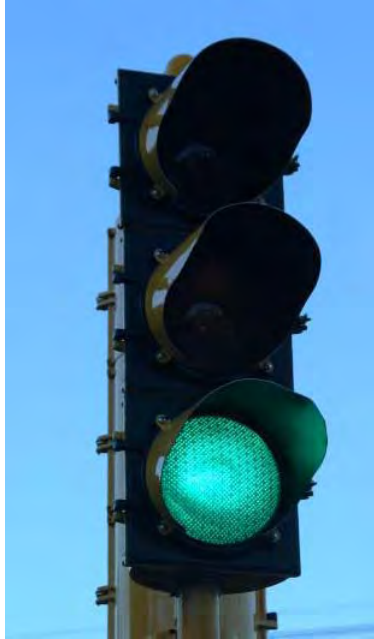
MAY 16

Metro Council discussion on recommendations

JUNE 6

Metro Council action on recommendations

Action requested



Recommendation to the Metro Council to support moving forward with the Phase 2 evaluation and report back in October