

Metro | Agenda

Meeting: Metro Policy Advisory Committee (MPAC)
Date: Wednesday, April 24, 2013
Time: 5 to 7 p.m.
Place: Metro, Council Chamber

- | | | | |
|---------|----|--|--|
| 5 PM | 1. | <u>CALL TO ORDER</u> | Loretta Smith, Chair |
| 5:02 PM | 2. | <u>SELF INTRODUCTIONS & COMMUNICATIONS</u> | Loretta Smith, Chair |
| 5:05 PM | 3. | <u>CITIZEN COMMUNICATIONS ON NON-AGENDA ITEMS</u> | |
| 5:10 PM | 4. | <u>COUNCIL UPDATE</u> | |
| 5:13 PM | 5. | * <u>CONSIDERATION OF THE APRIL 10, 2013 MINUTES</u> | |
| 5:15 PM | 6. | * The Community Investment Initiative Regional Infrastructure Enterprise – <u>INFORMATION/DISCUSSION</u> <ul style="list-style-type: none">• <i>Outcome:</i> Provide feedback on the draft Regional Infrastructure Enterprise concept to spur investment in our communities. | Tom Imeson,
Community Investment Initiative |
| 5:50 PM | 7. | * 2035 Regional Transportation Plan (RTP) Amendments to Address Immediate Needs – <u>RECOMMENDATION TO THE METRO COUNCIL REQUESTED</u> <ul style="list-style-type: none">• <i>Outcome:</i> MPAC will provide a recommendation to Metro Council on an ordinance amending the RTP. MPAC members have the opportunity to support resolutions that change the RTP financially constrained list of projects through a recommendation to Metro Council. | Tom Kloster, Metro |
| 6 PM | 8. | Update from MPAC Members Who Attended the Atlanta Best Practices Trip – <u>DISCUSSION</u> <ul style="list-style-type: none">• <i>Outcome:</i> MPAC members hear information on best practices learned by MPAC members during their trip to Atlanta, Georgia. | |

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**6:10 PM 9. * Eco-Efficient Employment Pilot Projects –
INFORMATION /DISCUSSION**

**Miranda Bateschell, Metro
Karla Antonini, City of Hillsboro
Ken Anderton, Port of Portland**

- Outcome: Metro's Community Investment Toolkit: Eco-Efficient Employment has ideas for attracting new businesses and achieving greater economic and ecological efficiencies through development in existing employment areas. MPAC members will hear the results of two pilot projects that demonstrate how Eco-efficient strategies could be undertaken by member jurisdictions.

6:50 PM 10. MPAC MEMBER COMMUNICATION

7 PM 11. ADJOURN

Loretta Smith, Chair

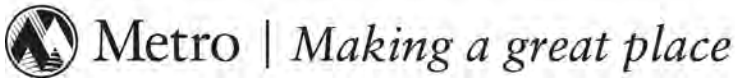
* Material included in the packet.

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 MPAC Tentative Agendas

As of 4/16/13

*Items in italics are tentative; **bold** denotes required items*

MPAC Meeting

Wednesday, April 24, 2013

- Update from MPAC members who attended the Atlanta Best Practices trip – Discussion
- 2035 RTP Amendments – Action
- Eco-Efficient Employment – Information/Discussion
- Community Investment Initiative – Regional Infrastructure Enterprise – Information

MPAC Meeting

Wednesday, May 8, 2013

- *Legislative Update –Information*
 - *Brownfields – presentation by City of Portland, continued MPAC discussion of policy recommendations to advance brownfields remediation in region.*
- *Climate Smart Communities Scenarios project – Recommendation to the Metro Council requested*
- *Community Investment Initiative – Information*

MPAC Meeting

Wednesday, May 22, 2013

- *Presentation on health & land use featuring local projects from around the region*
- *Community Investment Initiative Development – Readiness Pilot Program, preliminary results – Information*
- *TriMet: Priorities*
- *TriMet - Network Design Criteria and Management policies – Information*
- **2014 Urban Growth Report and growth management decision** – present draft timeline

MPAC Meeting

Wednesday, June 12, 2013

- *Legislative Update –Information*
- *Presentation on the final draft of the **Regional Active Transportation Plan** – Information*
- *Metro Planning & Development grants update*

<p><u>MPAC Meeting</u> Wednesday, June 26, 2013</p> <ul style="list-style-type: none"> • <i>Large site industrial site readiness – further discussion of policy recommendations and update on 2013 state legislation.</i> • 2040 Regional Transportation Plan Update – Information • Institutional Food Buying Alliance – presentation by Multnomah County, Clackamas County, private sector representatives – Information/ Discussion • <i>Affordable Housing Opportunities, tools and strategies-discussion</i> 	<p><u>MPAC Meeting</u> Wednesday, July 10, 2013</p> <ul style="list-style-type: none"> • <i>MPAC field trip</i>
<p><u>MPAC Meeting</u> Wednesday, July 24, 2013</p> <ul style="list-style-type: none"> • <i>Consider cancellation</i> 	<p><u>MPAC Meeting</u> Wednesday, Aug. 14, 2013</p> <ul style="list-style-type: none"> • <i>Metropolitan Export Initiative</i> • <i>SW Corridor Plan</i> • Climate Adaptation Presentation (building community resilience to future climate impacts (Kent Snyder – ACSI; Tim Lynch – Multnomah County Office of Sustainability; Kari Lyons-Eubanks – Multnomah County Environmental Health; Vivek Shandas – PSU
<p><u>MPAC Meeting</u> Wednesday, Sept. 11, 2013</p> <ul style="list-style-type: none"> • <i>Discuss next steps on brownfields/large site industrial if needed</i> 	<p><u>MPAC Meeting</u> Wednesday, Sept. 25, 2013</p> <ul style="list-style-type: none"> • 2040 Regional Transportation Plan – Project Solicitation
<p><u>MPAC Meeting</u> Wednesday, Oct. 9, 2013</p> <ul style="list-style-type: none"> • <i>20-year population and employment forecasts</i> • <i>Climate Smart Communities: Phase II Findings– update/discussion</i> 	<p><u>MPAC Meeting</u> Wednesday, Oct. 23, 2012</p> <ul style="list-style-type: none"> • <i>Topics TBD</i>
<p><u>MPAC Meeting</u> Wednesday, Nov. 13, 2012</p> <ul style="list-style-type: none"> • <i>Topics TBD</i> 	<p><u>MPAC Meeting</u> Wednesday, Dec. 11, 2012</p> <ul style="list-style-type: none"> • <i>Climate Smart Communities: Final check-in for 2013 – update/discussion</i>

Parking Lot:

- Equitable distribution of transit services in the region
- Presentation on Metro Council work plan for 2013
- Equity indicators in the region
- Apartments without parking
- Equity Atlas
- Oregon Energy Plan
- Statewide Transportation Strategy



Metro | *Making a great place*

Metro Policy Advisory Committee

April 10, 2013

Metro Council Chamber

MEMBERS PRESENT

Andy Duyck
Annette Mattson
Bill Turlay
Bob Grover
Craig Prosser
Doug Neeley
Jody Carson, *1st Vice Chair*
Loretta Smith, *Chair*
Marilyn McWilliams
Maxine Fitzpatrick
Peter Truax, *2nd Vice Chair*
Sam Chase
Tim Clark
Wilda Parks

AFFILIATION

Washington County
David Douglas School Board, Governing Body of School Districts
City of Vancouver
Citizen, Washington Co. Citizen
TriMet
City of Oregon City, Clackamas Co. 2nd Largest City
City of West Linn, Clackamas Co. Other Cities
Multnomah County
Tualatin Valley Water District, Washington Co. Special Districts
Citizen, Representing Multnomah Co. Citizen
City of Forest Grove, Washington Co. Other Cities
Metro Council
City of Wood Village, Multnomah Co. Other Cities
Citizen, Representing Clackamas Co. Citizen

MEMBERS EXCUSED

Amanda Fritz
Bob Stacey
Charlie Hales
Charlynn Newton
Craig Dirksen
Jim Rue
Josh Fuhrer
Kent Studebaker
Martha Schrader
Norm Thomas
Steve Clark
Steve Stuart
Tom Imeson

AFFILIATION

City of Portland
Metro Council
City of Portland
City of North Plains, City in Washington Co. Outside the UGB
Metro Council
Oregon Dept. of Land Conservation and Development
City of Gresham, Multnomah Co. 2nd Largest City
City of Lake Oswego, Clackamas Co. Largest City
Clackamas County
City of Troutdale, Multnomah Co. Other Cities
TriMet Board of Directors
Clark County
Port of Portland

ALTERNATES PRESENT

Aron Carleson
John Hartsock
Marc San Soucie

AFFILIATION

City of Hillsboro, Washington Co. Largest City
Boring Fire District, Clackamas Co. Special Districts
City of Beaverton, Washington Co. 2nd Largest City

STAFF: Kelsey Newell, Beth Cohen, Ina Zucker, Nikolai Ursin, Patty Unfred, Joe Montanez, Roger Alfred, Brian Monberg, Andy Shaw, Nick Christiansen, John Williams, Tom Kloster, John Mermin, Kim Ellis, Grace Cho, Councilor Kathryn Harrington.

1. CALL TO ORDER AND DECLARATION OF A QUORUM

Chair Loretta Smith called the meeting to order and declared a quorum at 5:06p.m.

2. SELF INTODUCTIONS & COMMUNICATIONS

All attendees introduced themselves.

3. CITEZEN COMMUNICATION ON NON-AGENDA ITEMS

No citizen communication or non-agenda items were discussed.

4. COUNCIL UPDATE

Councilor Sam Chase provided an update on the following items:

- Metro has secured a 147-acre wildlife corridor near Chehalem Ridge and the Tualatin National Wildlife Refuge. This area, which will expand the wildlife corridor into the southern Tualatin Valley, provides a vital habitat to a wide variety of species;
- The Regional Travel Options grant awards were announced today. It will provide \$2,1 million for projects that reduce driving alone, improve air quality, and address community health issues;
- The Southwest Corridor online open house begins on April 15th. This open house walks citizens thorough steps taken, decisions made, and issues addressed thus far. It is open until mid May. For more information, visit www.swcorridorplan.org.

5. CONSENT AGENDA

- **Consideration of the March 13, 2013 minutes**

MOTION: Commissioner Andy Duyck moved, Councilor Jody Carson seconded, to approve the consent agenda.

ACTION: With all in favor, the motion passed.

6. INFORMATION & DISCUSSION ITEMS

6.1 Legislative Update

Councilor Sam Chase provided an update on the following items:

- Monday was the deadline for bills was to be scheduled for a work session and April 18th is the deadline for bills to move out of their committee;
- The House Land Use Committee is working on a package of land use reforms which are intended to streamline the UGB process;
- HB 2255, dealing with employment land and industrial facilities is scheduled for a work session and will most likely be amended;
- SB 845, has just been introduced that is intended to address uncertainty related to the appeal of the region's urban reserve decision and the subsequent UGB decision;

- HB 3067, the Area 93 bill, passed the House unanimously and is awaiting a hearing in the Senate;
- A bill up for a hearing and possible work session on 4/10 would create a task force to look at financing strategies for the Willamette River bridges;
- A bill up for a hearing next week proposes to change the makeup of the TriMet board;
- HB 2453, which would impose a mileage-based fee on vehicles that get the equivalent of 55 MPG or better;
- Clackamas County's rural ACT bill has drawn the attention of ODOT;
- SB 246 and 253, the industrial site readiness bills, are scheduled for a work session and seem to be in good shape;
- HB 3030, which would recapitalize the Brownfields Redevelopment Fund with \$10 million, had a first hearing yesterday and has strong support;
- HB 2048, the bill to lift the sunset on the state's paint stewardship program, is caught up in a dispute between PaintCare (the industry consortium that runs the program) and the Oregon Refuse and Recycling Association. The bill will be sent to Ways and Means and negotiations will continue.

6.2 **Update from MPAC members who attended the National League of Cities Conference**

Councilor Aron Carleson provided an update from the National League of Cities Conference. Ms. Carleson stated that the conference was executed very well. She noted that speakers and the conference overall, were very effective. She stated that their time with Senator Wyden was enjoyable.

Chair Smith also noted that Multnomah County has applied for a grant that aims to shrink the achievement gap in black males. She noted that literacy is key for increasing black male achievement.

6.3 **2035 Regional Transportation Plan Amendments**

Mr. John Mermin provided an update on proposed amendments to the Regional Transportation Plan (RTP). When amending the RTP, Metro must demonstrate that the proposed projects meet federal air quality conformity requirements and hold a 30 day public comment period. There are state requirements that have to be met as well, including a 35-day notice the Oregon Department of Land Conservation and Development and a 45-day public comment period. When soliciting the current set of amendments Metro asked that local jurisdiction only submit projects that they expect to advance to design or construction prior to the next scheduled RTP update (required by federal law to be adopted by June 2014).

The proposed amendments include the following projects:

- Washington County – Scholls Ferry Road lane widening;
- City of Beaverton – Crescent Street multimodal extension;
- City of Hillsboro
 - Gibbs Drive new 3-lane street
 - 253rd Avenue new 3-lane street
 - Butler Drive lane widening
 - Brookwood Parkway lane widening
 - Cornelius Pass Road lane widening

- US 26/Cornelius Pass Road off-ramp widening
- East Metro Connections Plan
 - 238th Avenue multimodal improvements
 - Move regional designations from 242nd ROW to existing 238th/242nd
 - Designate North/South arterials to be equally significant for freight and vehicle movement
- Oregon Department of Transportation
 - Extend I – 205 Southbound auxiliary lane from I-84 to Stark/Washington
 - Extend acceleration lane on I-205 Northbound in vicinity of Powell and widen exit ramp at Stark/Washington
 - Extend I-5 Southbound auxiliary lane in vicinity of Lower Boones Ferry exit/entrance ramps
- Portland – North Williams Avenue bike/pedestrian safety project

Next steps include action being taken by MPAC, JPACT, and Metro Council. MPAC will make a recommendation on April 24th.

Member discussion included:

- Members noted the significance of the 238th Ave project;
- Members inquired about the accommodations being made for pedestrians on the Brookwood Pkwy and Cornelius Pass projects. Mr. Mermin stated that local staff are exploring the best possible options for keeping pedestrians safe; Chair Smith inquired about the Williams Street Extension project and asked whether any concerns had been received regarding it. Mr. Mermin explained that three comments had been received during the recent public comment period, one in support and two in opposition - one disagreed with a design decision (left-side bike lane), and one preferred that spending occur in outer SE Portland rather than in inner N. Portland.
- Mayor Pete Truax distributed a letter from Washington County elected officials in support of the I-5 auxiliary lane project.

6.4 **Climate Smart Communities Scenarios Project: MPAC input on evaluation criteria**

Ms. Kim Ellis sought feedback on the evaluation criteria and questions to be addressed in the evaluation. The CSC Scenarios project is currently in phase 2, in which, at this point, they are looking at 7 evaluation criteria including:

- Jobs and Housing;
- Economy;
- Travel;
- Energy consumption and greenhouse gas emissions;
- Natural resources ;
- Public health;
- Feasibility.

Member discussion included:

- Members inquired about access to transit for disadvantaged people groups. Ms. Ellis stated that this will be added into the evaluation criteria.

- Members asked who would pay for those costs. Ms. Ellis stated that costs are determined by households and income groups, but that is about the level of info they can provide.
- Mr. Bob Grover stated his thoughts on the CSC, noting that instead of focusing strictly on GHG reduction, the CSC has tried to incorporate so many different things and that the goal of the programs has strayed from its intended purpose. Ms. Ellis stated that the goal is to reduce GHG emissions, but while also meeting Metro's 6 regional outcomes.
- Councilor Gretchen Beuhner stated that she feels that state's revenue sharing is soon to be at risk. She also stated focus should be placed on changing the financial restraints before any focus gets placed on CSC. She urged taking a larger look project funding.
- Members asked if there was even a way to make funding a separate issue. Ms. Ellis stated that she will look to see what it will take for funding in each scenario and noted that there are various funding mechanisms that can be implemented.
- Members asked who will pay the bill for this project. Mr. John Williams stated that the payment piece is the political issue in this project. He stated that the funding decisions is for the policy makers, but if more needs to be done, there is a willingness to make that decision together.
- Mayor Doug Neeley stated that he does not feel separating funding would be beneficial.
- Members asked as to what the overall goal of the CSC was. Ms. Ellis stated that simply, it is to reduce GHG emission in the state by 20%, by the year 2035.
- Marc San Soucie stated that he is very much in support of this process and that it has looked very good up to this point.
- Members asked about elaborating on flexibility in the region. Ms. Ellis stated that a one size fits all approach will not work, but rather we need to make this community specific.
- Members stated that this project is not about the environment or the economy, it is about both.

7. MPAC MEMBER COMMUNICATION

Mayor Pete Truax shared his thoughts on the coming effects of sequestration. He stated that the timber industry is in dire straits. He also stated that Community Development Block Grants and Head Start funding are crucial to the vitality of our communities. He also noted that we should be making veterans a priority.

Mayor Doug Neeley expressed is appreciation for all of the support of the Willamette Falls facility.

8. ADJOURN

Chair Loretta Smith adjourned the meeting at 6:30 p.m.

Respectfully Submitted,



Joe Montanez
Recording Secretary

ATTACHMENTS TO THE PUBLIC RECORD FOR APRIL 10, 2013

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

<u>Item</u>	<u>Doc. Type</u>	<u>Doc. Date</u>	<u>Doc. Description</u>	<u>Doc. Number</u>
6.3	Power Point	N/A	2035 TRP Amendmets	41013m-01
6.3	Handout	4/8/13	Washington Co. Letter	41013m-02
6.4	PowerPoint	N/A	CSC Investment Choices	41013m-03
6.4	Link	N/A	CSC HIA: Full Report	41013m-04
6.4	Handout	4/4/13	CSC Environmental Workshop Summary	41013m-05
6.4	Handout	4/3/13	CSC Equity & Environmental Justice Workshop Summary	41013m-06
6.4	Handout	4/4/13	CSC Business Focus Groups	

MPAC Worksheet

Agenda Item Title: The Community Investment Initiative Regional Infrastructure Enterprise

Presenter(s): Tom Imeson, Community Investment Initiative Co-Chair

Contact for this worksheet/presentation: Heidi Rahn 503-797-1535

Date of MPAC Meeting: April 24, 2013

Purpose/Objective

Update MPAC members on the draft Regional Infrastructure Enterprise concept to facilitate infrastructure investment that catalyzes living-wage job creation, private investment, and economic development.

Action Requested/Outcome

Provide feedback on the draft Regional Infrastructure Enterprise concept.

How does this issue affect local governments or citizens in the region?

It is estimated that even without the 625,000 new residents expected in the region within the next 20 years, we will still need approximately \$10 billion just to repair and rebuild existing infrastructure. The cost of building needed public and private facilities to support our growing population in Clackamas, Multnomah, and Washington counties within the urban growth boundary is estimated to be \$27-41 billion. Yet traditional funding sources are expected to cover only half that amount.

Widening the gap between what we need and our ability to address it is the diminishing availability of federal and state funds for improvements, rendering the model for 100 percent public investment obsolete. A lack of industrial land needed to attract companies that bring traded-sector jobs to the region is compounded by a workforce unprepared to respond to the demand if they do.

The Community Investment Initiative (CII) Leadership Council is a volunteer coalition of private and community leaders committed to building the region's economy by investing in infrastructure to create living-wage jobs. The Leadership Council of the CII has no official authority as a group but can use their extensive network of professional relationships to problem-solve issues of regional importance with public sector partners and advocate with them for action.

To facilitate and encourage a broad range of infrastructure projects across the Portland metropolitan region, the Community Investment Initiative Leadership Council adopted a [strategic plan](#) to develop recommendations on a four part plan:

- Invest in infrastructure to catalyze jobs and economic prosperity;
- Foster conditions that support development ready communities;
- Ensure the reliable and efficient movement of goods and people;
- Protect and enhance our communities' investment in school facilities and properties.

Key to the success of this approach is a Regional Infrastructure Enterprise, a draft concept proposed by the CII Leadership Council to identify a set of financing tools to invest in community visions, make the most of available dollars, and provide incentives for private investment that will help narrow the gap and support existing and anticipated needs. This will be the focus of the MPAC discussion on April 24th, 2013.

What has changed since MPAC last considered this issue/item?

MPAC's last discussion on the Regional Infrastructure Enterprise was on January 23, 2013. The purpose of that work session was to provide input on the functions that the Regional Infrastructure Enterprise should serve given feedback from regional stakeholders. This included a presentation of the preliminary findings of the Catalytic Infrastructure Survey and feedback from a focus group of Mayors regarding needed functions for the RIE to serve (summarized in ECONorthwest's memo, ["PRELIMINARY RECOMMENDATIONS: FUNCTIONS FOR A REGIONAL INFRASTRUCTURE ENTERPRISE"](#)).

Since that discussion, the RIE implementation group incorporated feedback from the Metro Council, MPAC, 22 local jurisdictions that completed the survey, a focus group of Mayors, government affairs representatives from local jurisdictions, Clackamas County Coordinating Committee, Clackamas Economic Development Commission, and Clackamas County Business Alliance board to confirm that the following functions are needed by the RIE to support infrastructure development in the region:

- Pre-development technical assistance (due diligence, feasibility, remediation, mitigation, regulatory, permitting, etc)
- Developing public private partnerships for projects, including finance packaging
- Direct funding including patient capital

In order for the RIE to provide such functions, the proposed recommendation for RIE is to establish an organization to seek new public funding and private resources to invest in infrastructure that catalyzes jobs. We cannot solve the general lack of resources to address the infrastructure funding gap but should focus on economic prosperity that will lead to the conditions that allow the various public service providers to afford the facilities and services needed by the public.

Further information regarding the draft RIE concept can be found in the attachments and will be presented at the MPAC meeting for your feedback.

The RIE concept will be further defined with input from elected officials throughout the region via an elected official focus group on May 23rd, 2013. Additional engagements are being scheduled.

What packet material do you plan to include?

- Attachment A: Regional Infrastructure Enterprise Development Proposal

ATTACHMENT A: DRAFT Regional Infrastructure Enterprise Development Proposal

Mission

Facilitate infrastructure investment that catalyzes living-wage job creation, private investment, and economic development.

Desired outcomes

- Achieve regional and local development goals
- Catalyze job creation and economic development
- Support disconnected communities
- Leverage private investment

Functions

- Pre-development technical assistance (due diligence, feasibility, remediation, mitigation, regulatory, permitting, etc.)
- Developing public private partnerships for projects, including finance packaging
- Direct funding including patient capital

Target Areas

- Industrial lands
- Urban centers and main streets

Considerations

- Though we know the RIE will need access to a regular stream of public funds for investment, the RIE does not yet have the credentials to ask the public for funding.
- There is limited appetite in the region for a large new bureaucracy.
- The RIE should be lean and leverage existing capacities in the region, not duplicate them.
- The RIE's structure should be nimble enough to allow the RIE to mature with opportunities.

Development Approach

The proposed recommendation for RIE is to establish an organization to seek public funding and private resources to invest in infrastructure that catalyzes jobs. We cannot solve the general lack of resources to address the infrastructure funding gap but should focus on economic prosperity that will lead to the conditions that allow the various public service providers to afford the facilities and services needed by the public.

The development of the Regional Infrastructure Enterprise is broken down into three phases:

- Phase I: Demonstrate the ability to deliver projects
- Phase II: On-going funding to deliver projects
- Phase III: Complete a public-private partnership investment program

Phase I: Demonstrate ability to deliver projects

The Phase I goal is to demonstrate the ability of RIE to deliver projects. The two **key elements of this phase are establishing a RIE Board of Directors comprised of public and private members and executing 1-3 demonstration projects**. The role of the Board of Directors is to use their expertise to **help deliver the demonstration projects** and to **strategically plan for and move RIE into Phase II**.

Because this phase is about proof of concept, it should not require large scale political asks or funding requests, though there could be a role for Metro and the Port of Portland in sponsoring demonstration projects on behalf of the RIE. Benefits to this approach to the RIE are that it:

- Leverages existing expertise to deliver additional projects
- Allows for relatively easy start-up of RIE
- Allows refinement of the role and capabilities of the RIE during Phase I
- Allows for testing without long term commitments

Identifying appropriate demonstration projects is critical. As this concept has been discussed with members of the Leadership Council and implementation group, they have indicated that demonstration projects should:

- Align with RIE goal
- Leverage public and private funding – a true public-private partnership with a willing partner
- Show ability to deliver the RIE functions
- Have political and local support
- Be of appropriate scale
- Be completed in the short-term
- Within fiscal parameters (still to be determined)
- Have an outcome that is visible to elected officials and builds support for Phase II

The RIE implementation group will work to identify a small pool of project options by the May meeting of the Leadership Council.

Phase II: On-going funding to deliver projects

The goal of this phase is to demonstrate the ability of the RIE Board of Directors to make wise investments of public resources by:

1. Making investments that support economic development and job creation
2. Leveraging private capital in the delivery of investments whenever possible

In order for the RIE to truly achieve its goal of “facilitating infrastructure investment that catalyzes job creation, economic development, and private investment,” it needs access to an ongoing stream of revenue from which to make investments. **A key characteristic of Phase II is accessing these on-going public investment funds and investing them wisely**. In this phase *private* capital would come to projects through project-specific financing, not through RIE. The RIE Board of Directors would need to strategically guide the RIE into this phase by developing a revenue plan

that includes a variety of public and non-profit resources like state lottery funds, grants (foundations or federal), allocation of existing funds, as well as new public revenue resources. Developing a new funding source would likely require a political campaign and a regional vote, thus the importance of proving the concept in Phase I. If a campaign is needed, the RIE Board of Directors will need to develop a package of regional projects to attach to a public funding request, similar to what Oklahoma City has done with its MAPS program.

Phase III: Complete public-private investment program

If implementation of Phase II can be achieved, it would be an indicator of success in helping to chip away at the region's investment challenges. After some considerable time of executing successful investments, the RIE could consider evolving into Phase III.

A differentiating characteristic of **Phase III is for RIE to gain direct access to private resources for investment**. Resources could include EB-5, pension funds, or other sovereign investment funds. These resources are not suitable for capitalizing RIE in Phase II due to the fiscal returns and guarantees associated with them.

ATTACHMENT B: DRAFT Regional Infrastructure Enterprise Principles of Governance

Based upon the review of local and national models of governance, the RIE Implementation Group defined the following principles for establishing the governance of a Regional Infrastructure Enterprise:

- **RIE should not be created as a new, independent government agency.**
- **Technically – not politically – driven.** Projects should be technically rather than politically driven and demonstrate the greatest regional benefit.
- **The Board should include the expertise needed to be successful,** including technical expertise in project due diligence, public and private financing, regional economic development, market conditions, regional policy making, civic leadership and marketing and public relations.
- **A mixed governing Board is important.** A public-private model holds the greatest credibility with the public. The public sector is essential for voter accountability and the private sector is necessary for expertise.
- **A bold governing body is needed.** Investments must be recognized by the public as having merit as good investments and the Board needs to be capable of standing by and communicating the evaluation.
- **Funding sources impact governance.** Ultimately, the RIE Board is intended to make public investment decisions that catalyze and attract private investments that lead to jobs and economic prosperity for the region. The governance structure should be structured to provide the accountability to the voters needed for public funds dedicated to the RIE. Private investments need to be sound in the marketplace to ensure a return on investment.
- **Elected officials have approval responsibility.** To ensure transparency in decision-making by the RIE Board, the slate of selected projects should be subject to ratification by the public agency providing the funding.
- **It is important to balance action with the participatory process.** There needs to be a balance between the need to streamline the work of the RIE and sufficient opportunity for people to have their voices heard during the evaluation and selection process.
- **The Board is not responsible for regional or local prioritization.** The Board should not substitute its judgment for that of local and regional governing bodies. Rather, it should draw upon priorities brought forward by local governments and the private sector that are consistent with regional and local policies that best meet the selection criteria established for RIE.
- **The Board should be appointed.** The Board membership should be confirmed by an elected body and not directly elected to their position.

ATTACHMENT C: DRAFT Regional Infrastructure Enterprise Project Evaluation Proposal

Purpose

The Regional Infrastructure Enterprise (RIE) will be a tool to support living-wage job creation and economic development. A subcommittee of the RIE and Performance and Equity Measurement (PEM) implementation groups convened to propose a process for RIE project selection in **Phase II**. The outcome of the selection process, as proposed, would be a portfolio of projects that would capitalize economic development opportunities, contribute to the environmental sustainability of the region, and reduce economic, political, geographic, and social disparities. This proposal aims to avoid a political prioritization of projects by focusing on projects that fit within the RIE/CII goals and mission as determined by their ability to meet the objective criteria of the process.

Considerations

1. At this time it is not known who will operate and manage RIE. The operators will have the ultimate responsibility for formalizing a RIE project evaluation process and finalizing the criteria for project selection. Thus, the RIE Business Plan should include a framework recommendation for a project evaluation that RIE operators can use to build upon.
2. The goal of the selection process is to reward/incent projects that achieve multiple outcomes while not making it overly arduous and/or discouraging to applicants.
3. Though a process and potential criteria is proposed at this time, this does *not* include a weighting or ranking system. These details may need to be left to the RIE operators to finalize.
4. Because infrastructure needs will always outpace RIE's capacity for assistance, this proposal is meant to help RIE narrow the pool of investment options at each step in order identify projects with most opportunity and that fit within RIE's resource capacities.

The kind of services (functions) RIE will provide

A set of preliminary functions has been identified for RIE and include:

- Pre-development technical assistance (due diligence, feasibility, remediation, mitigation, regulatory, permitting, etc)
- Developing public private partnerships for projects, including finance packaging
- Direct funding including patient capital

The kinds of projects RIE will invest in

It is anticipated that applications for assistance for RIE will be for the following types of projects:

- **Patient Public Investment** are for projects that are more typical infrastructure projects needed to get a site "shovel-ready for development. Infrastructure investments could include roads, sewer, water, power, brownfield remediation, environmental mitigation or any other element of infrastructure allowing a future permitting process for a new business or development to be implemented on an accelerated schedule in the future.
- **Public-Private Partnerships** are those joint public private ventures using public funds and private investment funds to jointly complete any needed infrastructure and construct the building needed to house the development or new/expanding business. In this case, there is a specific project or business and known costs and benefits for both the public sector and the

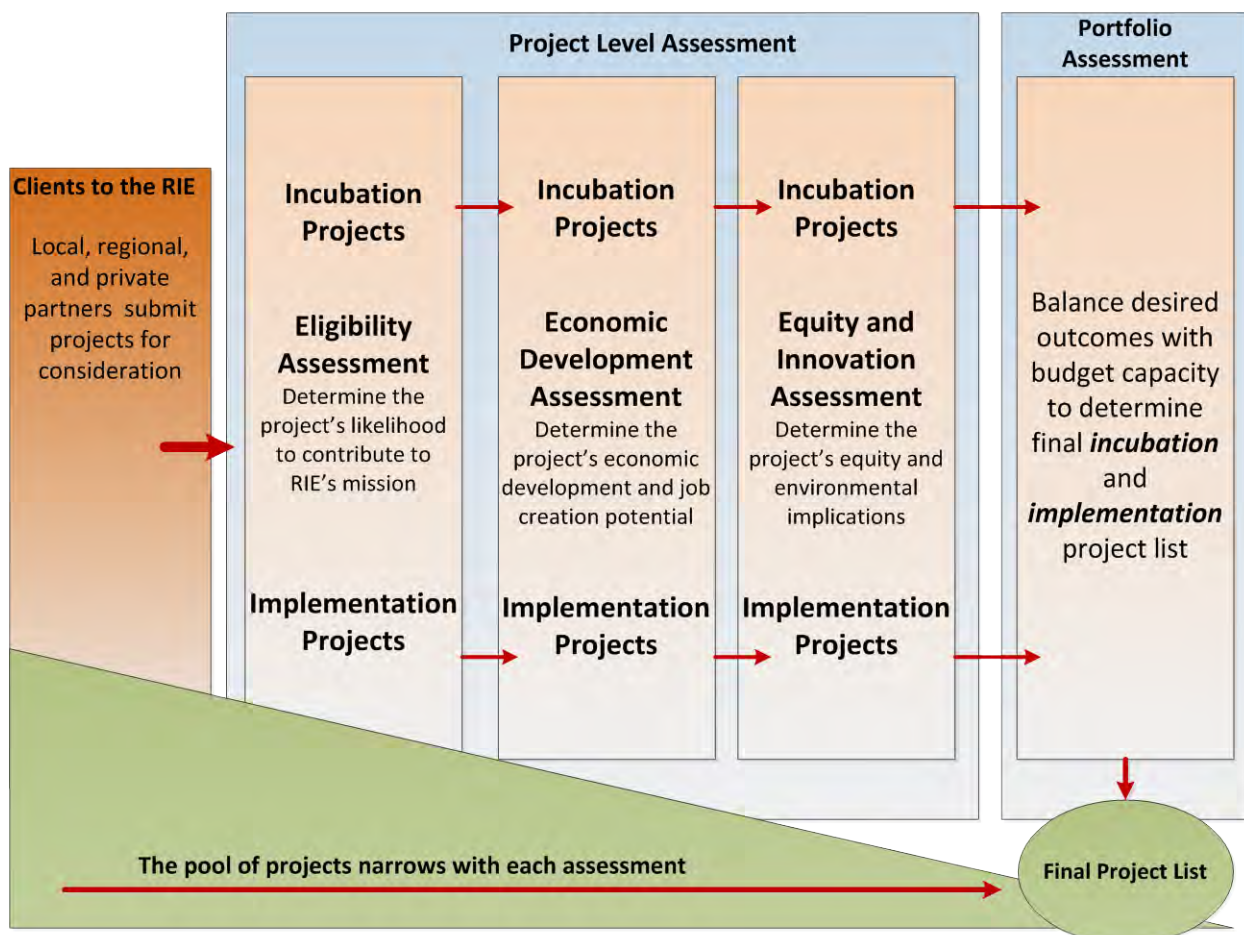
private sector.

It is anticipated that RIE assistance through one of two tracks as shown in the figure below:

- **Incubation projects** are those that have a long-term outlook. These are projects that are still at a conceptual stage and need the full project pre-development technical assistance of the RIE to carry out market feasibility studies, design and cost-estimating, identification of potential impacts and mitigation, obtain permits and public and private financial packaging. Evaluation of these projects will be based upon more conceptual information since the project has not been fully developed yet. Projects will be accepted for RIE assistance in order to fully develop them in anticipation of becoming implementation projects once fully developed. While there is an expectation that Incubation Projects will become implementation projects, the information generated through the pre-development process will be needed to support implementation.
- **Implementation projects** are those that are already fully developed, nearly ready to begin construction and are seeking the final gap financing needed to complete the project. In this case, the project is fully developed and can be evaluated based upon more complete information with greater certainty and rigor than Incubation Projects.

About the Evaluation Process

The evaluation process reflects how projects come into the RIE and the different evaluation assessments projects will be weighed against. The evaluation process includes four assessments: Eligibility, Economic Development, Equity and Innovation, and overall Portfolio.



1. **How projects come to RIE.** Consistent with the principle that **RIE will not make prioritization decisions for local communities**, it is envisioned that RIE will accept applications from both public and private applicants interested in delivering projects in partnership with RIE.
2. **Eligibility Assessment.** The first step in the project evaluation process is the Eligibility Assessment, which has two sections: minimum requirements and additional information.
 - a. **Minimum requirements.** This section of the Eligibility Assessment determines whether the project meet the minimum requirements such as alignment with RIE mission, having a distinct role for RIE, etc. Because these are minimum requirements, **projects that don't meet this criterion will not move forward in the evaluation process.**
 - b. **Additional Information.** This section of the Eligibility Assessment allows for qualitative responses that paint a fuller picture for the evaluators regarding the project's additional benefits before diving deeper into the analysis. Questions in this section must include listing potential positive and negative equity and environmental impacts or benefits of the project, whether the project is in the *incubation* or *implementation* phase. **There is no right or wrong answer for these questions.** The answers simply add additional context to the project proposal.

The RIE should clearly communicate application expectations and parameters. As such, only a small proportion of projects would be eliminated from consideration at this stage.

3. **Economic Development Assessment.** The second step in the evaluation process is an economic development assessment which includes an assessment of all projects remaining after the Eligibility screening and should include assessments specific to both incubation projects and implementation projects. The main goal of this assessment is to measure the project's ability to create jobs and economic activity for the region.
 - a. **General screening.** This screening measures a project's ability to create sustained living-wage jobs, support emerging industries clusters, leverage private investment, advance regional economic development strategies and achieve positive ROI.
 - b. **Incubation project screening.** Because incubation projects have a longer-term outlook, the goal of this screening is to understand the status of a project's due diligence needs, including risks and mitigation strategies, and if such investment creates opportunities for job creation and economic development in the future.
 - c. **Implementation project screening.** Implementation projects should be nearer to actual development than the incubation projects. As such, this assessment focuses more on the leveraging, sourcing and procurement aspects of the project.

A weighting or ranking method to gauge how projects measure against this criterion has not been developed and will need to be created and finalized by RIE operators. Once a method is in place, the result of this assessment will be a ranked list of projects prioritized by their ability to deliver economic development. **Projects with the best ranking in this section will move onto the Equity and Innovation Impact Assessment.**

4. **Equity and Innovation Impact Assessment.** In this third step of the evaluation, projects that advance from the Economic Development Assessment are measured for their equity and innovation impacts. Applicants will need to detail such things as their project's impact on social, economic, political and geographic disparities, the use of civic and environmental innovation in the projects, and impacts on immediate surrounding communities.

A weighting or ranking method to gauge how projects measure against this criterion has not been developed and will need to be created and finalized by RIE operators. Once a method is in place, **the result of this assessment will be a ranked list of projects prioritized by their ability to deliver equity and environmental outcomes.**

5. **Portfolio Assessment for Final Project Selection.** The portfolio includes those projects that collectively accomplish the RIE's mission. A weighting or ranking method will need to be established, and regularly reevaluated, to determine investment priorities given the RIE's budget, capacity, and past projects. Once this method is established, the RIE operators will **use the results of the economic and equity and innovation prioritization analyses to select a final set of projects that best contribute to the CII's mission given the RIE's available capacity.** The outcome of the process is a portfolio of projects that, taken as a whole, will accomplish economic development goals while delivering equity and innovation benefits to the region.

MPAC Worksheet

Agenda Item Title: 2035 Regional Transportation Plan (RTP) Amendments – RECOMMENDATION TO THE METRO COUNCIL REQUESTED

Presenter(s): Tom Kloster

Contact for this worksheet/presentation: John Mermin (503-797-1747) or Tom Kloster (503-797-1832)

Date of MPAC Meeting: 4/24/13

Purpose/Objective

Ask MPAC for recommendation to the Metro Council on proposed amendments to the RTP

Action Requested/Outcome

MPAC provides recommendation to Metro Council on RTP amendments.

How does this issue affect local governments or citizens in the region?

The RTP guides transportation policies and project development in the region. The projects that local governments are adding to the project list will now be eligible to receive federal transportation funding.

What has changed since MPAC last considered this issue/item?

The legislation to amend the RTP has been developed.

What packet material do you plan to include?

- Public Comment Report from Metro communications staff
- Table of comments with staff responses & cover memo from John Mermin
- 5 Resolutions w/staff reports
- 1 Ordinance w/staff report

MAKING A
GREAT
PLACE



Public comment report

2035 RTP Amendments

May 2013

About Metro

Clean air and clean water do not stop at city limits or county lines. Neither does the need for jobs, a thriving economy, and sustainable transportation and living choices for people and businesses in the region. Voters have asked Metro to help with the challenges and opportunities that affect the 25 cities and three counties in the Portland metropolitan area.

A regional approach simply makes sense when it comes to providing services, operating venues and making decisions about how the region grows. Metro works with communities to support a resilient economy, keep nature close by and respond to a changing climate. Together we're making a great place, now and for generations to come.

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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

April 2013

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**

April 2013

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

April 2013

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**

April 2013

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**

April 2013

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**

April 2013

Zip code	Project	Do you support adding this project to the RTP?	Comments
97086	East Metro Connections Plan - 242nd right-of-way	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!
97124	East Metro Connections Plan - NE 238th Drive: Halsey Street to Glisan Street	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.

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

April 2013

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

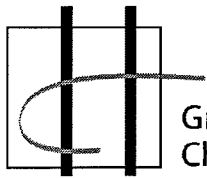
April 2013

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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MELVIN MARK COMPANIES

MICHAEL SALAS
NIKE INC

MIKE WELLS
CBRE

CHAIRMAN ANDY DUYCK
WASHINGTON COUNTY

MAYOR CRAIG DIRKSEN
CITY OF TIGARD

MAYOR DENNY DOYLE
CITY OF BEAVERTON

MAYOR LOU OGDEN
CITY OF TUALATIN

MAYOR JERRY WILLEY
CITY OF HILLSBORO

JONATHAN SCHLUETER
WESTSIDE ECONOMIC ALLIANCE

SUSTAINING MEMBERS
COMCAST
FELTON PROPERTIES INC.
FRED MEYER STORES
GENENTECH
HARSCH INVESTMENT PROPERTIES
INTEL

KAISER PERMANENTE
KG INVESTMENT MANAGEMENT INC.
MELVIN MARK COMPANIES
NIKE INC.
PAC TRUST
PORTLAND GENERAL ELECTRIC
PROVIDENCE HEALTH & SERVICES
PS BUSINESS PARKS
SOLARWORLD
THE STANDARD
WASHINGTON SQUARE

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.

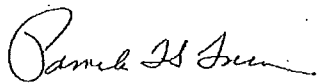
Currently, there is already significant delay and congestion on Brookwood Parkway and Cornelius Pass Road during the peak travel hours of the day; this problem is only going to worsen if improvements are not made to the two facilities. Therefore, WEA supports the proposed improvements by the City of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



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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Dietrich Wieland
Group Mackenzie

Ann Young
US Bank

Executive Director

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/trimetriderhip.pdf>

OPAL Environmental Justice Oregon
2407 SE 49th Avenue, Portland, OR 97206 // www.opalpdx.org // 503.342.8910

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)

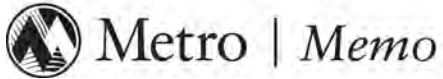
<u>Year</u>	<u>BUS</u>	<u>MAX</u>	<u>WES</u>	<u>Total</u>	<u>Annual Change</u>
2006	1,458,564	949,726		2,408,290	
2007	1,481,460	944,221		2,425,681	0.72%
2008	1,511,880	980,119		2,491,999	2.73%
2009	1,534,068	1,015,782	3,027	2,552,877	2.44%
2010	1,461,396	1,059,936	7,311	2,528,643	-0.95%
2011	1,336,572	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%

Rail Mode

MAX
WES

Bus Equivalent

4.88
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 comment	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 comment	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)
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
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 comment	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)
Summary of Comments Received and Staff Responses
(Comments received Feb 22 to April 8, 2013)

#	Zip code	Project of comment	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	Project of comment	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 comment	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.

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 Road to Cedar Hills Road; 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 Road 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.

DRAFT



Metro | Memo

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.

DRAFT

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 174 TH /173 RD 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 a 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

DRAFT

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.

DRAFT

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.

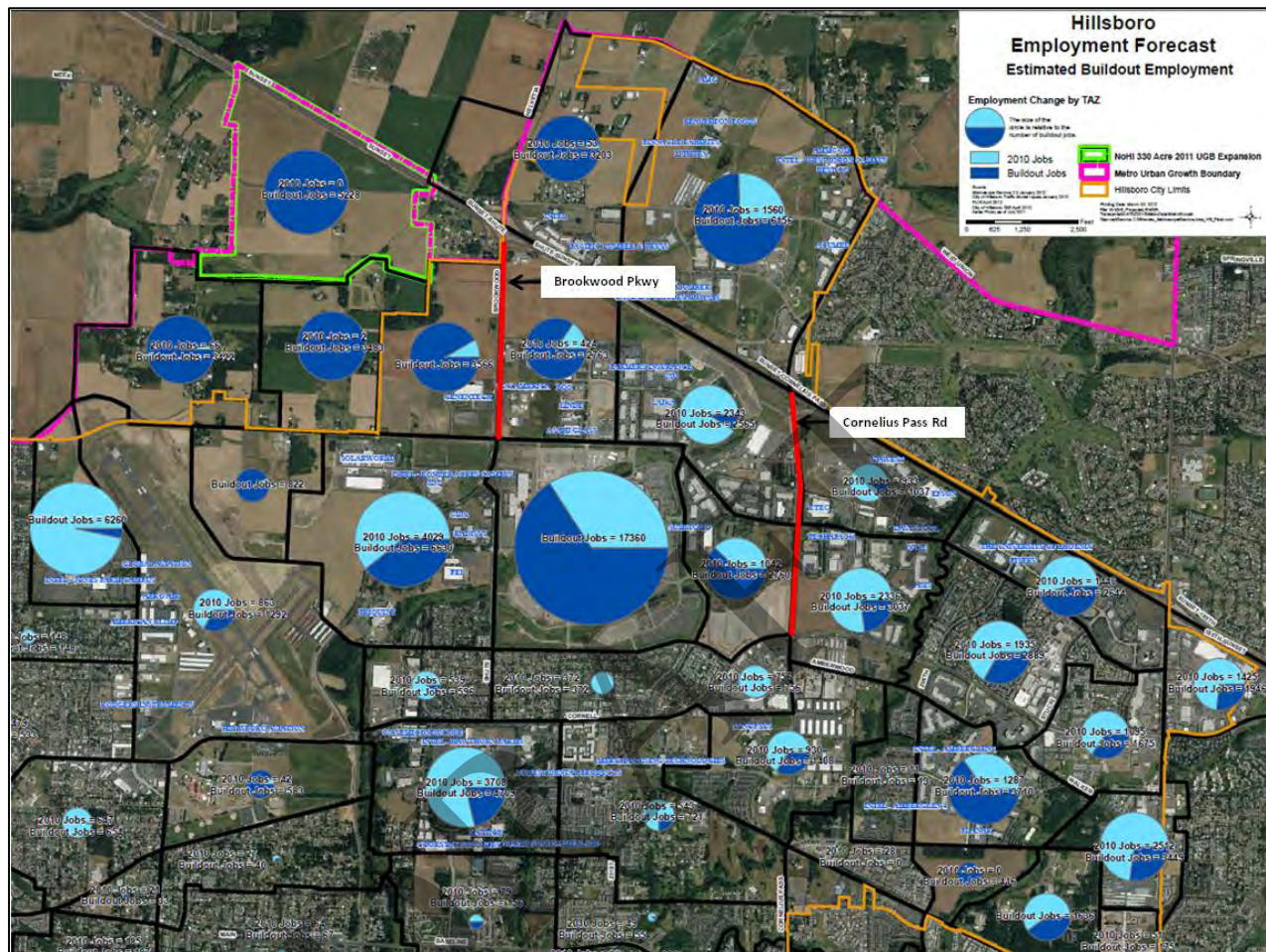
Background

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 impediment 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 RTFP 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 (RTFP) 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 as 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.



Metro | Memo

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.

DRAFT

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

DRAFT

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 AUXILIARY LANE ON INTERSTATE 205 SOUTHBOUND AT INTERSTATE 84, EXTEND AN EXISTING ACCELERATION LANE ON INTERSTATE 205 NORTHBOUND AT POWELL, AND EXTEND AN EXISTING AUXILIARY 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 then 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

DRAFT



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

DRAFT



Metro | Memo

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)
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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.

DRAFT

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

DRAFT

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	\$1,484,234	PE	State Bike/Ped	2013		\$49,731	\$434,503	\$1,640,000
				Construction	State Bike/Ped	2014		\$102,700	\$897,300	\$1,484,234

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 awarded 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.

1120 SW Fifth Avenue, Suite 800 • Portland, OR 97204 • 503-823-5185
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) – OBPAAC 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 Freemont 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.



Metro | Memo

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

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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.

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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

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DRAFT

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)	
174 TH /173 RD 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.

Approved as to Form:

Tom Hughes, Council President

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 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

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.

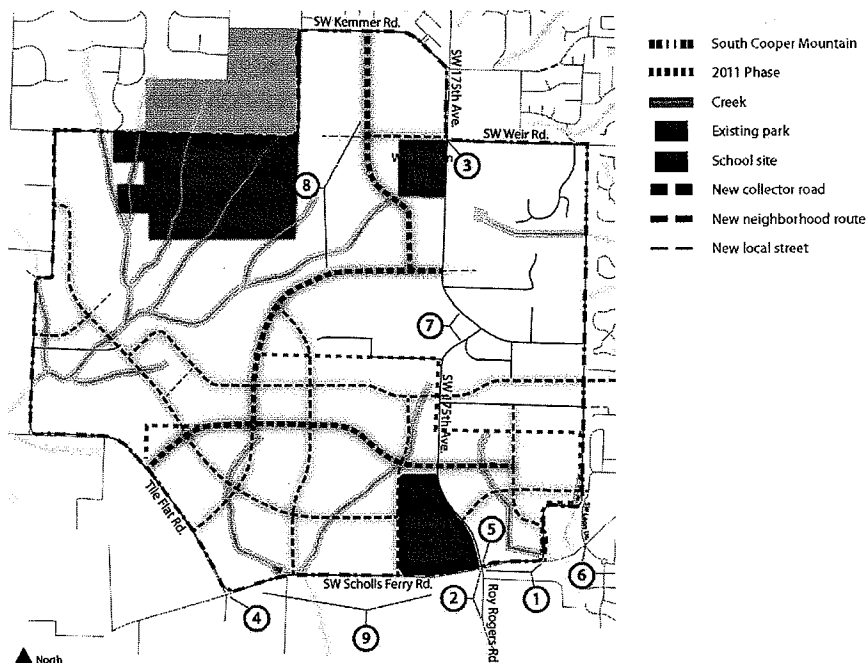
Two land use planning efforts, one for the South Cooper Mountain area and the other for West Bull Mountain best exemplify the above OAR land use strategies. The South Cooper Mountain area consists of 1776 acres brought into the UGB during the 2010-11 Urban & Rural Reserves process. In 2012, Beaverton 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.

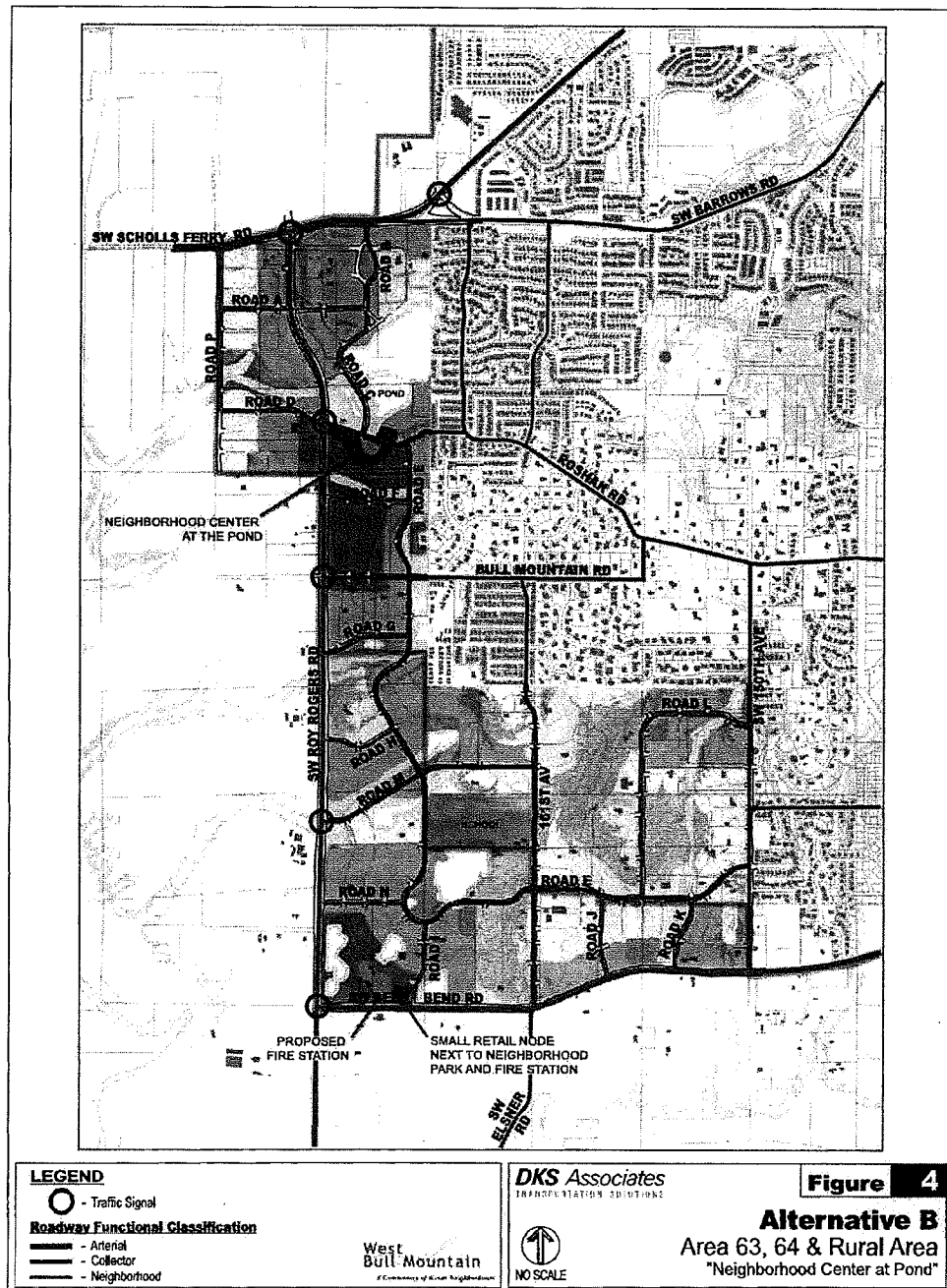
5. *Connectivity improvements to provide parallel arterials, collectors or local streets that include pedestrian and bicycle facilities, consistent with the connectivity standards in section 3.08.110 and design classifications in*

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 (Kittelson & 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, flowing style.

Clark F. Berry
Senior Planner

Cc: Chris Deffebach, Policy Analyst



Metro | Memo

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	)	ORDINANCE NO. 13-1304
FINANCIALLY CONSTRAINED 2035)	
REGIONAL TRANSPORTATION PLAN (RTP)	)	Introduced by Chief Operating Officer Martha
TO ADD THE NE 238 th 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 a public hearing on the proposed amendments on 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

East Metro Policy Updates

Exhibit B

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.

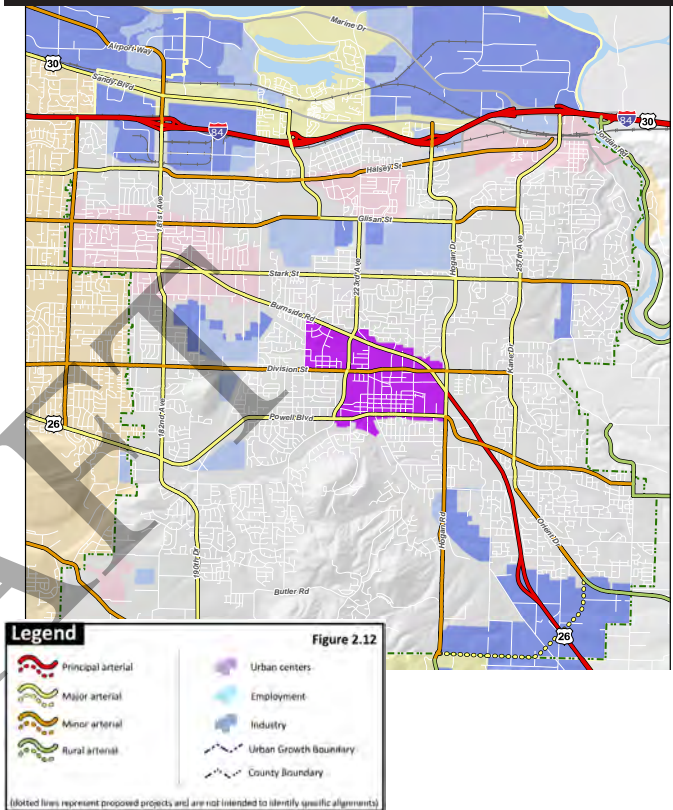
- Proposed freight network roads could see projects that increase their mobility (reducing stops/starts and travel time), that increase safety of other users and projects that accommodate trucks.
- The RTP freight network map (figure 2.20) should be amended to reflect the proposed East Metro Connections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

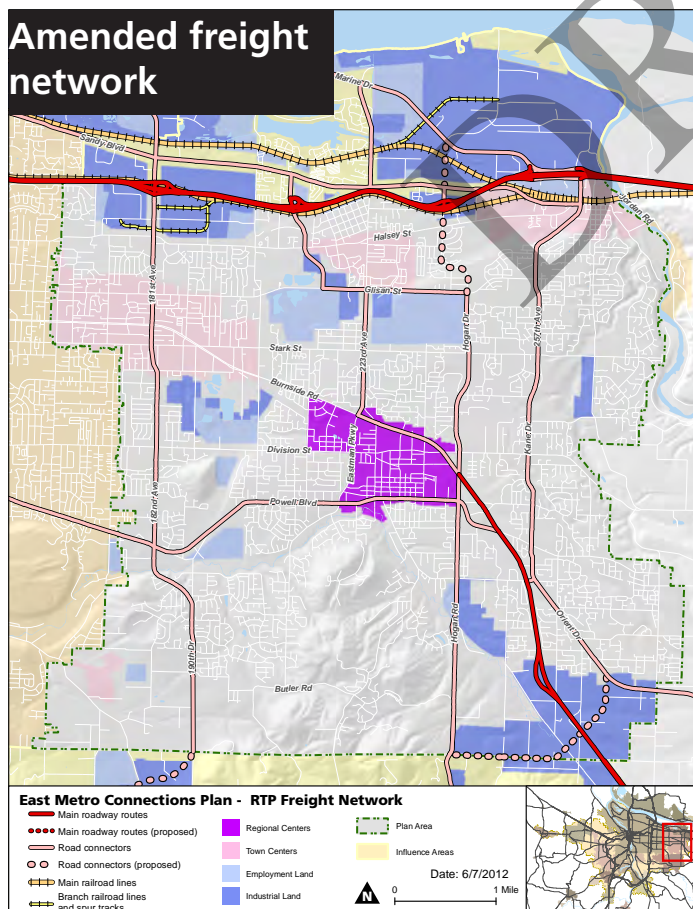
Consistent with the updated Freight Network, updates will also occur to the Arterial and Throughway Network and the System Design Network.

- 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).

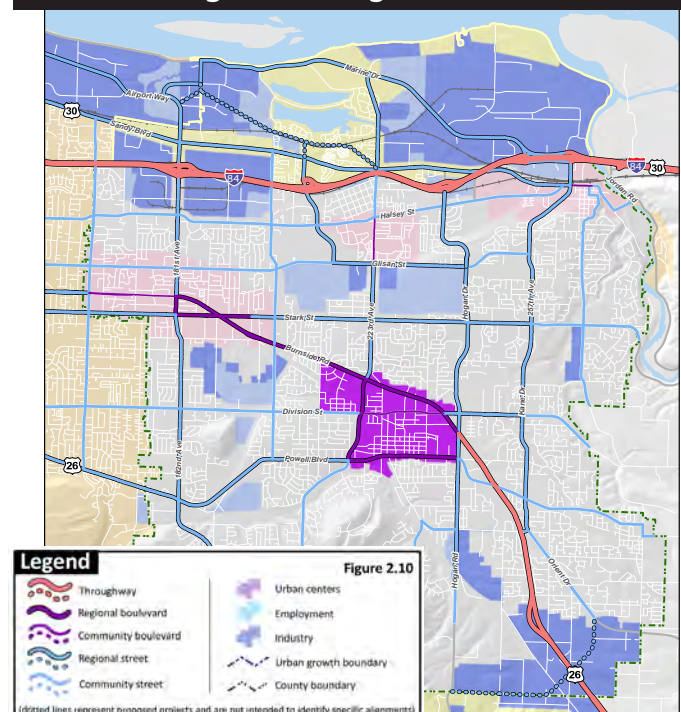
Amended arterial and throughway network



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.

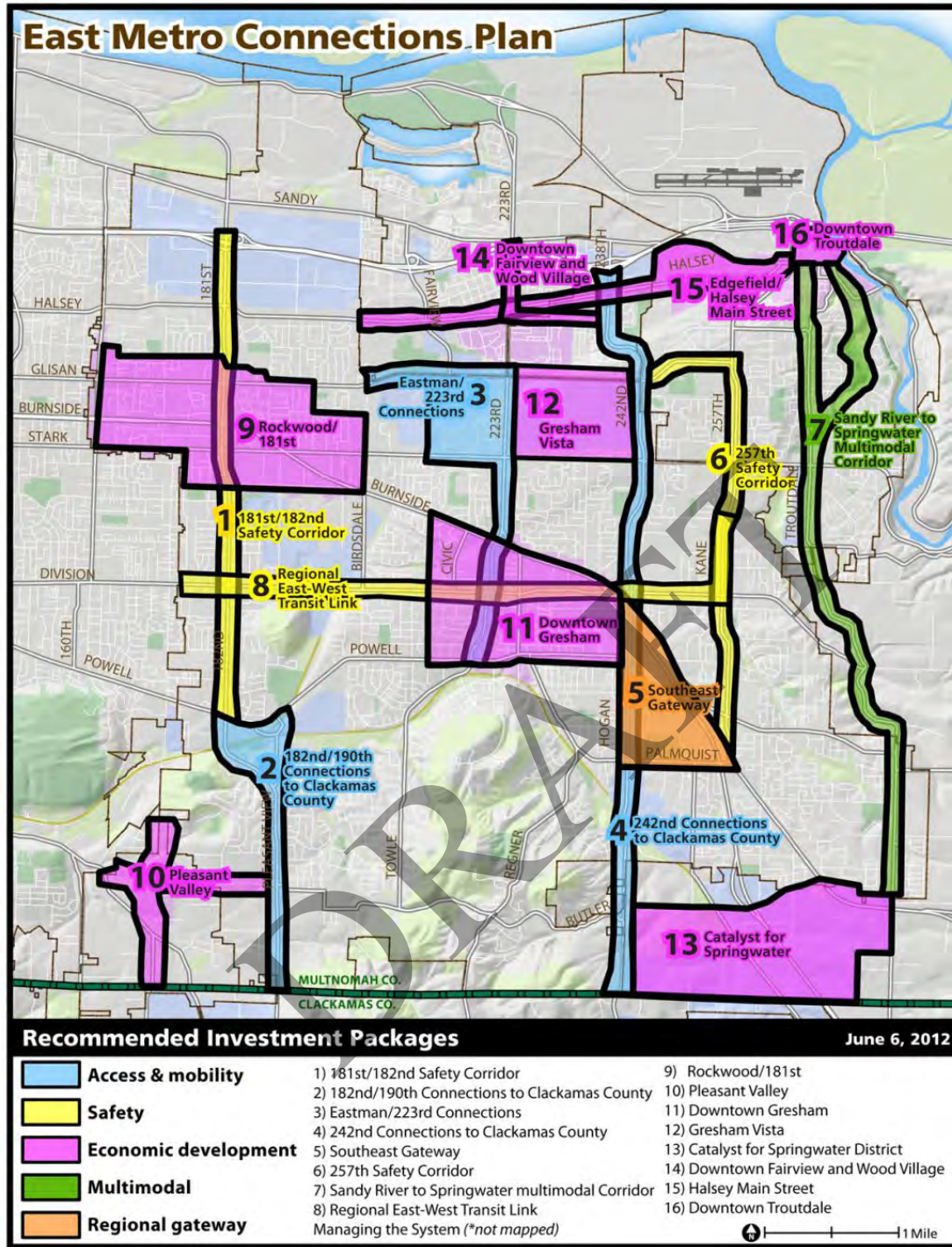
Regional east-west transit link: Projects improve east-west transit that connects Mt Hood Community College, Downtown Gresham, Portland and South Waterfront’s Innovation Quadrant. Division is one of the top transit corridors for ridership in the region. Projects include enhanced bus/bus rapid transit 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)**

DRAFT



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
- Redesign 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.

DRAFT



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:

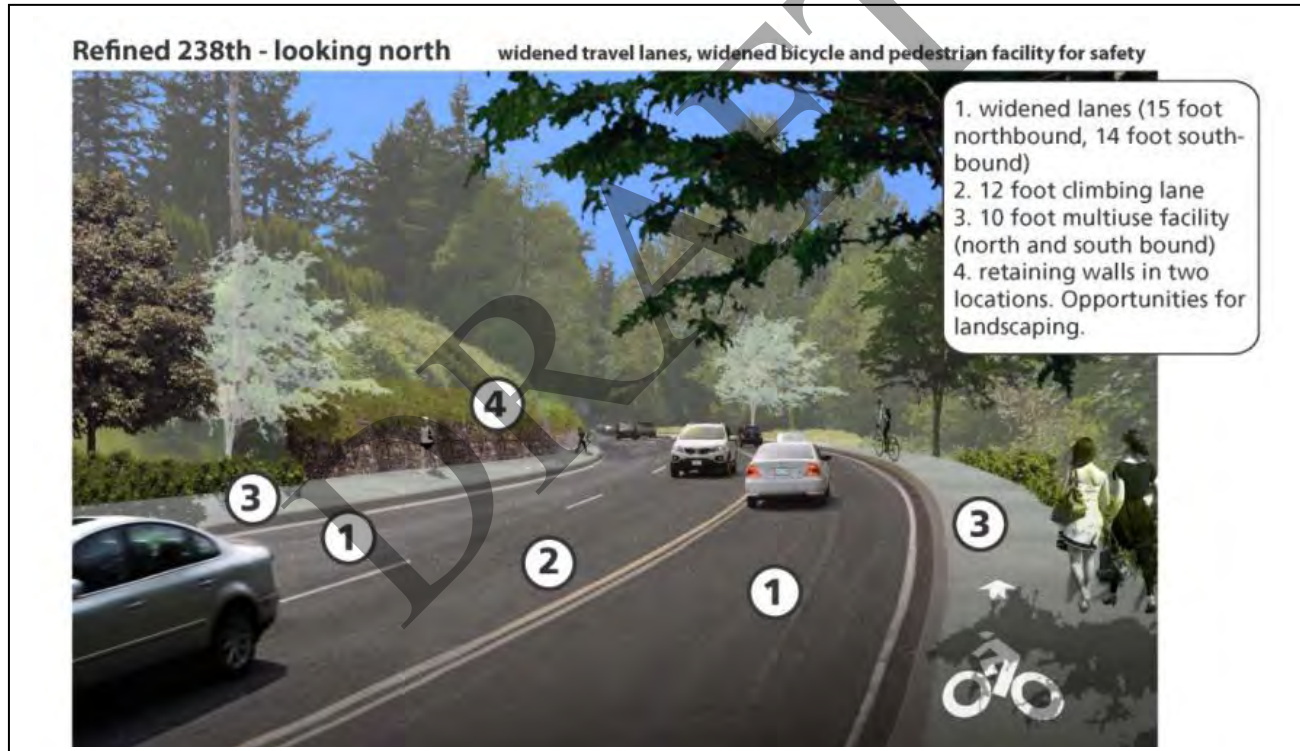
A. Each city and county shall consider the following strategies, in the order listed, to meet the transportation needs determined pursuant to section 3.08.210 and performance targets and standards pursuant to section 3.08.230. The city or county shall explain its choice of one or more of the strategies 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.

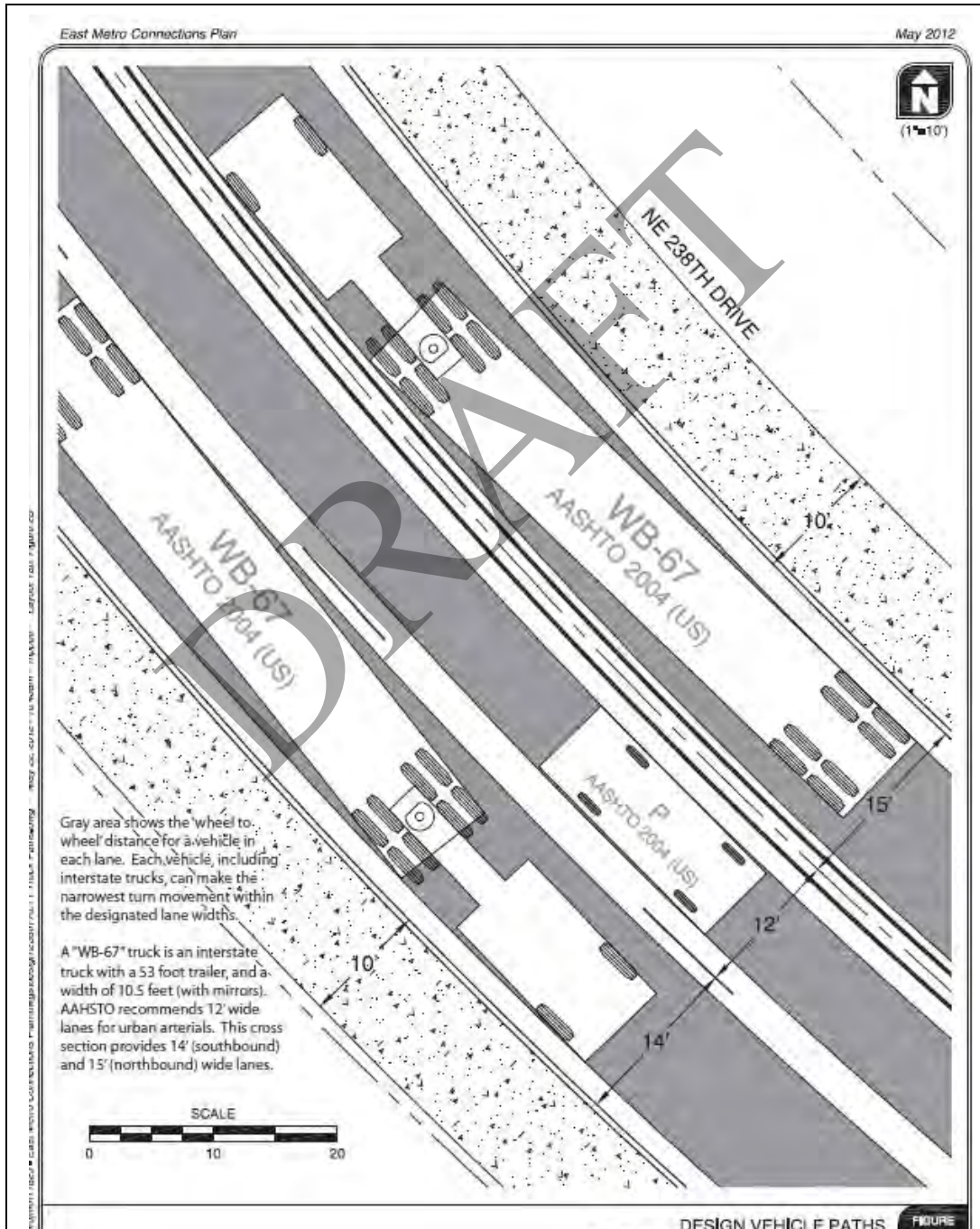


2. Transit, bicycle and pedestrian system improvements;

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.



Metro | Memo

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.

DRAFT

MPAC Worksheet

Agenda Item Title: Eco-Efficient Employment Pilot Projects

Presenter(s): Miranda Bateschell, Metro; Karla Antonini, City of Hillsboro; Ken Anderton, Port of Portland

Contact for this worksheet/presentation: Miranda Bateschell, x1817

Date of MPAC Meeting: April 24, 2013

Purpose/Objective

In 2012, Metro launched pilot projects in the cities of Hillsboro and Gresham to implement eco-efficient strategies in specific employment areas. Metro highlighted these sustainable business strategies in Volume 3 of Metro's Community Investment Toolkit: Eco-Efficient Employment. The toolkit is part of Metro's effort to provide local jurisdictions with innovative solutions and best practices to achieve local community aspirations and the region's vision. The eco-efficient pilot projects begin to implement these tools and deliver long-term value by facilitating collaboration among business owners, property owners, nonprofit organizations, and various public agencies and departments. As regional convener, Metro provided technical support in developing action plans for implementing eco-efficient strategies and helped build capacity and partnerships in the local communities. The resulting action plans illustrate to the rest of the region how public-private partnerships can use eco-efficient strategies to build vibrant, sustainable communities and employment opportunities.

Action Requested/Outcome

Please consider these projects and how they might apply to your own community.

1. Is your community considering eco-efficient strategies in employment areas and/or other areas?
2. Do you think you might use this process to identify the best eco-efficient tools for that area?
3. Are there specific eco-efficient tools you would need more information on that were not addressed in these pilot projects?
4. What areas in your community would benefit from the eco-efficient planning process?

How does this issue affect local governments or citizens in the region?

In response to the shifting business landscape of the 21st century, many businesses are adopting eco-efficient strategies to gain a competitive advantage and attract an innovative, educated workforce. Both local and international trends indicate that eco-efficient businesses can realize improved financial and environmental performance by choosing operations that produce more with less – less water, less energy, less capital, less land, less waste. To remain competitive, local governments in the region need to be prepared for and support these changing business needs and practices. The pilot projects serve as a model to other communities as they look to support eco-efficient employment areas. The attached case studies summarize the pilot projects for those who may wish to consider similar strategies. The full reports and implementation plans are available at: www.oregonmetro.gov/communityinvestment

What has changed since MPAC last considered this issue/item?

The last time MPAC discussed this topic Metro had just published the third volume of the toolkit and had not yet initiated the pilot projects. Now that the pilot projects are complete, Old Town Hillsboro and the Gresham Vista Business Park each have an Eco-Efficient Action Plan, which acts as a roadmap to achieve on-the-ground implementation of triple-bottom-line projects. The action plan provides goals and criteria for sustainable business growth, and establishes stakeholder-driven priority strategies, committed leads for actions, and next steps. Lead agencies, the City of Hillsboro and the Port of Portland, have committed to leading implementation of the plans over the next year, and at the meeting they will share their experiences, including lessons learned, benefits of the project, and tips for engaging in this type of process and exploring eco-efficient strategies.

What packet material do you plan to include?

Gresham Vista Eco-Efficient Action Plan Case Study

Old Town Hillsboro Eco-Efficient Action Plan Case Study



www.oregonmetro.gov

COMMUNITY
INVESTMENT
TOOLKIT
VOLUME 3

CASE STUDY

Old Town Hillsboro Eco-Efficient Action Plan

In response to the shifting business landscape of the 21st century, many businesses are adopting eco-efficient strategies to gain a competitive advantage and attract an innovative, educated workforce. As the region implements the 2040 plan for growth, Metro is working to help communities sustain economic competitiveness, create jobs and build prosperity. Both local and international trends indicate that eco-efficient businesses can realize improved financial and environmental performance by choosing operations that produce more with less – less water, less energy, less capital, less land, less waste. These efficiencies are achieved through high-performance infrastructure, 21st century site design, and revitalization through redevelopment and the effective use of existing urban areas.

Metro highlighted these sustainable business strategies in the **Community Investment Toolkit: Eco-Efficient Employment** and in 2012, launched a pilot program to encourage implementation in local communities. The Eco-Efficient Pilot Program delivers long-term value by facilitating collaboration among business owners, property owners, nonprofit organizations, and various public agencies and departments. As a regional convener, Metro provides technical support in developing action plans for implementing eco-efficient strategies and helps build capacity and partnerships in local communities.

Old Town Hillsboro

The Old Town area, located just southwest of downtown Hillsboro, is designated as a regional employment center and characterized by a mix of industrial uses, as well as residential pockets. There is no other place in Hillsboro where such diverse activities co-exist in close proximity to each other, and adjacent to both downtown Hillsboro and Jackson Bottom Wetlands Preserve. Old Town is located within the Downtown Hillsboro Urban Renewal Area and the South Industrial and Downtown Enterprise Zones. The Downtown Framework Plan, Hillsboro 2020 Vision and Action Plan, and Downtown Urban Renewal Plan all establish a policy context for a revitalized Old Town that supports existing and new business through sustainable development. With the support of a Community Planning and Development grant from Metro in 2012, planning is already underway by the City of Hillsboro to develop a reinvestment strategy for the area. The action plan illustrates how public-private partnerships in the region can use eco-efficient strategies to build a vibrant, sustainable community and support thriving businesses in Old Town. This case study summarizes the city's experiences for use by other communities who may wish to consider similar strategies.

The eco-efficient pilot program launched in Old Town Hillsboro provided the opportunity for our small business and property owners to engage and build networks, collaborate with public sector agencies, and create a shared vision for the area that can attract funding and investment that may not otherwise be available to an individual business or public agency.

– Kathryn Harrington
Metro Councilor

Nuts and bolts

► **The Eco-Efficient Pilot Program** utilizes a community driven, engagement-based framework. The pilot program enabled a consulting team to facilitate decision-making and provide technical assistance to pilot communities interested in eco-efficient strategies. The pilot plan framework acknowledges that collaboration and partnerships between public, private, institutional, and nonprofit sectors are often necessary to realize eco-efficient strategies. As a result, the framework is strongly structured around engagement and outreach to encourage interaction between various stakeholders, facilitate development of common goals and vision, and forge interactions that may develop into partnerships.

The pilot program framework includes workshops with community working groups, a preliminary feasibility assessment, and stakeholder interviews to identify strategies from Metro's Eco-Efficient Toolkit that are most viable to implement in the specific study areas. Working groups also identify proponents, partners, and stakeholders that can take the lead, and recommend a series of next steps to achieve implementation. The consulting team developed preliminary assessments to address technical feasibility of potential strategies when specifically applied to the pilot community sites. The pilot communities then developed and made a commitment to an action plan.



► **Old Town Hillsboro Business Working Group** The eco-efficient action plan was developed through a series of workshops with the Old Town Hillsboro Business Working Group comprising the Hillsboro Chamber of Commerce, the City of Hillsboro, and local businesses and property owners.

Government and other employment service organizations

Peter Brandom, Hillsboro Sustainability
 Karla Antonini, Project Manager, Hillsboro Economic Development
 Doug Miller, Hillsboro Planning
 Carrie Pak, Clean Water Services
 John Southgate, Hillsboro Area Chamber of Commerce
 Miranda Bateschell, Metro

Area business and property owners

Jaime Miranda, M&M Swap Meet
 Jim Feemster, On the Deck
 Adam Wittenberg, Hillsboro SunWest
 Gene Zurbrugg, Zurbrugg Development Co.
 Peter Van Houten, EG Metals
 Jim Collias, Zylight

Implementing eco-efficient business strategies in Old Town can help to support long-term value:

Partnerships Through the pilot program, exploratory discussions with business owners revealed a desire to consider business-to-business networks, as well as business collaboration with public sector agencies. Because Old Town includes a wide range of many smaller businesses in comparison to large lot industrial users in the north part of the city, it has the unique challenge and opportunity for a broader diversity of industry types and potential for shared infrastructure and resources. Through collaboration and networks, Old Town has the potential to articulate a shared vision, collectively address anticipated challenges, and attract or qualify for sources of funding and investment that may not be available on an individual business level or even to a public agency.

Development and operational advantages Eco-efficient strategies have the potential to streamline regulations and permitting, and reduce and improve the predictability of operational costs for Old Town businesses and property owners. These advantages are particularly important because of expected redevelopment and business expansion over the next five to fifteen years. Green buildings and infrastructure can help to reduce costs for energy, water, stormwater, and waste, increasing the competitive advantage of the area. It can also attract businesses and employees that share an environmental ethic. In particular, they can help to address stormwater and traffic challenges in Old Town. Committing to specific strategies improves predictability for potential investors and developers.

Community identity and brand Old Town Hillsboro has not always enjoyed a strong identity, yet it holds great potential to become known as a center of innovation and an incubator for and supplier of local business. Old Town businesses can help others meet their local business utilization and environmental goals. By developing a collective vision for the future of Old Town and committing to specific actions, businesses and the city can position Old Town as a unique opportunity for economic development and investment that is consistent with 21st century needs and attractive to businesses and the workforce.

Pilot community

An employment area selected by Metro to develop an eco-efficient action plan.

Lead agency The agency in a pilot community that leads the project, establishes the working group, and commits to managing implementation and measuring progress to be shared with Metro and other communities in the region.

Working group Members are actively involved in the pilot community, represent interests of constituencies or members, and commit to assisting the lead agency with implementation.

Eco-efficient business strategies make sense for the 21st century by reducing the cost and environmental impact of how we do business.

— Tom Hughes
Metro Council President



Putting it together

Innovista Eco-Industrial Park

The small town of Hinton in Alberta, Canada, created a sustainable industrial park by using an eco-industrial development checklist of 80 different guidelines including predevelopment planning, energy and water systems, parcel layout and orientation, landscaping and open space design, construction, and access and movement. City staff works one-on-one with developers in the Innovista Eco-Industrial Park to implement relevant sustainable development practices from the flexible menu guidelines (ideally 50 out of 80) and gives recognition for their efforts in adopting 21st century design standards.



► **The Old Town Hillsboro Eco-Efficient Action Plan** provides goals and criteria for sustainable business growth, and establishes stakeholder-driven priority strategies, committed leads for actions, and next steps. It is a roadmap to achieve on-the-ground implementation of triple-bottom-line projects resulting in economic, social, and ecological benefits.

► **Vision and goals** Through workshops, the working group developed the following goals for Old Town Hillsboro:

- Provide a range of traded sector services and goods through local businesses
- Support business incubation
- Employ a business network that collaborates to achieve greater operational efficiencies and development advantages
- Leverage the unique characteristics and sense of place including adjacency to downtown, transportation access with highways and rail, relatively low rents and range of available space, and a diverse mix of business and industry

► **Feasibility and assessment** The workshop process for the eco-efficient pilot program was a critical first step in convening a range of public, private, and nonprofit economic development stakeholders to discuss the future of Old Town and how to promote sustainability, vitality, and competitive advantage for the area. Through the workshops, the Old Town business working group developed a framework vision and list of challenges to overcome. The framework and stakeholder interviews were then used to evaluate the potential implementation strategies for Old Town. A survey was also developed for local businesses to test level of interest and potential commitment to different strategies as well as preferred forums for future engagement.

Through evaluation and feedback, select strategies were identified as the most viable, timely, and effective for various partners and stakeholders to pursue. They also have the greatest opportunity for and commitment to on-the-ground implementation.

	LOCAL BUSINESS SUPPORT AND INCUBATION	NETWORK FOR OPERATIONAL AND DEVELOPMENT ADVANTAGES	LEVERAGE UNIQUE SENSE OF PLACE
STUDIES & STRATEGIES		<ul style="list-style-type: none"> ▪ Stormwater – regional facilities 	
PROGRAMS	<ul style="list-style-type: none"> ▪ Small business technical assistance ▪ Stormwater – technical assistance/ user guide 	<ul style="list-style-type: none"> ▪ Old Town business consortium ▪ Small business/ manufacturing directory and/or forum ▪ Waste/ byproduct exchange program 	<ul style="list-style-type: none"> ▪ Old Town business consortium
CAPITAL IMPROVEMENTS	<ul style="list-style-type: none"> ▪ May be identified through technical assistance or business outreach 	<ul style="list-style-type: none"> ▪ May be identified through studies or business consortium 	<ul style="list-style-type: none"> ▪ May be identified through business consortium; refer to Old Town Community Reinvestment Strategy

Immediate actions and next steps Achieving the goals and vision for a sustainable, thriving Old Town Hillsboro relies on the partnership and collaboration of a range of stakeholders. The Old Town Hillsboro Eco-Efficient Action Plan is organized around the priority strategies, and is intended to act as a roadmap to identify next steps and timing, responsible leads and team members, and required resources. There are several actions for public, private, and nonprofit economic development partners to immediately catalyze implementation of the priority strategies for Old Town. The City of Hillsboro has committed to oversee implementation of the action plan and will report on progress periodically over the next year.

City of Hillsboro

- Review the action plan for investments that could be considered in future evaluations of the city's reinvestment strategy for this area
- Consider incorporating a sustainable business brand when capital improvements and infrastructure investments occur through signage, etc., to display physical evidence and strengthen the collective vision
- Coordinate between Public Works and Clean Water Services to begin first steps of a sub-basin stormwater approach and scope a drainage master plan for Old Town
- Hold exploratory conversations with Metro Waste Management, the Old Town Hillsboro Sustainability Program and other programs to inventory existing technical assistance available to Old Town businesses

Hillsboro Area Chamber of Commerce

- Convene a formational meeting for an Old Town business consortium with a range of businesses to ascertain interest for this group. Based on demonstration of sufficient interest, identify preferred meeting protocols and communication methods, immediate priorities for the group, outreach to other businesses, and a brand for the Old Town eco-efficient businesses
- Develop brochure of existing available networking programs
- Research best models for an online business-to-business system and test the idea of a manufacturing directory and/or networking forum for small non-retail businesses
- Communicate existing services and incentives or resources available to businesses

Business and property owner working group members

- Share information about the eco-efficient pilot program and the action plan with other businesses and property owners
- Participate in formational meeting to explore an Old Town business consortium and help to identify priorities for the group
- Reach out to other businesses who could benefit from participating
- Consider participation in a regional stormwater approach

Priority strategies

- Old Town business consortium
- Regional stormwater facilities
- Small business/manufacturing directory and/or forum
- Stormwater – technical assistance/user guide
- Waste/byproduct exchange system
- Small business technical assistance

Keep in mind

BEST Business Center

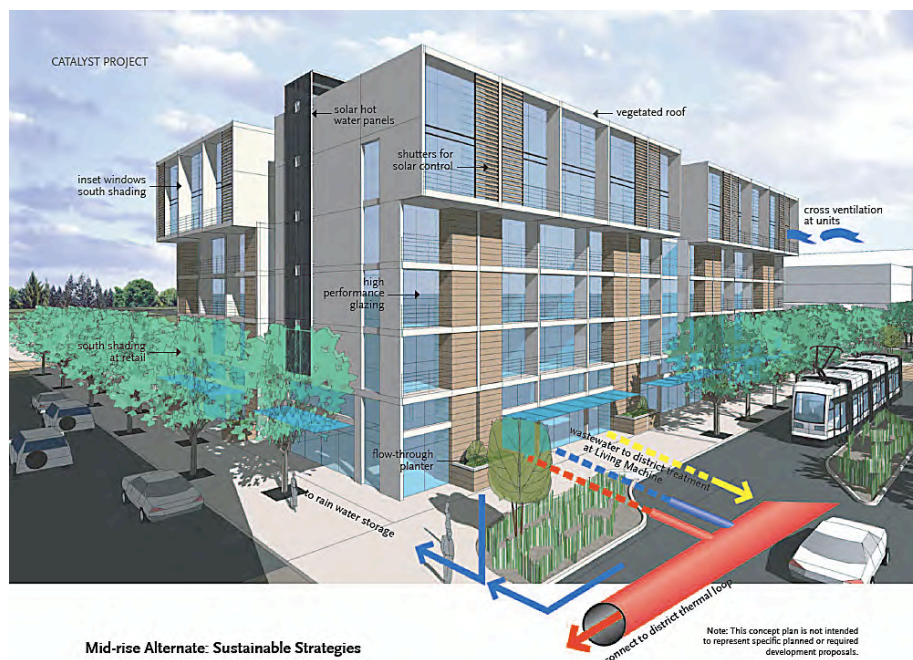
The Businesses for an Environmentally Sustainable Tomorrow (BEST) Business Center is a one-stop shop for businesses in Portland, Oregon, to evaluate their operations in the areas of energy, water, waste and recycling, purchasing, green building and transportation. The business center streamlines access to financial incentives and technical assistance to help businesses conserve resources, improve efficiencies, save money and provide a healthy workplace for employees. The BEST Business Center was created through a partnership with city and regional government programs and utility companies including the City of Portland Bureau of Planning and Sustainability, City of Portland Water Bureau, Metro, Pacific Power, Portland Development Commission and Portland General Electric.

The BEST Business Center helped us evaluate what changes we could make that would be most beneficial to the environment, our guests and our community.

— Mike Duggan,
Property Manager,
McMenamins
Kennedy School

The BEST Business Center,
accessed August 11, 2010
[bestbusinesscenter.org/
about-us/](http://bestbusinesscenter.org/about-us/)

- **Collaboration** Eco-efficient employment strategies focus on business and infrastructure efficiencies, making both public and private organizations responsible for certain actions. Using the workshop framework ensured diverse stakeholder interests were included in the planning phase, and it helped build a sense of ownership needed for implementation. The workshop process occurred over a four month period, which helped the project maintain momentum. That said, it is important for communities to be attuned to their particular set of stakeholders and their time available for eco-efficient planning to determine whether a slower pace is needed to increase comfort with decision-making and/or reduce demand on participants' schedules. Establishing a few members of the working group as a core team is helpful in setting up the project, identifying the right stakeholders, and checking-in with participants throughout the project.
- **Readiness assessment** This is a key element in the process as it further refines the project and determines whether it has the foundation necessary to bring a working group together to develop an action plan for the specific employment area. While brief, the assessment covers key information to determine the likelihood the action plan will take hold once the pilot project process is over. Key elements include assessing the activity of the market, recent planning efforts, and the interest and energy level among local businesses and property owners. Holding an assessment meeting is integral to lining up different objectives, clarifying desired deliverables and outcomes, and shaping the project proposal.
- **Applicability** While the application of the Eco-Efficient Toolkit, strategies, and pilot program may vary significantly depending on local political, regulatory, and physical conditions, there is great value in sharing lessons and resources regionally. For most local communities, the knowledge that eco-efficient strategies have been successfully implemented elsewhere is invaluable to support the possibility of implementation in their own community. In many cases, technical assistance and facilitation support may be the needed impetus to catalyze action and implementation. The pilot communities agreed that that the pilot program framework can be of value for multiple sites and projects. Participants feel as though they could easily use the same process for different types of projects and in different communities around their jurisdiction.



Suitability The process seems best suited for local governments or employment- and development-related nonprofits (e.g. chambers of commerce or community development corporations) to act as lead agency while engaging a broad range of public, private, institutional and utility representatives. Identifying the right working group members at the beginning is important in making the process work and establishing action items with dedicated responsible parties. Think through the desired outcomes to ensure the right mix of stakeholders is represented. The working group process can be valuable for understanding the needs of multiple stakeholders and getting everyone moving together in the same direction. There is tension between keeping the working group small enough to get through the process efficiently and effectively, while including an array of stakeholders. Interim stakeholder interviews and surveys can help bring in additional voices while keeping the working group a manageable size.

Technical expertise Some level of consultant support and independent facilitation may be necessary to ensure a productive outcome. Participants viewed the dedicated facilitator as the central piece to getting so much work done in so little time with a diverse group of people. Providing preliminary feasibility assessment whether through stakeholder interviews, working group surveys, or triple-bottom-line analysis is also critical in moving the working group to make decisions and develop the action plan. Engaging regional and local representatives from places that have implemented these strategies may be a valuable asset to exploring alternatives and identifying specific action items. An introductory meeting to review all of the relevant Metro resources available to the community could also help the community expand the list of potential strategies.

Functionality Throughout the series of workshops, working groups used Metro's Community Investment Toolkit as a reference guide that provided additional, practical ideas for consideration. With a specific project and/or development site identified, participants found the toolkit more accessible and usable. The toolkit case studies were critical in understanding strategies and providing some level of assurance that strategies they have not yet personally tested have proven feasible in other communities.

Tips for implementation

- Consider employment areas that are ready for investment and have plans and policies already aligned around economic development and sustainability.
- Use the Readiness Assessment form to select, refine, and prioritize projects.
- Identify key community and business leaders committed to the success of the selected project area to serve on the core project team.
- Spend enough time refining the project with the core team and identifying the right stakeholders to participate on the project's working group.
- Survey the toolkit to identify eco-efficient strategies and see how other communities have successfully implemented the tools under consideration in the project area.
- Assess strategies through interviews, surveys, and triple-bottom-line assessments even if based on order of magnitude estimates.
- Identify next steps, timing, responsible leads, team members, and required resources for each action item.
- Consider hiring a consultant, engaging Metro, or seeking input from other communities with eco-efficient planning and implementation experience.
- Appoint an independent facilitator to keep the working group on task and encourage decision-making.

Chicago Waste to Profit Network

The Chicago Manufacturing Center created the Chicago Waste to Profit Network to provide members with in-depth support to implement by-product synergy, a sustainable practice that uses industrial by-products as raw material for other industrial processes. This process helps reduce waste, business costs, and greenhouse gas emissions and promotes the efficient use of natural resources through material reuse. The network works with businesses to develop a sustainability and growth strategy based on the business' priorities and environmental goals. The strategy establishes incremental steps that result in increasing payoffs and cost savings.

Our work with CMC has made an enormous difference for us. As a small company, you have to be ahead of the market. People who wouldn't give us an interview in the past now want to talk.

– Marvin Klein, President,
PortionPac Chemical
Corporation
Chicago Manufacturing Center,
accessed August 11, 2010
www.cmcusa.org

Metro

Making a great place

Clean air and clean water do not stop at city limits or county lines. Neither does the need for jobs, a thriving economy, and sustainable transportation and living choices for people and businesses in the region. Voters have asked Metro to help with the challenges and opportunities that affect the 25 cities and three counties in the Portland metropolitan area.

A regional approach simply makes sense when it comes to providing services, operating venues and making decisions about how the region grows. Metro works with communities to support a resilient economy, keep nature close by and respond to a changing climate. Together we're making a great place, now and for generations to come.

Metro Council President
Tom Hughes

Metro Council
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

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stories and things to do.

[www.oregonmetro.gov/
connect](http://www.oregonmetro.gov/connect)

Resources

- **For more information and a copy of the Old Town Hillsboro Eco-Efficient Action Plan, contact:**

Metro

600 NE Grand Ave.
Portland, OR 97232
503-797-1839
www.oregonmetro.gov/communityinvestment

- **For more information on implementation of the action plan, contact:**
City of Hillsboro Civic Center, Economic Development

150 East Main St.
Hillsboro, OR 97123
503-681-6177
www.ci.hillsboro.or.us

- **For more information on examples of eco-efficient employment projects from other communities, contact:**

Chicago Waste to Profit Network

Chicago Manufacturing Center
312-542-0430
www.cmcusa.org/index2.cfm

Businesses for an Environmentally Sustainable Tomorrow (BEST) Business Center

503-823-7037
503-823-3919
www.bestbusinesscenter.org

Town of Hinton

Economic Development Department
2nd Floor, 131 Civic Center Road
Hinton, AB T7V 2E5
780-865-6004
www.eip.hinton.ca
www.town.hinton.ab.ca



COMMUNITY
INVESTMENT
TOOLKIT
VOLUME 3

CASE STUDY

Gresham Vista Business Park Eco-Efficient Action Plan

In response to the shifting business landscape of the 21st century, many businesses are adopting eco-efficient strategies to gain a competitive advantage and attract an innovative, educated workforce. As the region implements the 2040 plan for growth, Metro is working to help communities sustain economic competitiveness, create jobs and build prosperity. Both local and international trends indicate that eco-efficient businesses can realize improved financial and environmental performance by choosing operations that produce more with less – less water, less energy, less capital, less land, less waste. These efficiencies are achieved through high-performance infrastructure, 21st century site design, and revitalization through redevelopment and the effective use of existing urban areas.

Metro highlighted these sustainable business strategies in the **Community Investment Toolkit: Eco-Efficient Employment** and in 2012, launched a pilot program to encourage implementation in local communities. The Eco-Efficient Pilot Program delivers long-term value by facilitating collaboration among business owners, property owners, nonprofit organizations, and various public agencies and departments. As a regional convener, Metro provides technical support in developing action plans for implementing eco-efficient strategies and helps build capacity and partnerships in local communities.

Gresham Vista Business Park

At 221 acres, Gresham Vista Business Park in northeast Gresham is one of a few undeveloped large-lot industrial sites in the Portland metropolitan region. The business park was identified as a key economic development opportunity site in the Metro-led East Metro Connections Plan. It also presents a significant opportunity to redefine the Port of Portland's pre-development activities to promote triple-bottom-line benefits on industrial sites and to attract innovative industries. With its size, location, and the benefits of onsite utilities, including the PGE substation and wetland areas, Gresham Vista has the potential to leverage these assets and realize operational and resource efficiencies for current and future users. The action plan developed for the business park illustrates how public-private partnerships in the region can use eco-efficient strategies to build vibrant, sustainable communities. This case study summarizes their experiences for use by other communities who may wish to consider similar strategies.

The eco-efficient action plan process for Gresham Vista Business Park drew everyone to the table. The on-the-ground actions proposed for sustainable development and 21st century design will help attract innovative industries and serve as a model for other large-scale industrial sites in the Portland metropolitan region.

– Shirley Craddick
Metro Councilor

Nuts and bolts

- **The Eco-Efficient Pilot Program** utilizes a community driven, engagement-based framework. The pilot program enabled a consulting team to facilitate decision-making and provide technical assistance to pilot communities interested in eco-efficient strategies. The pilot plan framework acknowledges that collaboration and partnerships between public, private, institutional, and nonprofit sectors are often necessary to realize eco-efficient strategies. As a result, the framework is strongly structured around engagement and outreach to encourage interaction between various stakeholders, facilitate development of common goals and vision, and forge interactions that may develop into partnerships.

The pilot program framework includes workshops with pilot community working groups, a preliminary feasibility assessment, and stakeholder interviews to identify strategies from Metro's Eco-Efficient Toolkit that are most viable to implement in the specific study areas. Working groups also identify proponents, partners, and stakeholders that can take the lead, and recommend a series of next steps to achieve implementation. The consulting team developed preliminary assessments to address technical feasibility of potential strategies when specifically applied to the pilot community sites. The pilot communities then developed and made a commitment to an action plan.



- **Gresham Vista Working Group** The eco-efficient action plan was developed through a series of workshops with the Gresham Vista working group comprising the Port of Portland, the City of Gresham, and local businesses.

Ken Anderton, Senior Business Development Manager, Port of Portland
 Joe Mollusky, Real Estate Program Manager, Port of Portland
 Tom Bouillion, Planning Manager, Port of Portland
 Ryan Parker, Development Project Manager, Port of Portland
 Dorothy Sperry, Environmental Affairs Manager, Port of Portland
 Jamey Berg, Environmental Specialist, Port of Portland
 Richard Vincent, Environmental Program Manager, Port of Portland
 Lise Glancy, Government Affairs Manager, Port of Portland
 Janet Young, Economic Development Director, City of Gresham
 Ron Papsdorf, Government Relations Manager, City of Gresham
 Jim Swier, ON Semiconductor
 Theresa Haskins, Business Markets Manager, PGE
 Ross Waggoner, General Manager, Frontier Communications
 Miranda Bateschell, Metro

Implementing eco-efficient business strategies in the Gresham Vista Business Park can help to support long-term value:

Partnerships The Eco-Efficient Pilot Program facilitated collaboration among business owners, public agencies, and departments within the Port of Portland. The Port is uniquely positioned to lead collaborative strategies and model approaches for realizing sustainable, high performance infrastructure and 21st century design to attract the next generation of business to employment areas across the region. This type of revitalization and innovation leverages the Port's capacity, and may not be possible for an individual developer or land owner. Gresham Vista showcases public-private partnerships through collaboration with the City of Gresham and other businesses and stakeholders.

Development and operational advantages Eco-efficient strategies have the potential to streamline regulations and permitting, and reduce and improve the predictability of operational costs for Gresham Vista businesses and property owners. The timing of the Port's pre-development activities is key to optimizing infrastructure and development standards. Green buildings and infrastructure can help to reduce costs for energy, water, stormwater, and waste, increasing the competitive advantage of the site and attracting new industry.

Identity and green brand The pilot program working group articulated the need to develop a unique identity and brand for Gresham Vista to attract users. By developing a collective vision and committing to specific actions, the Port can position Gresham Vista as a unique opportunity that is consistent with 21st century needs and attractive to businesses and workforce.

Pilot community

An employment area selected by Metro to develop an eco-efficient action plan.

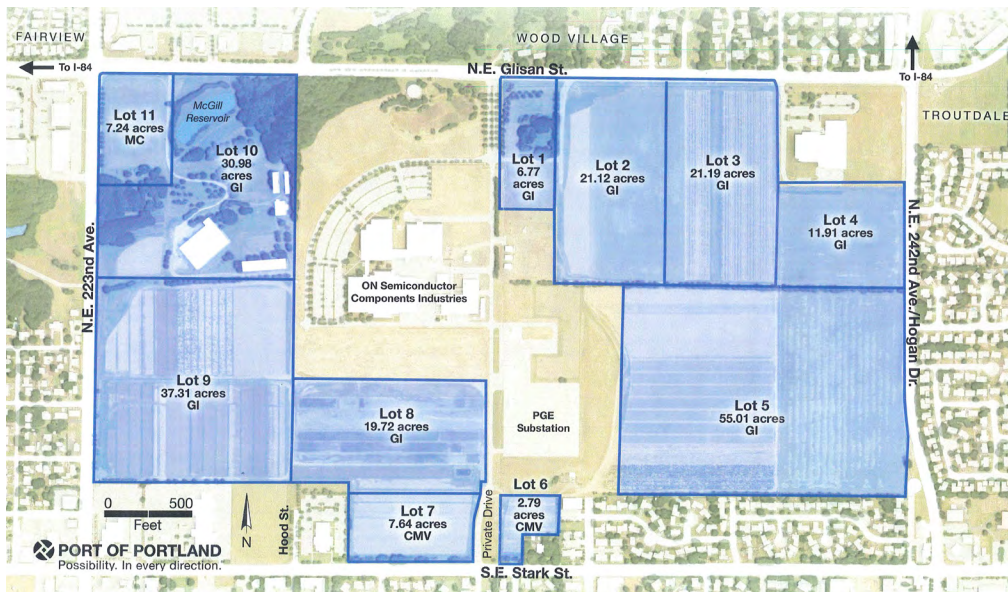
Lead agency

The agency in an pilot community that leads the project, establishes the working group, and commits to managing implementation and measuring progress to be shared with Metro and other communities in the region.

Working group

Members are actively involved in the pilot community, represent interests of constituencies or members, and commit to assisting the lead agency with implementation.

Gresham Vista Business Park – Master Plan



Eco-efficient business strategies make sense for the 21st century by reducing the cost and environmental impact of how we do business.

– Tom Hughes
Metro Council President

Putting it together

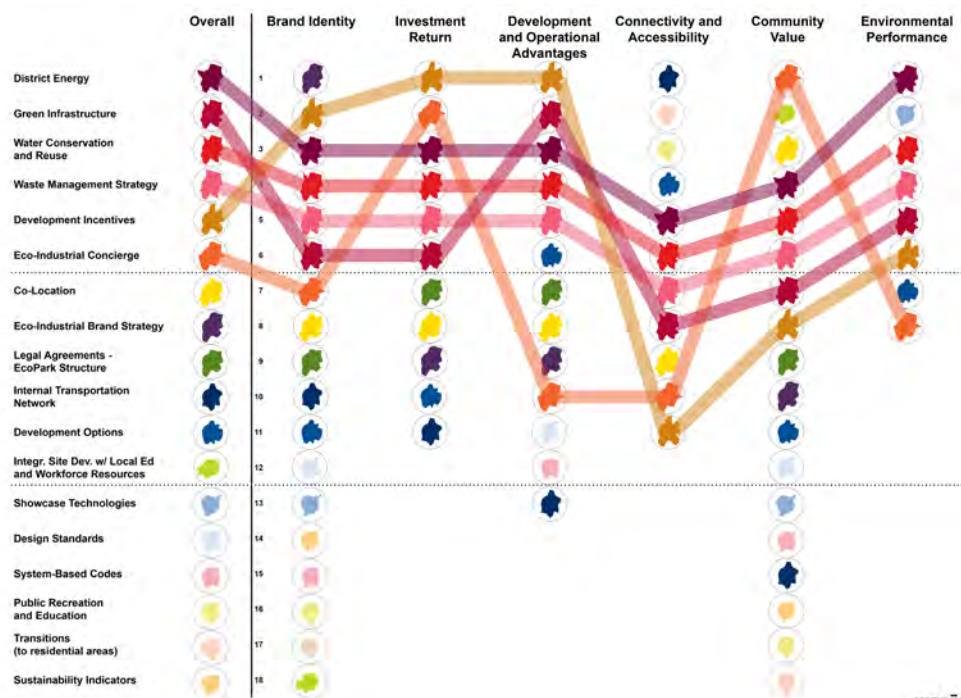
Partners in Project Green

Partners in Project Green is an initiative to transform one of Canada's largest employment areas into an eco-business zone by using economic development and climate change initiatives to green existing businesses and attract new industry. The 30,000-acre industrial area around the Toronto International Airport provided employment for more than 355,000 people, requiring large amounts of energy and emitting approximately 1.7 million tons of greenhouse gas emissions per year. In 2008, the Toronto and Region Conservation Authority and the Greater Toronto Airports Authority began providing technical assistance to existing businesses to realize the financial benefits of addressing environmental issues through targeted sustainability programs, including feasibility assessments, building retrofits, purchasing and development practices.



- **The Gresham Vista Eco-Efficient Action Plan** provides goals and criteria for sustainable business growth, and establishes stakeholder-driven priority strategies, committed leads for actions, and next steps. It is a roadmap to achieve on-the-ground implementation of triple-bottom-line projects resulting in economic, social, and ecological benefits.
- **Vision and goals** Through workshops and drawing from policy and previously developed materials, the working group developed the following goals for Gresham Vista Business Park:
 - Establish a strong brand and identity that is attractive to users, employees, and differentiates the site
 - Ensure a return on investment including financial feasibility, revenue, and meeting target industry clusters
 - Offer development and operational advantages for users that maintain flexibility and leverage the large lots
 - Provide connectivity and accessibility of utilities and transportation network to users
 - Create a regional model for a sustainable development that is a good neighbor to surrounding communities and improves employment opportunities
 - Set a high standard environmental performance for air quality, energy management, natural resource, and waste minimization goals
- **Feasibility and assessment** The Gresham Vista working group developed a framework for a triple-bottom-line assessment for potential pre-development activities to improve the positioning of properties. This framework was developed from a basis of existing Port of Portland goals and policy, and through facilitation by the consulting team during the workshops. The framework was then used to evaluate potential strategies. Based on this evaluation, testing market viability of the priority strategies with stakeholder interviews, and feedback from the working group, priority strategies were identified as most viable and advantageous for the Port to pursue at Gresham Vista. They also have the greatest opportunity for meeting the goals and criteria in the framework as shown in the figure below.

Strategy summary and evaluation



Immediate actions and next steps Achieving the goals and vision for a sustainable, thriving business park at Gresham Vista relies on the partnership and collaboration of a range of public, private, and nonprofit stakeholders, including the City of Gresham, existing site users PGE and ON Semiconductor, and Metro's waste management and transportation programs. The Gresham Vista Eco-Efficient Action Plan is organized around the priority strategies and is intended to act as a roadmap to identify next steps and timing, responsible leads and team members, and required resources.

There are several actions that can be led by the Port in cooperation with public, private, and nonprofit partners to immediately catalyze implementation of the priority strategies for Gresham Vista. The action plan identifies several steps that should be completed by the end of 2013 to advance the priority strategies. The Port of Portland has committed to leading the Gresham Vista Action Plan, and will report to the working group periodically over the next six months. The priority strategies are related to the capital improvement strategy and described below with immediate action items. Secondary strategies will include eco-concierge, water conservation and reuse, waste management, and a district energy strategy.

1. Integrated site master plan

- Finalize an integrated vision statement for the site
- Refine and re-run the triple-bottom-line model to evaluate and inform site investments, including a review of criteria, potential addition of indicators or targets, and review of the priority and scoring methodology in relationship to goals
- Review the site master plan with an integrated, systems approach, and finalize in coordination with potential end user type scenarios
- Coordinate master plan with potential end user types, locations, and attributes

2. Green infrastructure

- Obtain Port of Portland decision on direction for stormwater infrastructure approach based on triple-bottom-line evaluation
- Establish an implementation framework to guide development that establishes roles of Port, the City of Gresham, and property owners
- Meet with the City of Gresham to discuss potential pre-permitting and new wellfield protection standards
- Establish an investment plan to identify costs, benefits, and incentives

3. Development standards and incentives

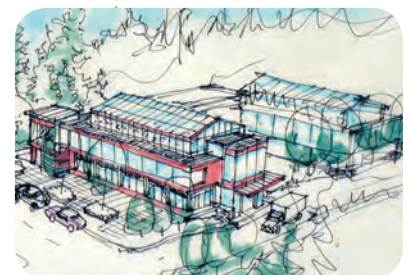
- Coordinate with the City of Gresham on pre-permitting and expediting
- Craft a few development and end user scenarios to sharpen the brand and marketing of the site, identify the likely benefits and attributes desired and best locations for specific user types, and refine the master plan to respond to desired user group needs
- Complete a feasibility study for integrated infrastructure systems to identify and avoid fatal flaws
- Identify specific development and operational cost savings, incentives available, and how to access

Priority strategies

- **Integrated site master plan**
 - district energy strategy
 - water conservation and reuse
 - waste management
 - multi-modal site access
- **Development standards and incentives**
- **Eco-concierge**
- **Green infrastructure**

The Maplewood Project

More than 40 local governments, businesses and community organizations partnered with the District of North Vancouver, B.C. in an intensive three-day integrative planning charrette to map resources and assess opportunities in a predominately industrial, 500-acre area of land just north of Vancouver. The process explored resource flows of energy, material and water in the area, and evaluated infrastructure systems for inefficiencies and improvements. The partners of the Maplewood Project produced an integrated site master plan that helped identify opportunities to create a potential tax revenue stream increase in the range of \$21 to \$26 million.



Keep in mind

TaigaNova Eco-industrial Park

The City of Wood Buffalo in Alberta, Canada, partnered with the Wood Buffalo Housing and Development Corporation to incorporate high-performance infrastructure and 21st century design strategies into the bylaws and development guidelines of the TaigaNova Eco-industrial Park. The city requires construction and environmental management plans to measure and mitigate development and life cycle impacts of a project. Guidelines also require developers to assess site resource flows of energy, fuels, lubricants, water, materials, products and waste, along with resource needs such as training, logistics and transportation to help identify opportunities for synergies and efficiencies. To respond to individual property needs, the city's design standards are flexible, only requiring developers meet 22 of the 43 standards.



- **Collaboration** Eco-efficient employment strategies focus on business and infrastructure efficiencies, making both public and private organizations responsible for certain actions. Using the workshop framework ensured diverse stakeholder interests were included in the planning phase, and helped build a sense of ownership needed for implementation. The workshop process occurred over a four month period, which helped the project maintain momentum. That said, it is important for communities to be attuned to their particular set of stakeholders and time available for eco-efficient planning to determine whether a slower pace is needed to increase comfort with decision-making and/or reduce demand on participants schedules. Establishing a few members of the working group as a core team is helpful in setting up the project, identifying the right stakeholders, and checking-in with participants throughout the project.
- **Readiness assessment** This is a key element in the process as it further refines the project and determines whether it has the foundation necessary to bring a working group together to develop an action plan for the specific employment area. While brief, the assessment covers key information to determine the likelihood the action plan will take hold once the pilot project process is over. Key elements include assessing the activity of the market, recent planning efforts, and the interest and energy level among local businesses and property owners. Holding an assessment meeting is integral to lining up different objectives, clarifying desired deliverables and outcomes, and shaping the project proposal.
- **Applicability** While the application of the Eco-Efficient Toolkit, strategies, and pilot program may vary significantly depending on local political, regulatory, and physical conditions, there is great value in sharing lessons and resources regionally. For most local communities, the knowledge that eco-efficient strategies have been successfully implemented elsewhere is invaluable to support the possibility of implementation in their own community. In many cases, technical assistance and facilitation support may be the needed impetus to catalyze action and implementation. The pilot communities agreed that the pilot program framework can be of value for multiple sites and projects. Participants feel as though they could easily use the same process for different types of projects and in different communities around their jurisdiction.
- **Suitability** The process seems best suited for local governments or employment- and development-related nonprofits (e.g. chambers of commerce or community development corporations) to act as lead agency while engaging a broad range of public, private, institutional and utility representatives. Identifying the right working group members at the beginning is important in making the process work and establishing action items with dedicated responsible parties. Think through the desired outcomes to ensure the right mix of stakeholders is represented. The working group process can be valuable for understanding the needs of multiple stakeholders and getting everyone moving together in the same direction. There is tension between keeping the working group small enough to get through the process efficiently and effectively, while including an array of stakeholders. Interim stakeholder interviews and surveys can help bring in additional voices while keeping the working group a manageable size.
- **Technical expertise** Some level of consultant support and independent facilitation may be necessary to ensure a productive outcome. Participants viewed the dedicated facilitator as the central piece to getting so much work done in so little time with a diverse group of people. Providing preliminary feasibility assessment whether through stakeholder interviews, working group surveys, or triple-bottom-line analysis is also critical in moving the working group to make decisions and develop the action plan. Engaging regional and local representatives from places that have implemented these strategies may be a valuable asset to explor-

ing alternatives and identifying specific action items. An introductory meeting to review all of the relevant Metro resources available to the community could also help the community expand the list of potential strategies.

Functionality Throughout the series of workshops, working groups used Metro's Community Investment Toolkit as a reference guide that provided additional practical ideas for consideration. With a specific project and/or development site identified, participants found the toolkit more accessible and usable. The toolkit case studies were critical in understanding strategies and providing some level of assurance that strategies they have not yet personally tested have proven feasible in other communities.



The City of Portland has a district cooling system that offers on-demand chilled water through an underground distributed piping network to meet the air conditioning and cooling needs for all the buildings of the Brewery Blocks in the Pearl District. Brewery Blocks circa mid 1990s (left). Brewery Blocks circa mid 2000s (right).

*Doing nothing
is not an option.
The longer we do
nothing, the more it
will cost our region
and the nation, both
environmentally
and economically.
Protecting the
environment is
essential for our
economy and our
future.*

Peggy Fowler, CEO
Portland General Electric
The BEST Business Center,
accessed August 11, 2010
bestbusinesscenter.org/about-us/

Tips for implementation

- Consider employment areas that are ready for investment and have plans and policies already aligned around economic development and sustainability.
- Use the Readiness Assessment form to select, refine, and prioritize projects.
- Identify key community and business leaders committed to the success of the selected project area to serve on the core project team.
- Spend enough time refining the project with the core team and identifying the right stakeholders to participate on the project's working group.
- Survey the toolkit to identify eco-efficient strategies and see how other communities have successfully implemented the tools under consideration in the project area.
- Assess strategies through interviews, surveys, and triple-bottom-line assessments even if based on order of magnitude estimates.
- Identify next steps, timing, responsible leads, team members, and required resources for each action item.
- Consider hiring a consultant, engaging Metro, or seeking input from other communities with eco-efficient planning and implementation experience.
- Appoint an independent facilitator to keep the working group on task and encourage decision-making.

Metro

Making a great place

Clean air and clean water do not stop at city limits or county lines. Neither does the need for jobs, a thriving economy, and sustainable transportation and living choices for people and businesses in the region. Voters have asked Metro to help with the challenges and opportunities that affect the 25 cities and three counties in the Portland metropolitan area.

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Metro

600 NE Grand Ave.
Portland, OR 97232
503-797-1839
www.oregonmetro.gov/communityinvestment

- **For more information on implementation of the action plan, contact:**

Port of Portland

7200 NE Airport Way
PO Box 3529
Portland, OR 97208
503-415-6000
www.portofportland.com

- **For more information on the EcoDistricts Assessment Methods, visit:**

www.pdxinstitute.org

- **For more information on examples of eco-efficient employment projects from other communities, contact:**

Partners in Project Green

Toronto and Region Conservation Authority
5 Shoreham Drive
Toronto, Ontario
M3N 1S4
416-661-6600
www.partnersinprojectgreen.com

The Maplewood Project

District of North Vancouver
Sustainable Community Development Department
604-990-2387
www.district.north-van.bc.ca

TaigaNova Eco-Industrial Park

Wood Buffalo Housing and Development Corporation
9011-9915 Franklin Ave.
Fort McMurray, AB T9H 2K4
780-799-4050
www.wbhadc.ca
TaigaNova Development Management Team
780-799-4074
www.taiganova.com

Materials following this page were distributed at the meeting.



Strategic plan

EXECUTIVE SUMMARY
June 2012

Community Investment Initiative Leadership Council of the Portland metropolitan region | as of June 2012

Craig Boretz
Con-way, Inc.

Tom Brian
*Former Washington
County Chair*

Fred Bruning
CenterCal Properties, LLC

John Carter*
Schnitzer Steel Industries, Inc.

Gale Castillo
Hispanic Chamber

Steve Clark
Oregon State University

Angus Duncan
*Bonneville Environmental
Foundation*

Charlie Hales
HDR Engineering, Inc.

Tom Imeson
Port of Portland

Nolan Lienhart
ZGF Architects, LLP

Randy Miller*
*Produce Row Property
Management Co.*

John Mohlis
Construction Trades Council

Marcus Mundy
Mundy Consulting, LLC

Jerralynn Ness
Community Action

Alice Norris
Former Mayor of Oregon City

Deanna Palm
*Hillsboro Chamber of
Commerce*

Harvey Platt
Platt Electric Supply

Joe Rodriguez*
*Former Superintendant
Hillsboro Public Schools*

Carl Talton*
Portland Family of Funds

Joanne Truesdell
Clackamas Community College

Wally Van Valkenburg
Stoel Rives, LLP

Peter Watts
Jordan Ramis PC

Burton Weast, CII Co-Chair*
*Former Clackamas County
Business Alliance*

Wim Wiewel
Portland State University

Karen Williams, CII Co-Chair*
*Carroll Community
Investments, LLC*

Bill Wyatt
Port of Portland

Justin Yuen
FMYI, Inc.

*Steering Committee members

FOR MORE INFORMATION

www.communityinvestmentinitiative.org
info@communityinvestmentinitiative.org

Where we are today

The Community Investment Initiative brings together more than two dozen leaders from the Portland metropolitan area's business, community and public sectors that are committed to building the region's economy by making investments that create and sustain living-wage jobs.

Working with policymakers from Multnomah, Clackamas and Washington counties, the Leadership Council of the Community Investment Initiative developed a comprehensive regional strategy that lays the foundation for a resilient economy by investing in four priority areas:

- Infrastructure such as roads, highways, and water and sewer networks
- Development and redevelopment of available land
- Efficient movement of people and goods across the region
- Twenty-first century school facilities

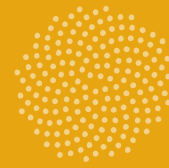
The Leadership Council leverages the power of an extensive regional network of professional relationships to solve problems that hold the region back.

Our shared challenge

Over the last two decades, the quality of life that attracts people and business to the Portland metropolitan region has been slowly declining due to lack of investment. As the 2008 *Regional Infrastructure Analysis* report makes clear, the metropolitan region has insufficient resources to maintain and repair our existing infrastructure and fund new development necessary to support our growing population.

Funds needed just to repair and rebuild the infrastructure that supports our communities are dwindling and inadequate to meet the \$10 billion cost. As our region welcomes an anticipated 625,000 new residents over the next 20 years to Multnomah, Clackamas and Washington counties (within the urban growth boundary), the cost of building needed public and private facilities is estimated to be \$27 to 41 billion. Traditional funding sources are expected to cover only about half that amount.

Overcoming this challenge requires innovative tools and a collaborative approach where regional, local and state elected officials work more closely with the private sector and community-based organizations to achieve our vision for a prosperous regional economy. With support from Metro, the Leadership Council of the Community Investment Initiative has been able to come together and identify where our efforts can make a difference.



Federal investments in infrastructure

Represented as a percentage of the gross domestic product

3%

U.S. infrastructure spending from the 1950s to the 1970s

2%

U.S. infrastructure spending since the 1970s

9%

Infrastructure spending today in China

.....
\$27 to 41 billion

Funds needed to build regional infrastructure over the next 20 years



**THE REGIONAL
INFRASTRUCTURE
ENTERPRISE** will
facilitate strategic
infrastructure
investments to help
communities throughout
the region prosper.



A regional investment approach

Through a regional approach, we can integrate previously separate efforts on infrastructure investment, jobs, development, transportation and equity into a coordinated strategy, allowing us to focus and prioritize our investments using the following guidelines:

INVEST IN REGIONAL OUTCOMES

The Community Investment Initiative's strategic plan is the result of a focused exploration of the challenges to the region's economy and an assessment of the investments most likely to deliver the greatest benefits regionwide. The resulting four strategies offer an integrated investment approach that makes the most of existing and future public resources while achieving the best economic, environmental and social return for the region.

PRIORITIZE INVESTMENTS

Integral to the mission of the Community Investment Initiative is the recognition that the more equitable our region, the stronger its economic performance. This means developing strategies that advance access for residents in all our communities to the social, economic, geographic and educational opportunities the metropolitan region provides. The strategic plan calls for prioritizing community investments that reduce disparities, generate jobs and promote opportunities.

SUPPORT CAPITAL INVESTMENT

The initial focus of the Community Investment Initiative is twofold: to help maintain existing and support new infrastructure by creating a regional investment entity, the Regional Infrastructure Enterprise, and to foster development-ready communities to make the most of our existing urban land.

FOCUS ON UNMET NEEDS

Central to our success is the collaboration and partnership with elected officials, policymakers and community leaders in the development and implementation of the work plans that support the four strategies. The intent of the Leadership Council is to complement local efforts and advocate for regional outcomes that support the infrastructure needs our local communities are not able to address.

PROMOTE INNOVATION

The Community Investment Initiative seeks to make a difference by bringing new tools to infrastructure investment. The Regional Infrastructure Enterprise, as envisioned in this strategic plan, can help facilitate and incent the development of a broad range of projects that can't be delivered with traditional financing. Innovation ensures they will be delivered in a smarter and more efficient way.

What guides us

MISSION

The mission of the Community Investment Initiative is to build the region's economy by investing in infrastructure to support the creation of living-wage jobs.

VISION

The Community Investment Initiative envisions a future where:

- a living-wage job and meaningful opportunities for advancement are available for every member of our labor force
- our regional economy is stable, robust and resilient
- our natural and built environments are cared for and accessible to all
- all community members have opportunities for civic engagement
- our innovative approach to investing in infrastructure, transportation systems, 21st century school facilities and development-ready communities positions our region as a global competitor.

How we measure success

WHAT WILL SUCCESS LOOK LIKE?

To be successful, the Community Investment Initiative must connect the outcomes of its investment actions directly to the vision we seek to achieve. To be accountable in realizing those outcomes, we must track our progress in meeting the milestones identified in our work plans.

- Each work plan will use an Equity Framework to ensure that our strategies remain attentive to existing social, economic, political, and geographic disparities.
- The Community Investment Initiative will measure the impact of direct investments on reducing disparities through job creation and economic development at the community and regional levels.
- The economic indicators outlined by Greater Portland Pulse will be used to guide the work of the strategic plan, with a particular focus on increasing the percentage of households meeting the standard for self-sufficiency.
- The Leadership Council will track progress toward achieving the milestones of the strategic plan with quarterly reports.

LEADERSHIP COUNCIL ROLE

The role of the Leadership Council is to guide and implement the work of the Community Investment Initiative through public/private partnerships to:

- address our region's challenges to economic growth
- convene regional leaders to tap collective experience, knowledge and networks
- develop strategies for addressing deteriorating infrastructure and dwindling resources
- advocate for regional outcomes that support the needs that local communities are not able to address
- support the region's vision for making the most of urban land
- educate our residents on the imperative to invest for our needs today and those of future generations.

How we'll get there

STRATEGIES FOR A PROSPEROUS REGION

Four strategies support the Community Investment Initiative's mission.

1

Invest in the roads, highways, water and sewer networks, and other infrastructure our communities need to prosper

\$10 billion

Funds needed just to repair and rebuild existing infrastructure

Regional Infrastructure Analysis, 2008
Metro

2

Foster conditions that support development-ready communities

18,332 acres

Amount of vacant, buildable land within the region's urban growth boundary

Urban Growth Report 2009-2030
Metro

3

Ensure the reliable and efficient movement of goods and people across the region

\$844 million

Cost to the region per year if transportation systems are not maintained

The Cost of Congestion to the Economy of the Portland Region, 2005
Economic Development Research Group

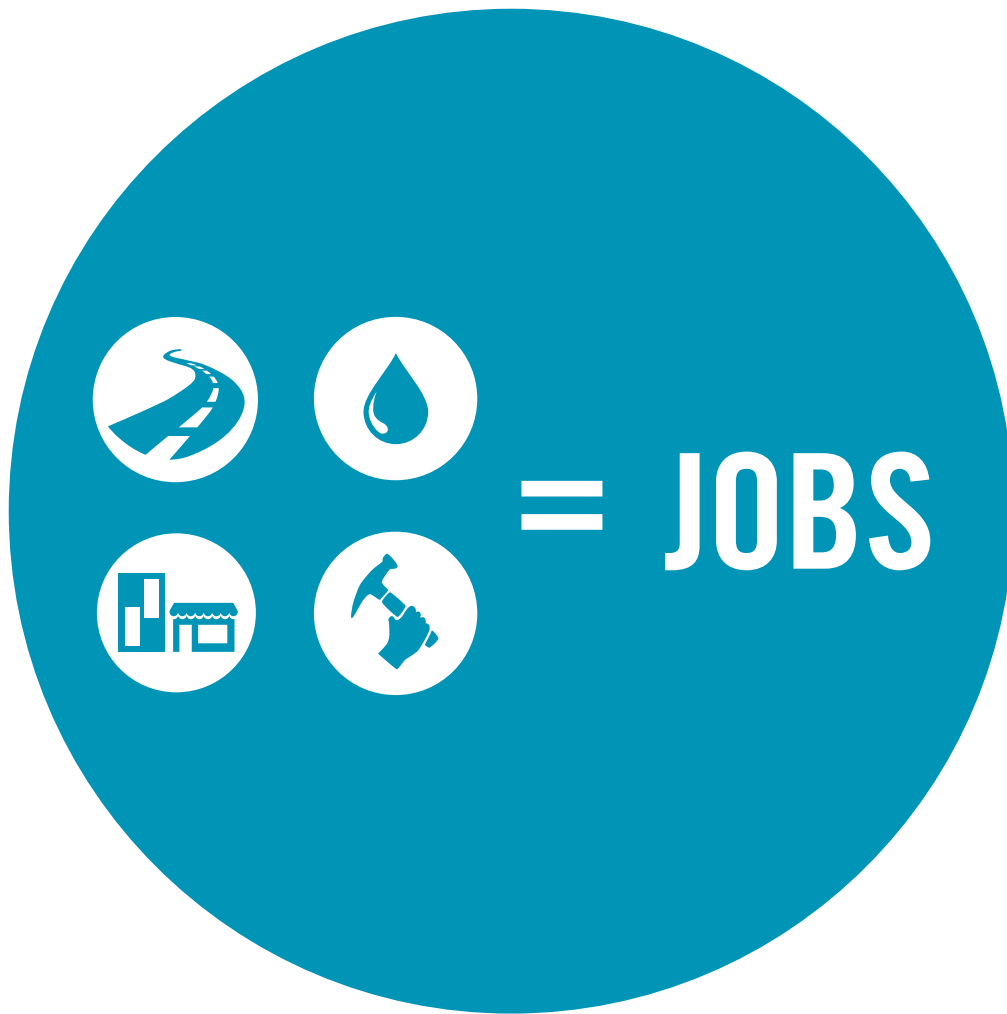
4

Protect and enhance our communities' investments in school facilities and properties, now and in the future

1,003 acres

Number of unused acres of public school property

RLIS School Sites, April 30, 2012
Metro Data Resource Center, Portland, Oregon



STRATEGY ONE

Invest in the roads, highways, water and sewer networks and other infrastructure our communities need to prosper



ACTION

Establish the Regional Infrastructure Enterprise to make and facilitate investments in the Portland metropolitan region and partner with stakeholders to develop a system that optimizes the region's ability to deliver infrastructure projects.

OBJECTIVES

- By June 2012, develop a proposal for the Regional Infrastructure Enterprise based on stakeholder input and other planning efforts in the state, such as the West Coast Infrastructure Exchange.
- By November 2012, work with stakeholders to identify criteria and an initial list of projects in which the Regional Infrastructure Enterprise should invest.
- By February 2013, team with local stakeholders to gain agreement on the functions of the Regional Infrastructure Enterprise as well as governance and structure.
- By February 2013, work with stakeholders to finalize the initial project list for investment through the Regional Infrastructure Enterprise.
- By June 2013, collaborate with elected officials and stakeholders to evaluate and pursue funding sources.
- By June 2014, establish the Regional Infrastructure Enterprise to implement the initial projects list.
- By June 2014, partner with other stakeholders, including the state, to develop statewide legislation and/or create Partnerships Oregon.

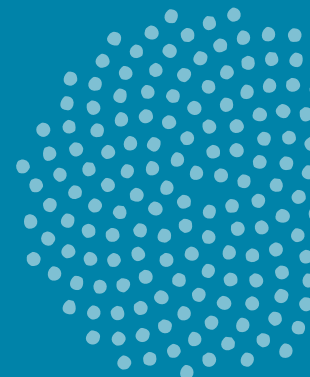
LEADERSHIP COUNCIL ROLE

The Leadership Council will convene critical stakeholders to assess interest, opportunities and barriers for investing in infrastructure. We will act as a sponsor, or the lead voice, in the development of the Regional Infrastructure Enterprise and serve as a partner in efforts at the state level to establish supporting legislation as appropriate. In addition, we'll play an active role in developing associated policies, authorizing legislation, and funding criteria. Finally, we'll take the lead in developing a business plan for the growth of the resources and partnerships, particularly with local governments, needed to support the Regional Infrastructure Enterprise.



KEY PARTNERS

- Community banks
- Community development corporations
- Community development financial institutions
- Economic development groups
- Foundations
- Governor's office
- Local communities
- Metro Council
- Port of Portland and other regional service providers
- Private developers and contractors
- Private financial institutions and nonprofits
- Treasurer's office
- Urban renewal agencies
- Utilities and special service districts





STRATEGY TWO

Foster conditions that support
development-ready communities



ACTION

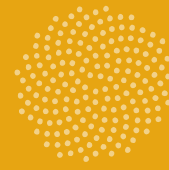
Create a model program that builds capacity within cities and counties to increase investments that result in living-wage jobs.

OBJECTIVES

- By October 2012, identify barriers to development in partnership with local communities and developers, and establish partnerships to support a development-ready communities pilot program to address and reduce these barriers.
- By January 2013, design a development-ready communities pilot program that will address local needs and reduce barriers.
- By January 2014, complete the implementation of the pilot program with local communities.
- By June 2014, evaluate the pilot program and develop a business plan to implement regionwide, if appropriate.

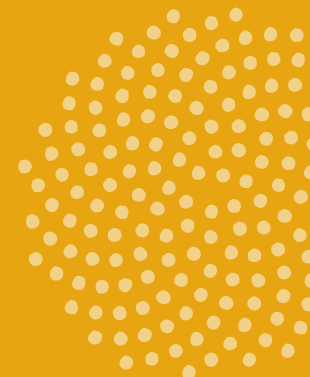
LEADERSHIP COUNCIL ROLE

The Leadership Council will explore regional interest in and need for the program while educating others about successful models that exist in Oregon and throughout the nation. We will advocate for resources to develop and implement the pilot program, and provide business-planning support. If proven successful, we'll advocate for regionwide implementation of the program.



KEY PARTNERS

- Chambers of commerce
- Economic development groups
- Governor's office and state agencies
- Local communities
- Metro Council
- Nonprofit/community development organizations
- Private developers and contractors
- Urban renewal agencies





STRATEGY THREE

Ensure the reliable and efficient movement
of goods and people across the region



ACTION

Partner with state and regional stakeholders to explore additional revenue for transportation infrastructure, and advocate for a series of strategic investments that meet the economic needs of the Portland metropolitan region.

OBJECTIVES

- By June 2013, partner with stakeholders to support the successful passage of a state transportation package that leverages existing revenue sources to improve freight mobility, increase safety, support access to jobs, and reduce congestion and greenhouse gas emissions.
- By June 2013, explore with regional partners potential avenues for improved funding for local and regional connectivity, maintenance and other system needs.
- Continually and publicly support TriMet's efforts to gain control of its long-term finances to restore and expand transit service.

LEADERSHIP COUNCIL ROLE

The Leadership Council will explore the potential for a strategic investment fund by engaging stakeholders to assess interest and political will. We will convene key partners and technical experts to develop policy, potentially participating in the drafting of legislation or ballot measures. Additionally, we will advocate for the transportation investment fund by partnering with stakeholders for program passage and engaging news media through op-eds and editorial boards to garner public support for the measures.



ACTION

Support the state in designing and implementing a regional voluntary Vehicle Miles Traveled pilot program.

OBJECTIVES

- By September 2012, participate in the design of a VMT pilot program for the Portland metropolitan region.
- By May 2013, support Oregon Department of Transportation and other partners in securing authorization and money for the program through legislative and/or administrative means.
- By January 2015, work with partners to evaluate the success of the VMT pilot program and the feasibility of broader use.

LEADERSHIP COUNCIL ROLE

The Leadership Council will partner with the state to explore the feasibility of a VMT pilot program by engaging with stakeholders and convening technical experts to assess interest and political will. We will advocate for the program by partnering with stakeholders to push for pilot implementation, and educate the public through op-eds and other media outlets.

KEY PARTNERS

- Governor's office and state agencies
- Joint Policy Advisory Committee on Transportation
- Local communities
- Metro Council
- Nonprofit advocacy groups
- Port of Portland
- Transportation researchers
- Transportation user groups
- TriMet



STRATEGY FOUR

Protect and enhance our communities' investments in school facilities and properties, now and in the future



ACTION

Support school districts in the development of a strategy to make the most of existing facilities and plan for new infrastructure investments.

OBJECTIVES

- By December 2012, work with three to five school districts to develop a framework for regional long range facility planning.
- By July 2013, evaluate pilot projects and develop strategies to support regionwide school facility planning with key partners.
- By June 2014, work with partners to implement policies that support regionwide school facility planning and prioritize investments in communities most in need.

LEADERSHIP COUNCIL ROLE

The Leadership Council will participate in an exploratory analysis of school facilities with staff and partners and share findings with regional stakeholders. We will act as a convener by bringing together regional school district leadership and Education Service Districts to form a consortium for enrollment projections and to identify future facility investments.

KEY PARTNERS

- Business leaders
- Community colleges
- Community leaders
- Education Service Districts
- Institutions of higher education
- Metro Council
- Portland STEM Center and Portland Metro STEM Partnership
- School districts
- The Oregon Idea



ACTION

Advocate for regional financial support of public post-secondary education in the Portland metropolitan region.

OBJECTIVES

- By January 2013, Portland State University and other partners engage public and key decision-makers in a dialogue about the value of and challenges for public higher education.
- By June 2013, Portland State University and other partners identify potential options to address funding challenges.
- By January 2014, Portland State University and other partners secure support from the general public, businesses, and local government for funding proposal.

LEADERSHIP COUNCIL ROLE

The Leadership Council will support Portland State University in exploring the opportunities for a funding strategy by acting as a sounding board to test new ideas. We may use our connections to advocate for funding and write supportive op-eds and letters.

MPAC April 24, 2013

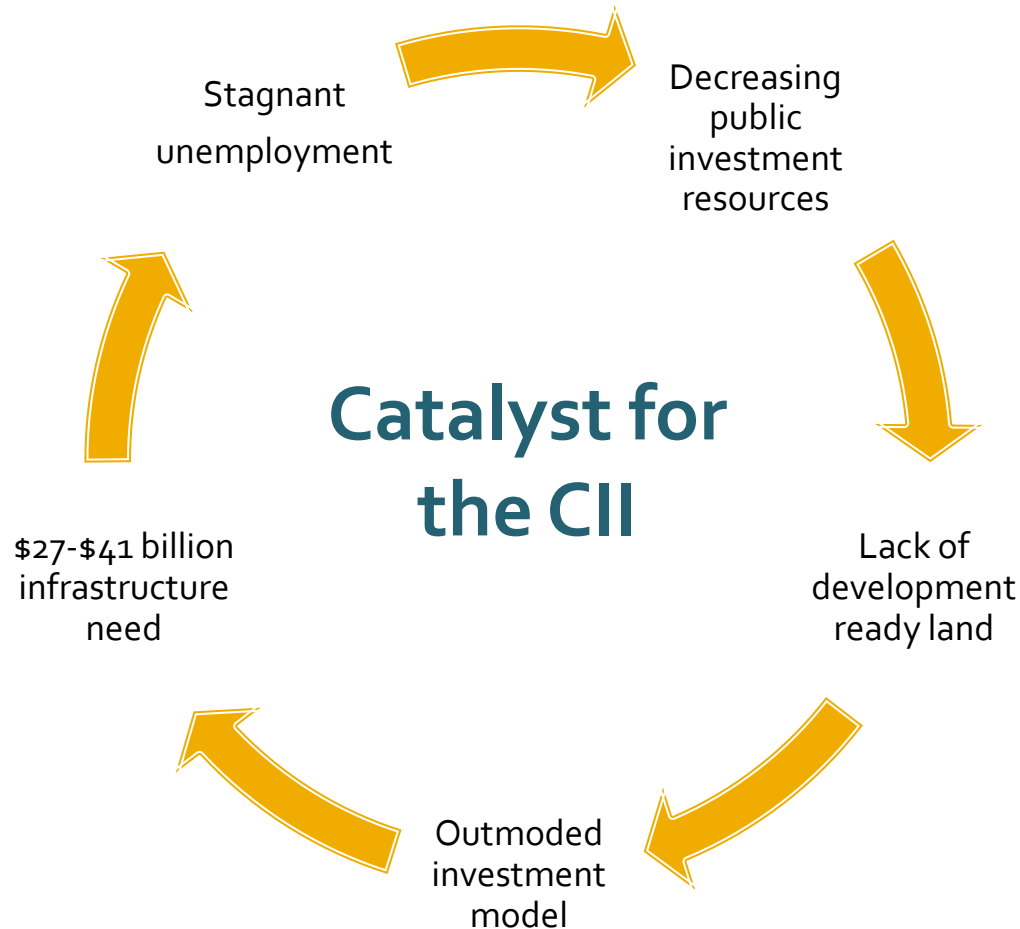
Community Investment Initiative

Tom Imeson

Why are we here?

- Provide information so you may advise Metro on how to proceed regarding the CII's Regional Infrastructure Enterprise (RIE) business plan.

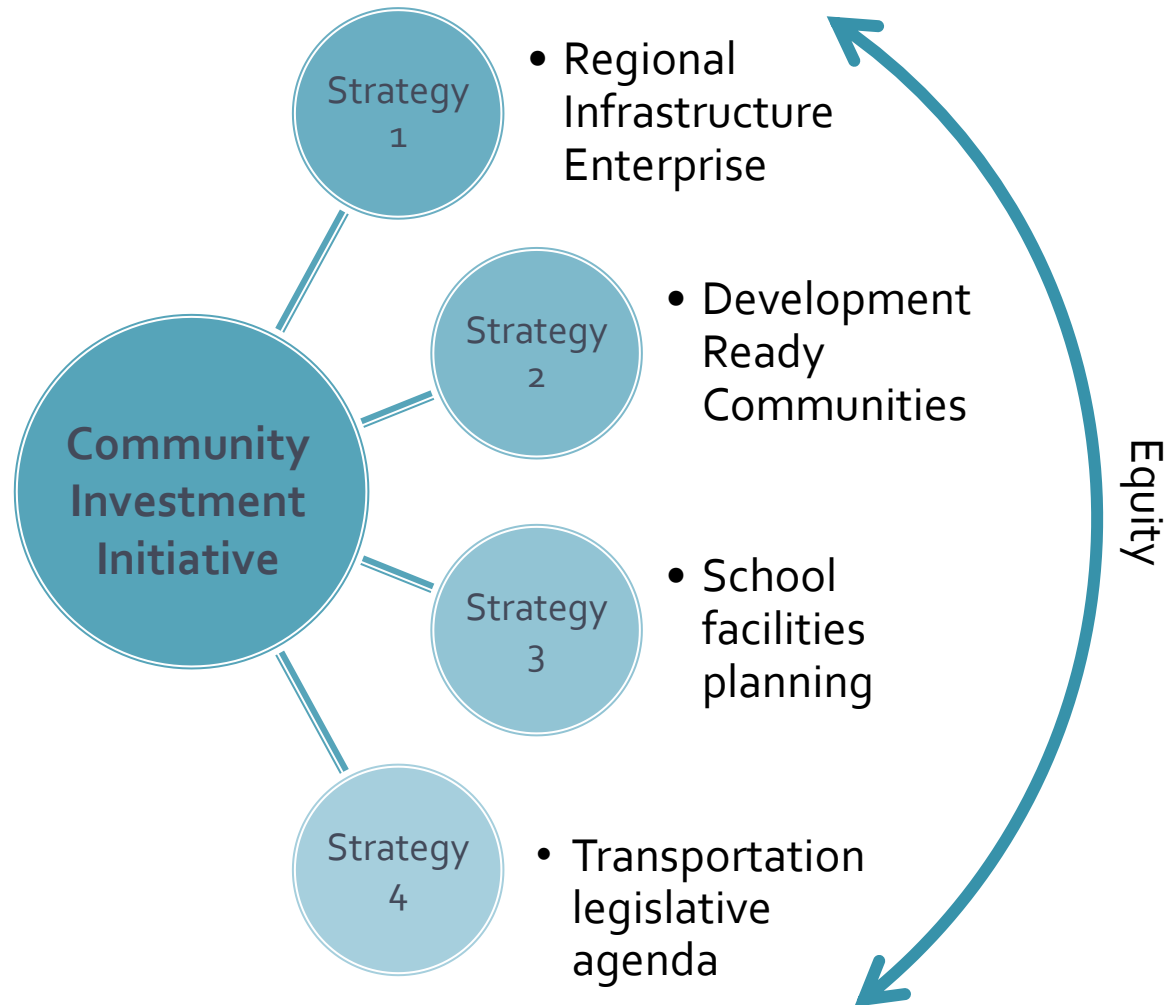
Context: The challenge



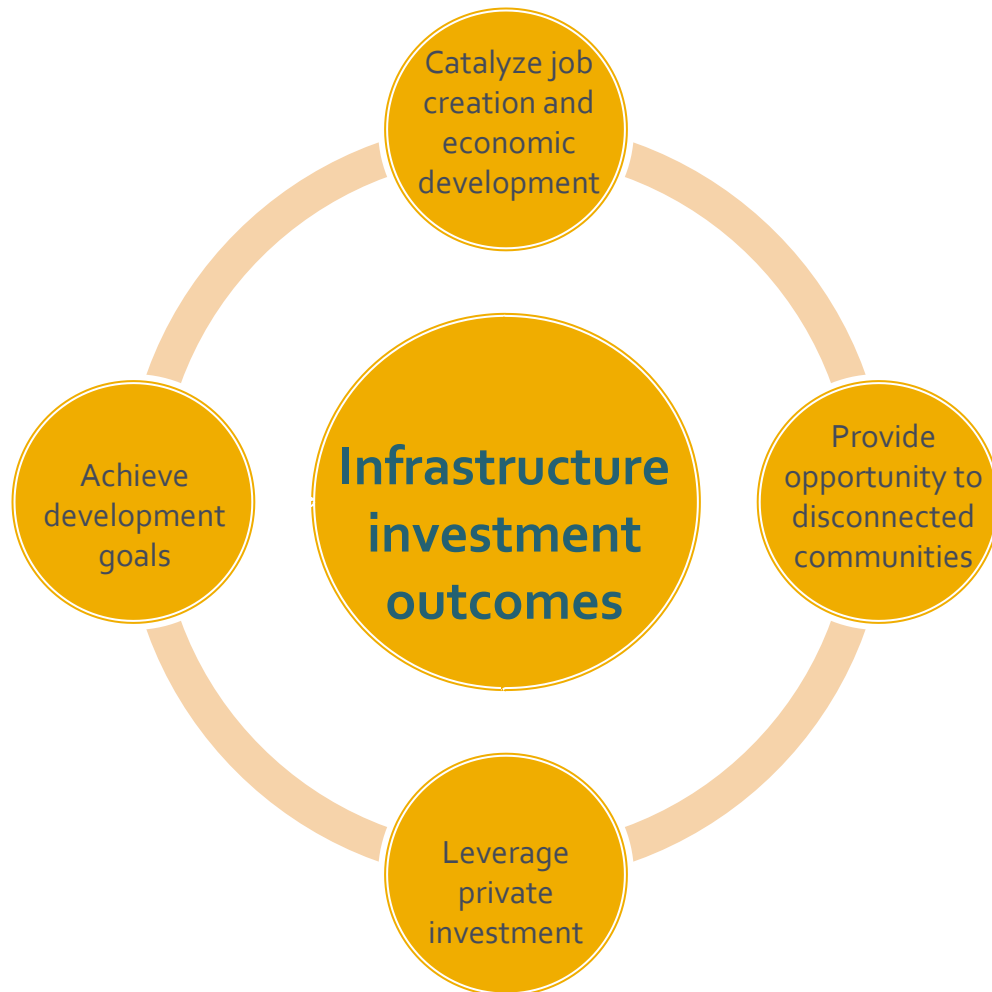
Context: Cost of doing nothing

- The quality of life in our region will suffer now and for future generations
- Decreased competitiveness in attracting new businesses and creating jobs
- Ongoing high rates of unemployment and poverty
- The plans we have for our neighborhoods, towns, and cities won't be realized

Context: CII's key strategies



What is the RIE?



RIE Mission: to facilitate infrastructure investment that catalyzes living-wage job creation, private investment, and economic development (as a targeted component of the infrastructure gap)

Focus areas: urban centers, industrial and employment lands

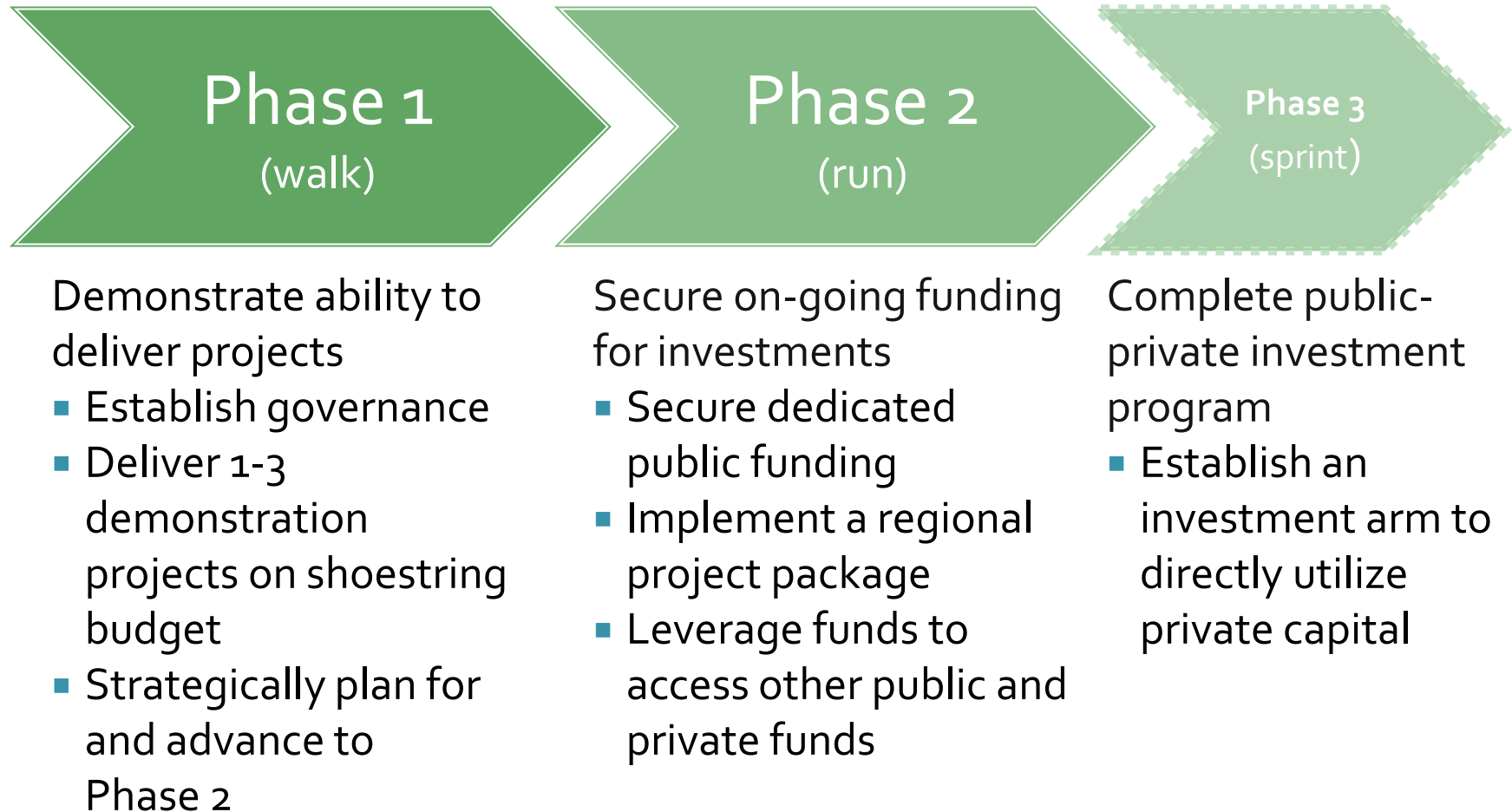
Key questions

- **What** does it do?
- **How** does it do it?
- **Where** does it do it?
- **Who** decides?

What: Functions needed

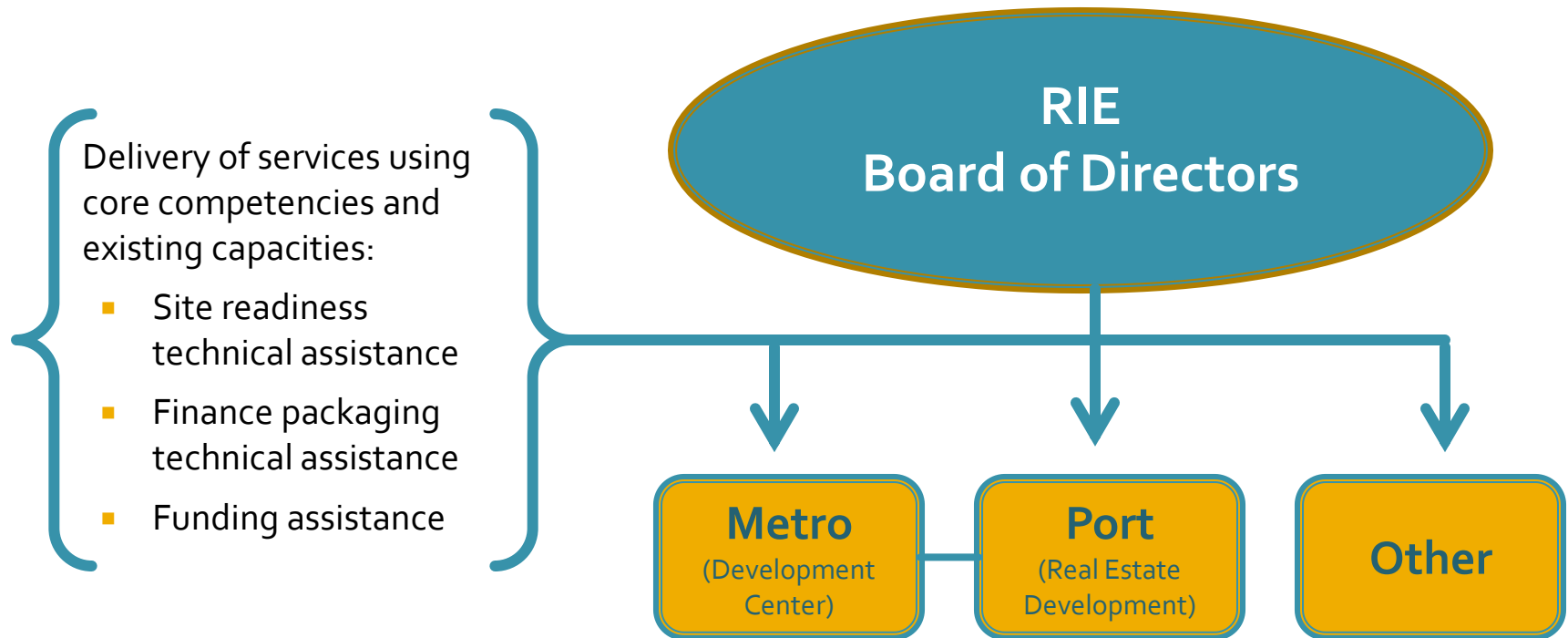
Pre-development technical assistance	Public-private partnerships assistance	Funding
<ul style="list-style-type: none">■ Due diligence■ Feasibility and market analysis■ Regulatory and permitting assistance	<ul style="list-style-type: none">■ Coordinate among partners■ Negotiate development agreements■ Connect private capital	<ul style="list-style-type: none">■ Direct or patient capital■ Grants

How: Phased development



DRAFT CONCEPT

How: Service delivery



DRAFT CONCEPT

Where: Phase 1 demo projects

Characteristics

- **Market ready**
- **Utilize existing resources**
- **Small scale**
- **Short-term completion**
- Align with RIE goal
- Leverage public and private funding
- Demonstrate RIE functions
- Political and local support

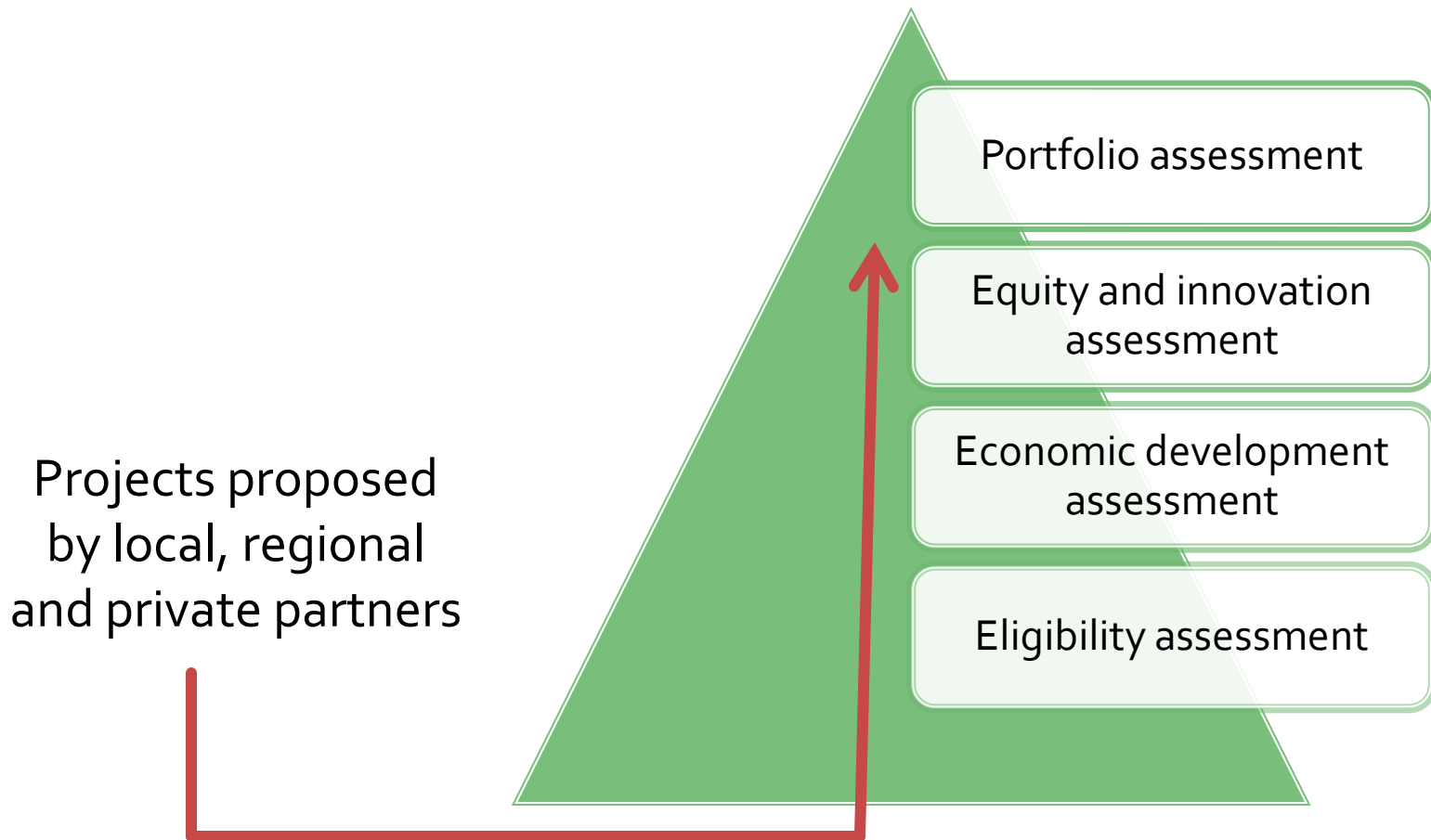


Where: Phase 2 project types

Illustrative examples only

	Public Investment	Public-Private Partnership
Incubation Project	<ul style="list-style-type: none">Develop plans for needed improvements to streets and wetland mitigation needed for shovel ready industrial land	<ul style="list-style-type: none">Negotiate and structure a development agreement for public investments that leverage private investments
Implementation Projects	<ul style="list-style-type: none">Implement and fund improvements to streets and mitigation of wetlands to produce shovel ready industrial land	<ul style="list-style-type: none">Implement development agreements that leverage private investments

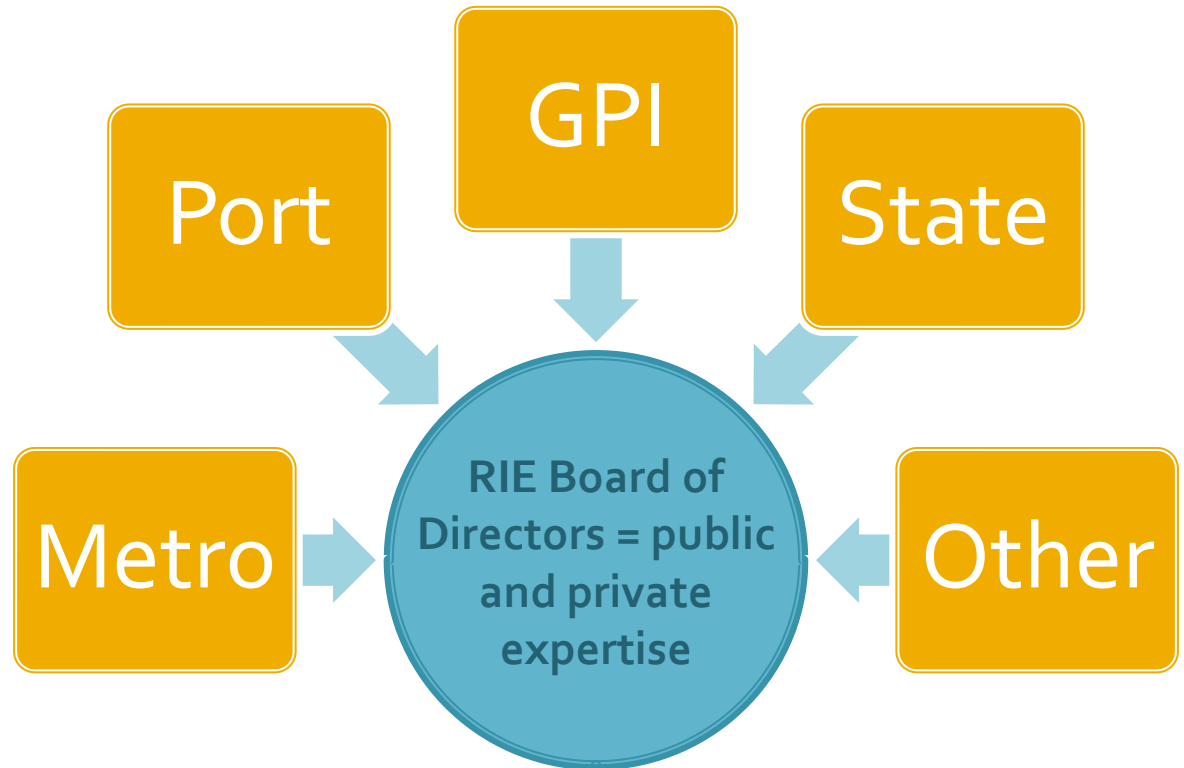
Where: Phase 2 project evaluation



DRAFT CONCEPT

Who: RIE governance

- Public-private Board appointed by key stakeholders (graphic)
- Expertise to support investment decisions
- Strategically selects projects based on RIE funding allocation and capacity



DRAFT CONCEPT

Discussion questions

- Comments on the proposed approach for the RIE?
 - What: Functions that support project delivery not priority setting
 - How: Phased approach establishing RIE
 - Where: Pocus on projects that catalyze jobs
 - Who: Governance composition and skills
- We'll be back in May 8 for a follow-up discussion on this RIE proposal

Tom Imeson – tom.imeson@portofportland.com

Thank you.

4/23/13 - Errata sheet for RTP amendments – displays changes to legislation since MPAC packet was printed

1. Resolution No. 13-4420: City of Beaverton

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

2. Resolution No. 13-4421: City of Portland

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.

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	\$1,484,234 <u>\$1,503,000</u>	PE	State Bike/Ped	2013		\$49,731	\$434,503 <u>\$450,000</u>	\$1,640,000 <u>\$450,000</u>
				Construction	State Bike/Ped	2014		\$102,700 <u>\$157,000</u>	\$897,300 <u>\$896,000</u>	\$1,484,234 <u>\$1,053,000</u>

3. Ordinance No.13-1304: East Metro Connections Plan

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

MAKING A
GREAT
PLACE



2035 Regional Transportation Plan (RTP) Amendments

MPAC

April 24, 2013

Tom Kloster, Metro Transportation Planning Manager

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 DLCD
 - 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

Next Steps?

- Metro Council – May 2
(1st reading & public hearing)
- JPACT – May 9
- Metro Council – May 16
(2nd reading, public hearing & action)



Confronting Atlanta's Challenges: The Atlanta BeltLine



Improved Quality of Life: A way to improve the quality of life for all residents by adding parks, improving transit and encouraging balanced development.

Intown Redevelopment: The largest urban redevelopment project currently underway in the United States.

Complete Communities: A holistic solution for managing Atlanta's growth in a smart way.

Infrastructure Improvement: Atlanta's most important infrastructure investment since Hartsfield-Jackson International Airport.

Connecting Atlanta: A way to connect Atlanta's people and places and improve our quality of life through the visionary use of our rail legacy.

ABI CEO Update

What Is The Atlanta BeltLine- Key Elements



Transit
22-mile loop



Parks
1300 + new acres



Trails
33 miles



Jobs & Economic Development
20 areas, 30k jobs



Affordable & Workforce Housing
5,600 Units



Existing Communities & Historic Preservation






Public Art & Streetscapes

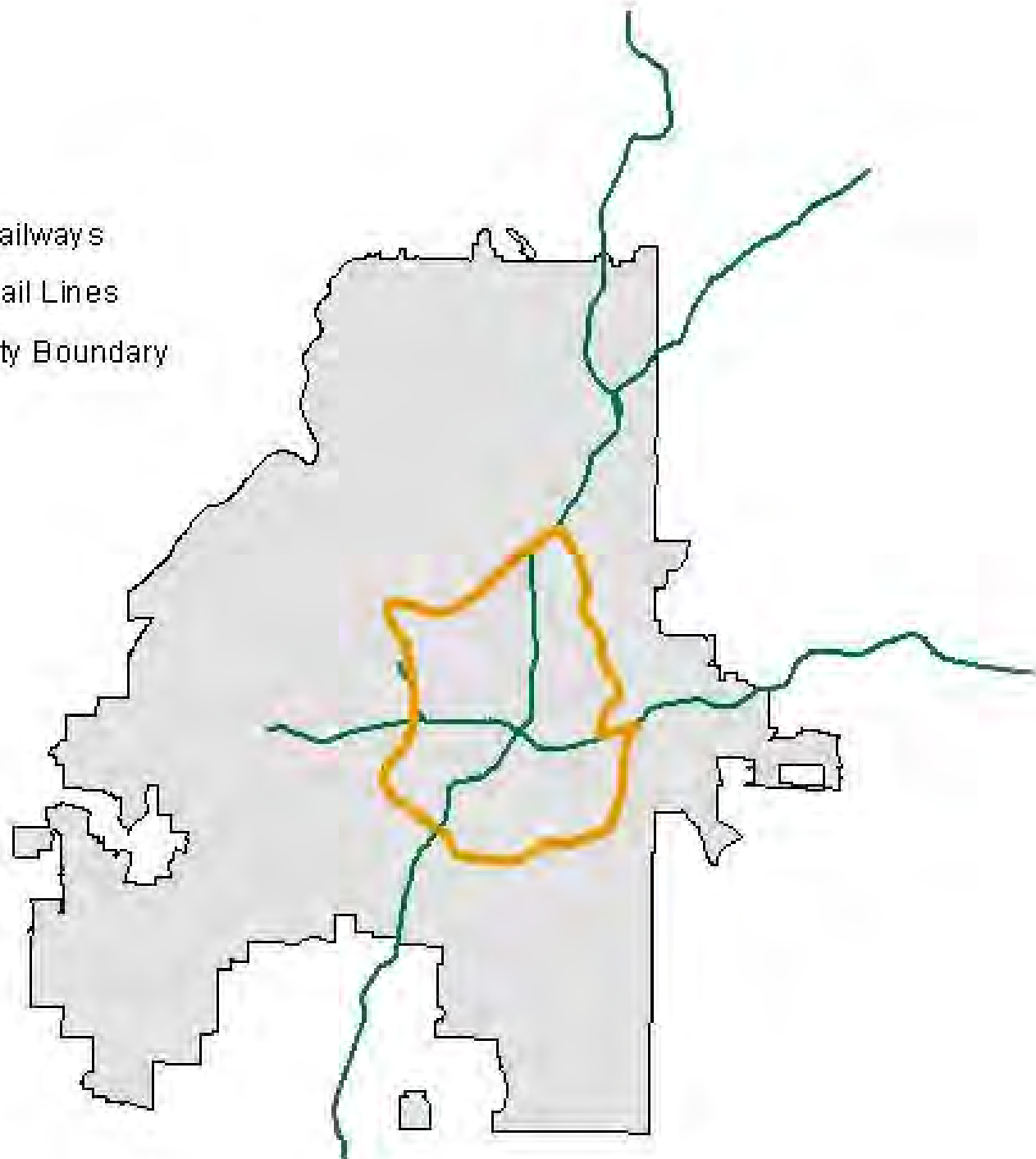


Environmental Clean-up
1100 + acres

Atlanta - MARTA Rail & Beltline Railways

Legend

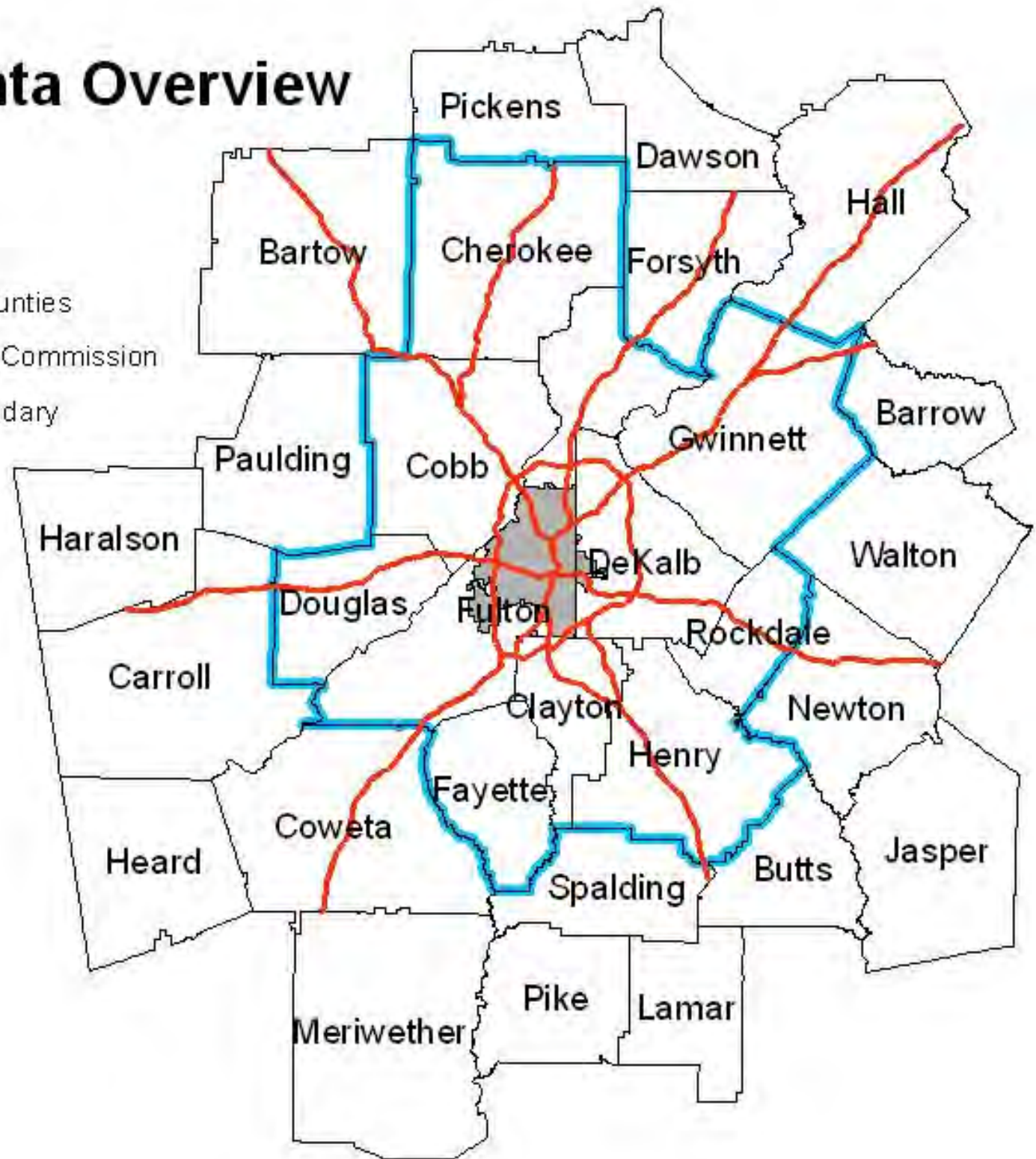
-  Beltline Railways
-  MARTA Rail Lines
-  Atlanta City Boundary



Metro Atlanta Overview

Legend

- Expressways
- Metro Atlanta Counties
- Atlanta Regional Commission
- Atlanta City Boundary

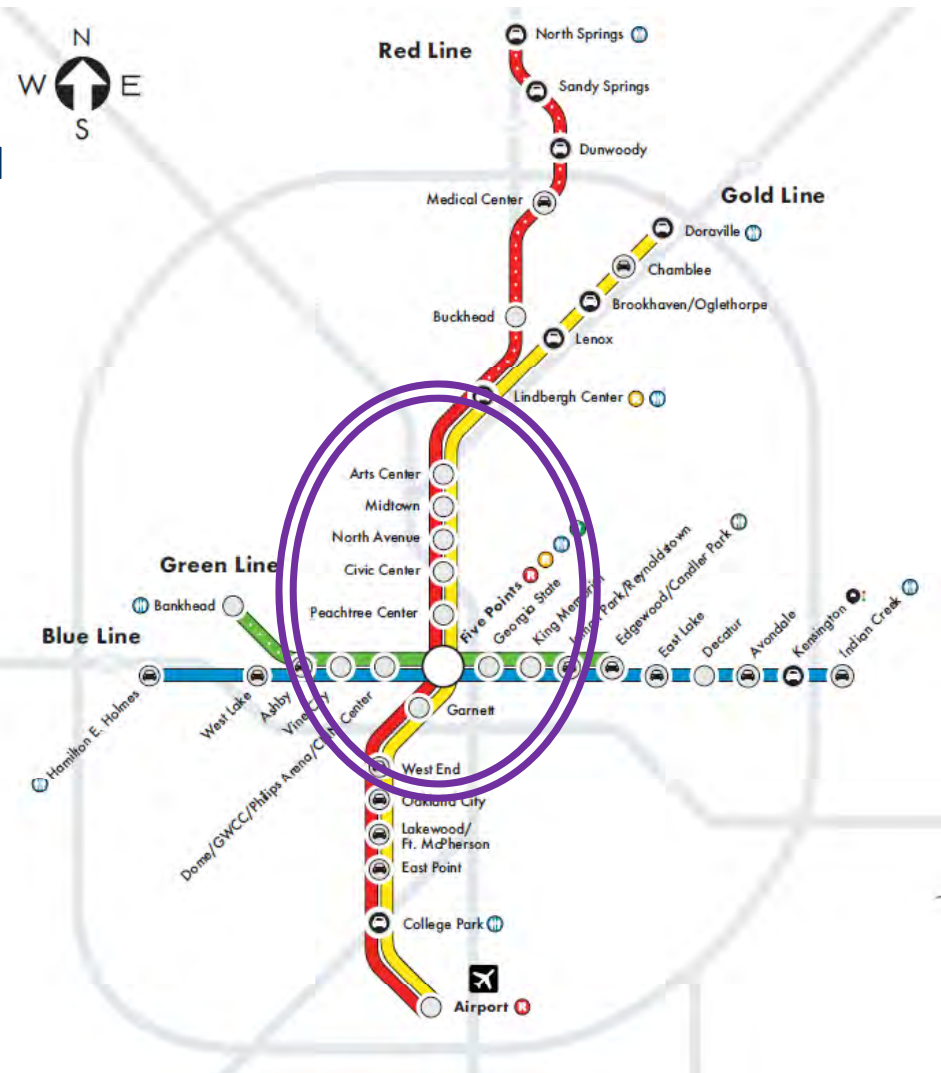


ABI CEO Update

What Is The Atlanta BeltLine?



The Atlanta BeltLine is in the heart of the Atlanta region & utilizes historic freight rail ROW circling the City.



Role of the Atlanta BeltLine Partnership



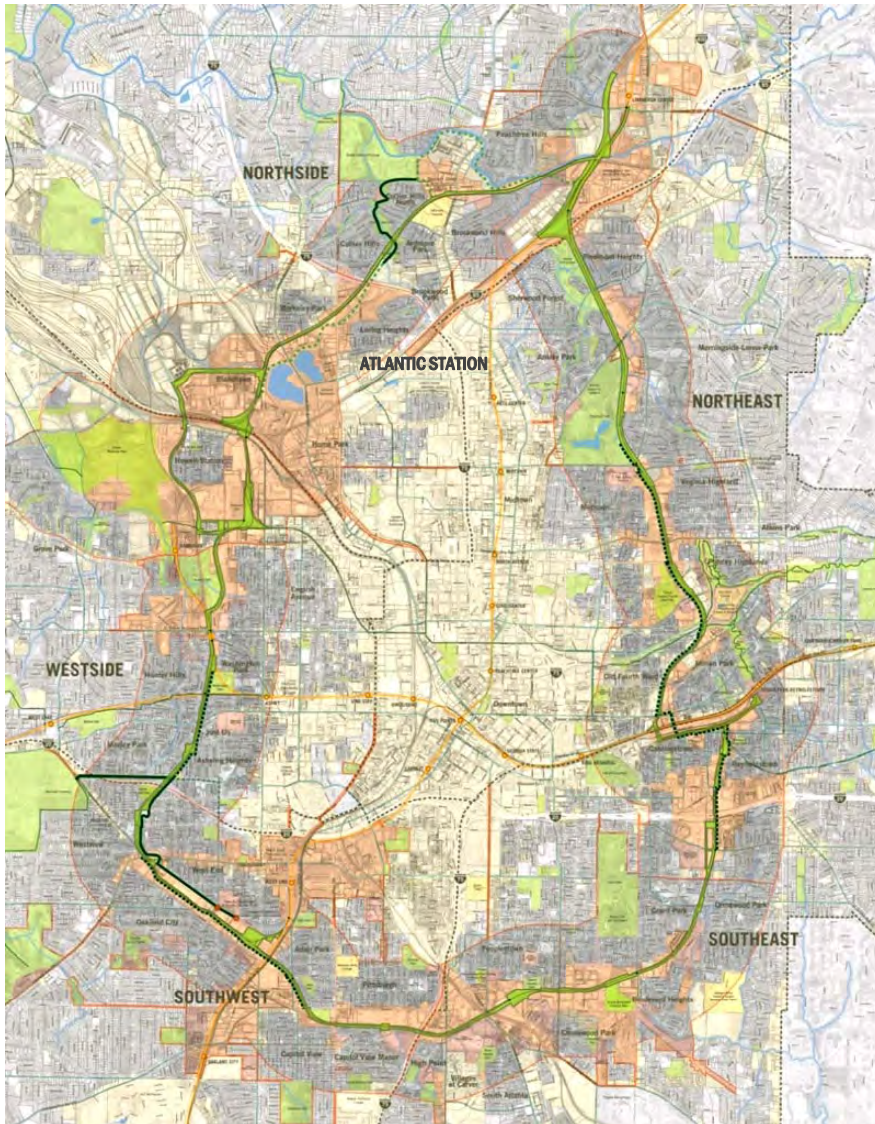
- The Atlanta BeltLine Partnership (ABLP) cultivates broad-based support for the Atlanta BeltLine to thrive through political, economic and social cycles. ABLP is the Atlanta BeltLine's link to the private sector:
 - leveraging private sector resources to ensure the Atlanta BeltLine is implemented successfully;
 - raising awareness to support the public-private redevelopment project; facilitating the removal of roadblocks to its implementation; and;
 - working to mitigate its unintended social impacts.
- The Atlanta BeltLine Partnership accomplishes this via:

<ul style="list-style-type: none"> – Tours – Speakers Bureau – Social media – Website – Direct email 	<ul style="list-style-type: none"> – Fundraising – Government relations – Events – Festivals – Community Land Trust
---	--



ABI CEO Update

Where Is The Atlanta BeltLine?



- Connects **45 neighborhoods**
- **6,500 acre** redevelopment area
- **22% of City of Atlanta population** lives in the Atlanta BeltLine planning area
- **8% of the City's land mass** is inside the Atlanta BeltLine TAD
- **40% increase** in Atlanta's parkland



Eco-efficient Employment

Pilot Projects:

Old Town Hillsboro

Gresham Vista



Metro | *Making a great place*

Eco-efficient
employment
is businesses realizing
economic and
ecological benefits
by utilizing operations
that produce more
with less –
less water, less energy,
less capital, less land,
less waste.

Framework & Process

- Community driven
- Engagement based
- Facilitate decision-making
- Technical assistance



Kick-Off & form
Working Group

Workshop 2:
Screen
Opportunities

Workshop 3:
Assess
Strategies

Workshop 4:
Action Plan
Development

Implementation
Action Plan

A decorative green sidebar on the left side of the slide. It contains faint, overlapping diagrams of ecological systems. One diagram shows a circular flow with labels like 'terrestrial mammals', 'reptiles', 'amphibians', 'mammals', 'invertebrates', and 'wetland core habitat'. Another diagram shows a network of nodes and arrows, with labels like 'land core habitat', 'exchange', and 'habitat linkages'.

Readiness Assessment

- Project/Study Area
- Existing engagement / planning efforts
- Project team capacity
- Community leverage
- Plan and policy alignment
- Market readiness
- Property owner readiness
- Built environment readiness



Evaluation

- Pilot communities satisfied
- Process was right fit
- Built capacity
- Replicable
- Slight refinements suggested
- Independent facilitation necessary



Old Town Sustainable Businesses: City of Hillsboro

Jeannine Rustad





Old Town Working Group

- Peter Brandom, Hillsboro Sustainability
- Karla Antonini, project manager, Hillsboro Economic Development
- Doug Miller, Hillsboro Planning
- Carrie Pak, Clean Water Services
- John Southgate, Hillsboro Area Chamber of Commerce
- Miranda Bateschell, Metro
- Jaime Miranda, M&M Swap Meet
- Jim Feemster, On the Deck
- Adam Wittenberg, Hillsboro SunWest
- Gene Zurbrugg, Zurbrugg Development Co.
- Peter Van Houten, EG Metals
- Jim Collias, Zylight



Various Uses



Industrial Uses



Conflicts with Residential and Industrial Uses





Old Town Vision

- Local businesses and business incubation
- Business network
- Operational efficiencies and development advantages
- Leverages its unique sense of place
- Maintains diverse mix of business and industry

Old Town Priority Strategies

	LOCAL BUSINESS SUPPORT AND INCUBATION	NETWORK FOR OPERATIONAL AND DEVELOPMENT ADVANTAGES	LEVERAGE UNIQUE SENSE OF PLACE
STUDIES & STRATEGIES		<ul style="list-style-type: none"> Stormwater – regional facilities 	
PROGRAMS	<ul style="list-style-type: none"> Small business technical assistance Stormwater – technical assistance/ user guide 	<ul style="list-style-type: none"> Old Town business consortium Small business/ manufacturing directory and/or forum Waste/ byproduct exchange program 	<ul style="list-style-type: none"> Old Town business consortium
CAPITAL IMPROVEMENTS	<ul style="list-style-type: none"> May be identified through technical assistance or business outreach 	<ul style="list-style-type: none"> May be identified through studies or business consortium 	<ul style="list-style-type: none"> May be identified through business consortium; refer to Old Town Community Reinvestment Strategy

Old Town Implementation Action Plan

HILLSBORO OLD TOWN SUSTAINABLE

STRATEGY	PRIORITY	LEAD		IMPLEMENTATION
		RESPONSIBLE PARTY	POTENTIAL PARTNERS	IMMEDIATE ACTIONS
Coordination with Reinvestment Strategy	High	City of Hillsboro Economic Development	City of Hillsboro Planning	Review the IAP for potential investments that could be folded into the investment form process and considered in future evaluations of the Reinvestment Strategy
1. Old Town Sustainable Business Consortium	High	Hillsboro Area Chamber of Commerce	*Old Town business community *City of Hillsboro *Washington County *CWS *County assessor's office (?)	1 Determine level of interest 2 Establish meeting protocols and communication methods 3 Develop and brand a new name for the district 4 Outreach to other businesses 5 Formational meeting - identify immediate priorities
2. Stormwater - Regional Facilities	High	Public Works - City of Hillsboro	*CWS *All property owners *Old Town Consortium members	1 Create sub-basin drainage master plan 2 Communicate with property owners about the sub-basin delineation and opportunities for regional facilities



Old Town Next Steps

- Fold into Reinvestment Strategy
- Coordinate with Chamber of Commerce to:
 - Create Old Town Sustainable Business Consortium
 - Develop small business manufacturing directory and/or forum (citywide)
- Work with Clean Water Services to create a stormwater technical assistance guide for businesses owners and developers
- Maintain and build new partnerships



Gresham Vista Business Park: Port of Portland

Ken Anderton

Port Eco-Industrial Development Studies

Visit to Devens, MA Eco-Industrial Park
Cogan Owens Cogan/Re-Tem

Fall 2011

Port Eco-Industrial Development Strategy
Cogan Owens Cogan/Re-Tem

Oct. 2012

GVBP Eco-Efficient
Employment Implementation
Plan

Metro/Mithun

Jan. 2013

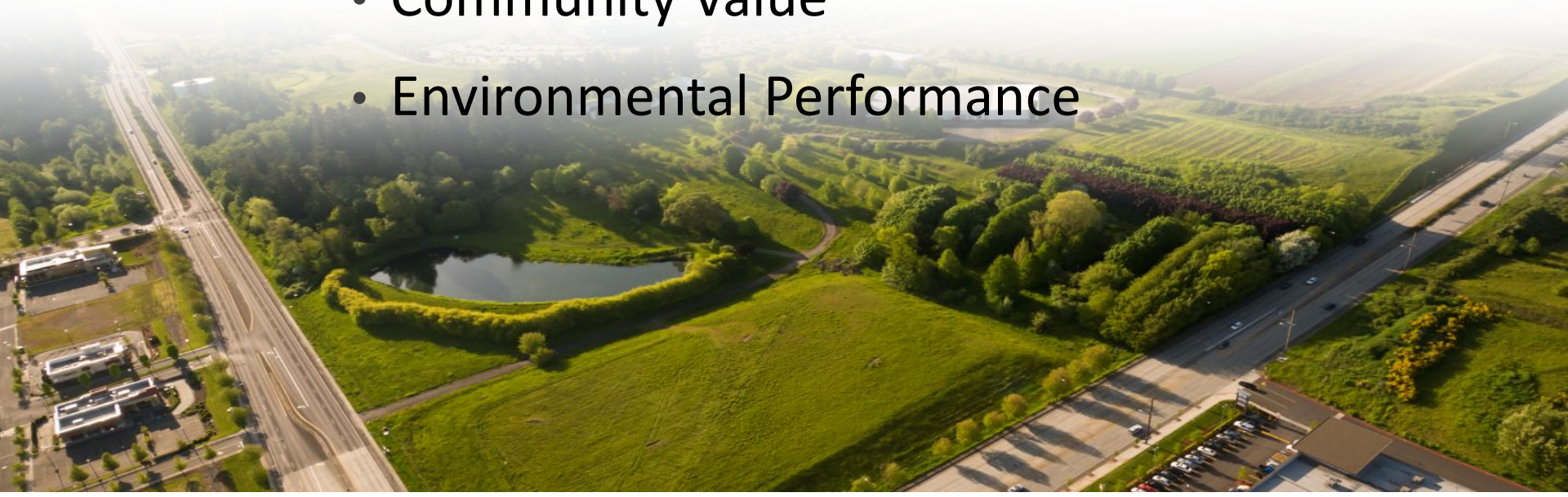
Lot 5 Green v.
Traditional
Infrastructure
Analysis/Concept Plan

Williams Creek

Jan. 2013

Goals for GVBP

- Strong Brand Identity
- Investment Return
- Development and Operational Advantages
- Connectivity and Accessibility
- Community Value
- Environmental Performance



A decorative green sidebar on the left side of the slide. It features a circular diagram with various ecological terms and arrows indicating linkages. The terms include 'terrestrial mammals', 'reptiles', 'amphibians', 'mammals', 'invertebrates', 'wetland core habitat', 'habitat linkages', and 'mammals'. The diagram is composed of dashed lines and solid arrows, creating a complex web of connections.

Takeaways from Cogan Owens

- Understanding of eco-industrial system approach
- Education of Port and City staff on benefits of eco-industrial development
 - Community, environment, business (triple bottom line)
- Opportunity for application for broad eco-industrial development strategy
 - All Port industrial properties
 - Regional Eco-Industrial Development Program
- Immediate opportunity to test concept at GVBP



GVBP Eco-Efficient Action Plan

- Developed Action Plan in partnership with key stakeholders
 - Port, City of Gresham, PGE, Frontier Communications, ON Semiconductor, Metro
- Triple bottom line focus
- Identified goals, criteria, priority strategies, and next steps



GVBP Action Plan

- Stakeholder engagement process key to:
 - Position GVBP as one that is attractive to innovative industries.
 - Leverage on-site assets to realize operational benefits and resource efficiencies for future and current users
- Recommended 3 primary and 4 secondary strategies for evaluation and potential implementation:
 - 1) Integrated site master plan
 - 2) Green infrastructure
 - 3) Development standards and incentives
 - 4) Eco-concierge
 - 5) Water conservation/reuse
 - 6) Waste management
 - 7) District energy



Integrated Site Master Plan

- Comprehensive approach to site:
 - Green infrastructure
 - Water conservation and reuse
 - Waste management
 - District energy strategy
 - Multi-modal site access
- Green stormwater master plan and design standards:
 - Visual buffers surrounding park
 - Berms for adjacent residential property on south side
 - Connectivity

Integrated Site Master Plan

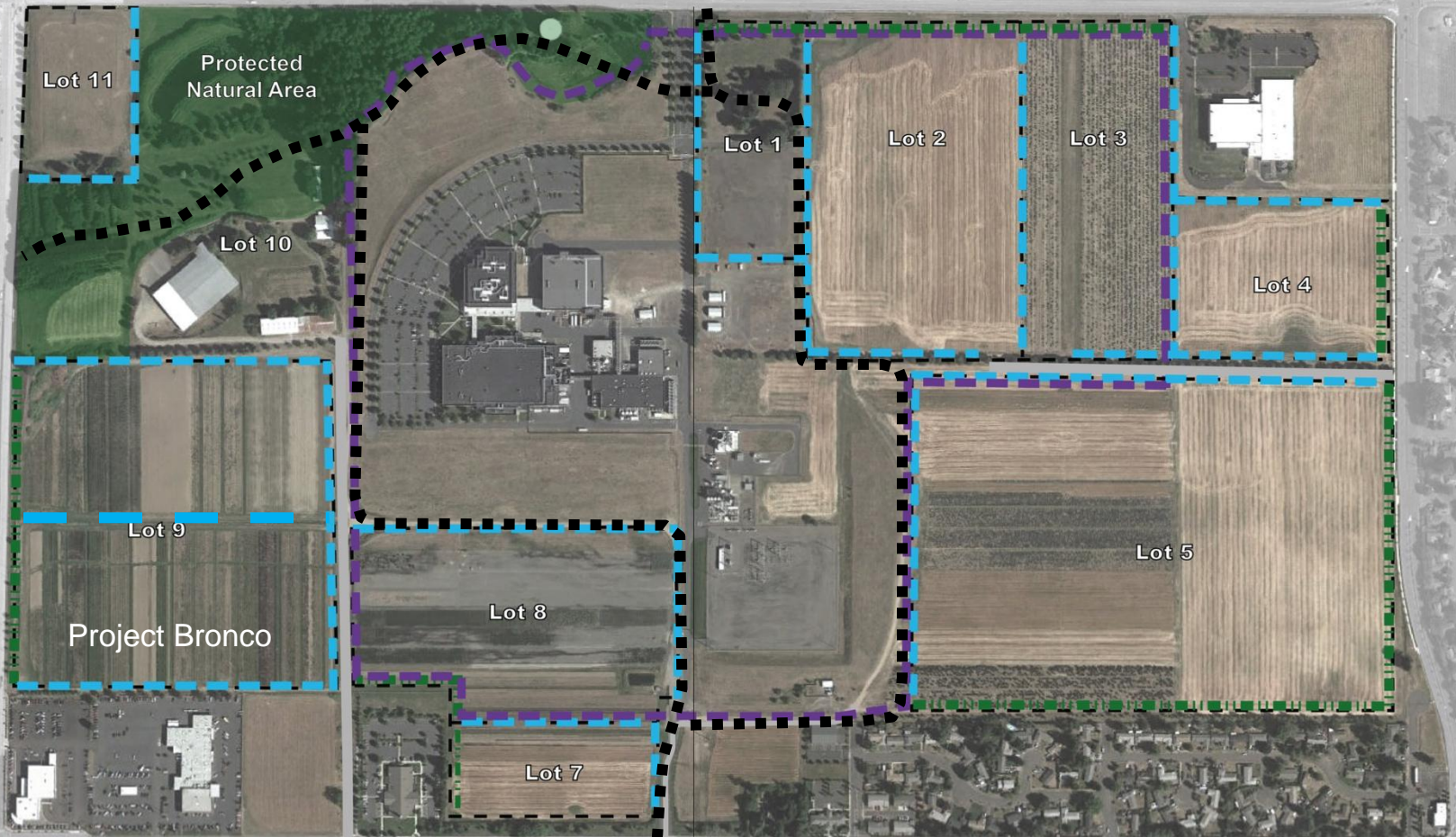
consultant
concept

LOT LINE SWALE BUFFER

RECLAIMED WATER LOOP

PERIMETER SWALE BUFFER

PROPOSED PATHS

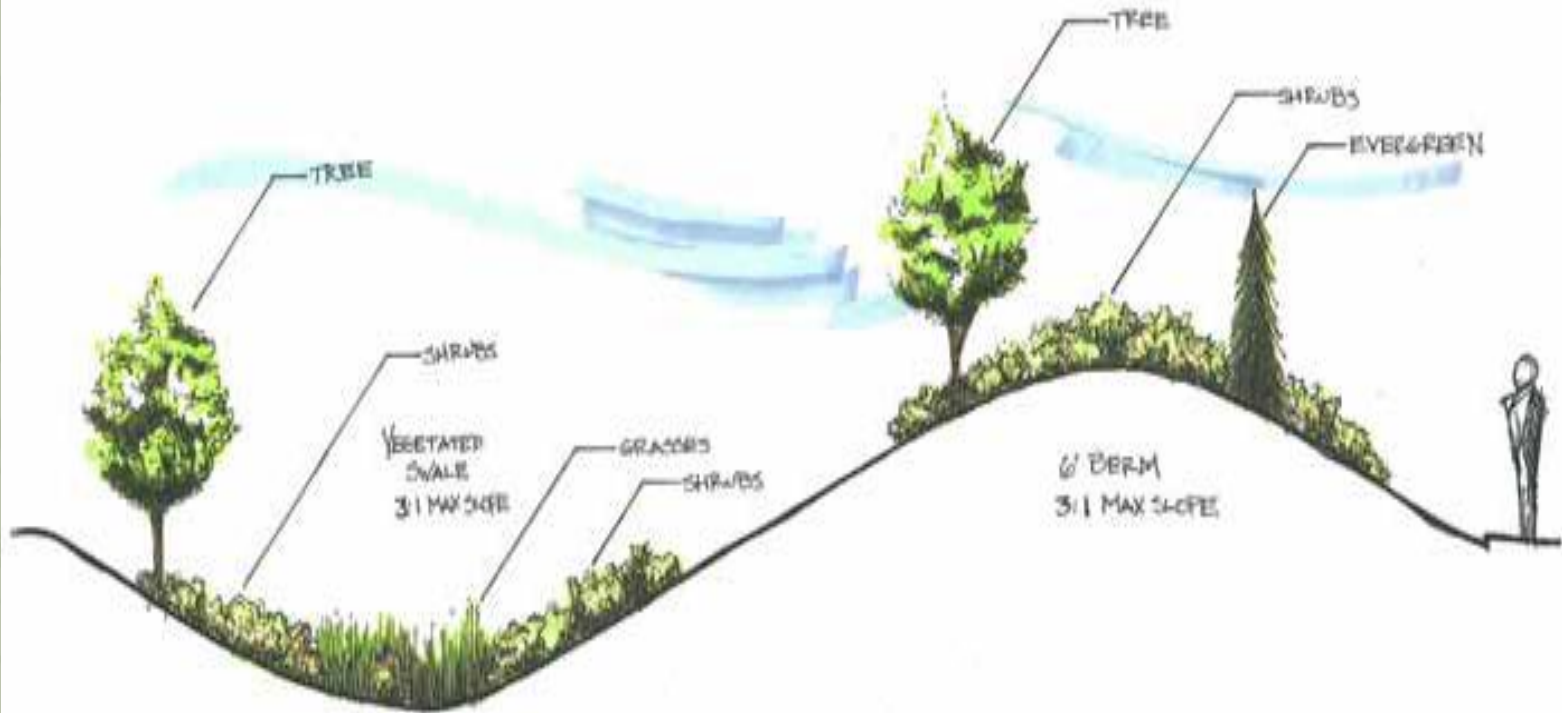




Green Infrastructure

- Port hired Williams Creek to analyze cost of traditional v. green infrastructure for Lot 5
- Determined cost savings for green infrastructure
- Benefits to developing green infrastructure master plan for entire site including connectivity and stormwater park
- Minimizes impact on environment and adjacent residential
- Elevates visibility of the site, may attract sustainable enterprises

Green Infrastructure: Perimeter Swale



Best Practices





Development Standards and Incentives

- Add value and provide certainty for developer
- Green stormwater development and design:
 - Increase developable footprint
 - Expedite stormwater design review and realize construction and operational costs savings
 - Support dual use of setback areas
 - Provide incentives for green infrastructure and LEED buildings
- Other incentives and technical assistance to encourage green building and operational practices (partnership driven)
- EID market analysis and preliminary recruitment plan



Secondary Strategies

Eco-Concierge: Support network for business-to-business collaboration for current/future GVBP and TRIP business partners:

- Reduce development and ongoing operational costs
- Offer operations and technical assistance
- Provide networking opportunities
- Support waste minimization

Water Conservation and Reuse: Innovative and cost effective water strategies including water efficient buildings, district recycled water system and water efficient site irrigation

Waste Management: Net zero waste strategy that could include a GVBP resource collection and monetization pilot

District Energy Strategy: Innovative and cost effective energy strategy that could include energy efficient buildings, district energy system, renewable energy, and energy efficient street lights



GVBP Next Steps

Proceed with implementation and evaluation of 4 of 7 recommended Eco-Efficient Employment strategies

- Metro grant application to support planning and implementation

Integrate concept into ongoing marketing and business development activities

- Stormwater design assistance
- Green energy and process design

Continue work with Metro, City, State, EnergyTrust, ON Semiconductor, and other partnership opportunities

SPRING 2013

GreenScene



Your spring guide
to great places and
green living

www.oregonmetro.gov



listen
watch
touch
identify
investigate
nurture
expand



Metro | *Making a great place*

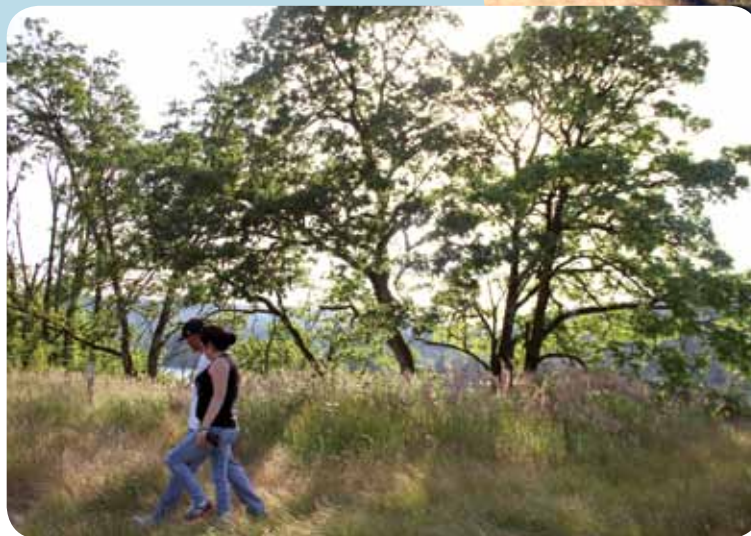
Metro purchases 22 acres at Canemah Bluff, creating a 330-acre natural area above the Willamette River

When out hiking or bird-watching, you might never guess that putting a natural area together can be a bit like assembling a jigsaw puzzle. It is. Land gets purchased and protected piece by piece, sometimes over many years, ultimately creating one cohesive, scenic picture.

And there's no better example than at Oregon City's Canemah Bluff Natural Area, where Metro filled a "hole" this winter, purchasing 22 acres that had split two large areas of voter-protected land into unconnected sections. With the new addition, Metro now owns a continuous expanse of 330 acres overlooking the Willamette River.

"There are very few places where you can get up on a cliff and see upstream and downstream, and in the spring, very few places that have so much camas lily that the place just turns blue," said Metro Councilor Carlotta Collette, who represents that part of the region.

Visitors can already explore more than 100 acres of the natural area, accessing it at Oregon City's Canemah Neighborhood



The view upriver, atop Canemah Bluff

Walkers at Canemah Bluff's oak prairie in early summer

Children's Park. Now, with the connecting purchase, Metro can plan for public access on an additional 200 acres.

Metro purchased the missing parcel at a foreclosure auction in January for \$124,000, capping 17 years of work to protect Canemah Bluff. Land was acquired in 10 separate transactions as opportunities arose. The total investment, using funds from two natural areas bond measures, was just under \$7 million. Purchases made with bond measure funds protect water quality, wildlife habitat and opportunities to enjoy nature. As with

all purchases made with these funds, Metro bought land from willing sellers, at market value.

As Canemah Bluff Natural Area has grown, Metro has worked to welcome visitors. New signs at the park explain Canemah Bluff's history and habitats. A site plan developed with community input calls for more

"I don't think there's any place in the Willamette River basin – and I'm thinking of the whole river basin – that is more spectacular."

Metro Councilor Carlotta Collette

signage and trails, some trail closures, and a safety railing at the steep bluffs above the river.

Last fall, Metro restored Oregon white oak habitat at the bluff by strategically removing trees that competed with the oaks for sunlight and food. The work was part of a statewide effort to reverse the decline of oak woodlands and savannas, which now occupy less than 10 percent of their historic range in the Willamette Valley.

With this gap now filled at Canemah Bluff, Collette said, "This creates a huge, connected piece of habitat."





Metro Councilor Carlotta Collette on a tour at Canemah Bluff Natural Area

Explore historic Canemah from river to bluff

The Canemah Bluff Natural Area, along with the streets of the Canemah Historic District below, make for an “oh-wow!” half day of exploration in one of Oregon’s most intriguing locales.

Begin exploring Canemah Bluff at the Canemah Neighborhood Children’s Park, 815 Fourth Ave., Oregon City. Here, children once attended Canemah School. It closed in 1928 when the town of Canemah was annexed by Oregon City.

Signs around the park tell of the Clackamas people who once lived here, and of their fishing traditions at Willamette Falls. Beyond the park, trails continue along the bluff into the natural area. This prairie habitat was once

the Rakel property, a farm with two springs that were Canemah’s drinking water source until 1928. From March to July, the native wildflower show is at its peak.

The land on the bluff was logged long ago, primarily for steamboat fuel but also for construction of homes and boats, many built in Canemah. On the prairie are spirea and sedges – evidence of vernal pools, water that perches on the impermeable basalt, forming shallow winter pools that persist into early summer.

After traveling along the bluff top with views over the Willamette and across to West Linn, the trail heads away from the river. From here you can explore Cemetery Road, which leads to the private Canemah Cemetery; its graves date to 1864. More trails lead into the natural area’s diverse habitats, including a mixed conifer-hardwood forest, ash forested woodlands and Oregon white oak woodlands.

Good to know

As with any oak habitat, poison oak is present at Canemah Bluff. Even when leaves are absent, its oils can irritate the skin. Avoid walking off-trail and wear long pants. Except for Cemetery Road, which is on private property, dogs are not allowed at Canemah Bluff Natural Area.



Mother’s Day at Canemah

Explore the views and wildflowers of Canemah Bluff this Mother’s Day, May 12 with Metro naturalist Dan Daly. See page 6 for details.

Camas (Camassia). Camas bulbs were an important food of local Native Americans. Many traditional camas gathering sites have been converted to agriculture.

To learn more about Canemah Bluff Natural Area, visit www.oregonmetro.gov/canemah.

To learn more about the Canemah Historic District, visit www.orcity.org/planning/canemah-national-register-district.



Willamette Falls, looking toward Canemah. These falls were a major trade site for Native Americans throughout the Northwest.

Canemah: the backstory

Canemah comes from “canim” or “canoe” in Chinook jargon. Situated just upstream of massive Willamette Falls, the riverside area of Canemah is where hundreds of generations of Native Americans beached their canoes to portage around the falls.

Settlers in Canemah, beginning in 1844 with Absalom Hedges, built warehouses and offered stevedoring and other services to move freight and steamboat passengers around the falls. The area along the river below Canemah Bluff soon became a ship-building and transportation center, with steamboats running between Canemah and upstream farming communities. Names of the earliest settlers, including Absalom Hedges, live on in Canemah street names.

The boom ended in 1873 when the Willamette Falls Locks were built across the river; no longer did freight have to be unloaded upstream and reloaded downstream of the falls. Canemah’s heyday was past. What’s left today is a gorgeous slice of river, old streets, blufftop views and rare habitats.



Metro grant helps launch Adelante Conservación

Habitat restoration, stream and floodplain improvements, and conservation education opportunities are taking shape across the region with support from Metro's Nature in Neighborhoods restoration and enhancement grants. Metro is especially interested in projects like Adelante Conservación that foster innovative partnerships and serve low-income communities and communities of color.

Here, Tualatin Riverkeepers executive director Monica Smiley reflects on planting the seeds of Adelante Conservación – a new collaboration between Adelante Mujeres and Tualatin Riverkeepers that grew from a Metro grant.

Four women gathered around a table in autumn 2012, two Spanish speakers and two English speakers trying to say “Conservación” like it’s a tongue twister. They were meeting for the first time to create Adelante Conservación, a program to blend nature awareness skills with education opportunities for Latinas and migrant youth.

For 10 years, Adelante Mujeres, a Forest Grove nonprofit, has offered education and empowerment programs for Latinas and their children, including English language, kindergarten readiness and leadership programs for middle-school girls.

When Adelante Mujeres wanted to add a conservation component to its education programs, they called their longtime partners at Tualatin Riverkeepers. While Adelante Mujeres has participated in Tualatin Riverkeepers’ environmental education and outdoor recreation programs for 10 years, last autumn’s meeting marked the first time the two

organizations collaborated to build a program to meet their common goals.

Each organization can be classified differently – Tualatin Riverkeepers as environmental, Adelante Mujeres as human services. But both need each other to accomplish their shared values and missions: healthy water and healthy people. In addition to the Metro grant to help launch Adelante Conservación, this partnership has also been fostered by the Center for Diversity and the Environment, a national organization to mentor racially and ethnically diverse leaders in the U.S. environmental movement.

Learn more:

www.adelantemujeres.org

www.tualatinriverkeepers.org

www.oregonmetro.gov/grants

Clear Creek Canyon natural area gets a boost from neighboring school kids



In the city, good neighbors invite you to their holiday party, lend you a tool or bring in the mail while you’re on vacation. At Metro’s Clear Creek Canyon natural area near Carver, neighborly kindness

recently took a different form. In February, students from Springwater Environmental Sciences School helped restore the 580-acre natural area next door. They planted 1,140 Douglas fir trees and 1,000 Oregon grape shrubs – a big boost for Clear Creek. In exchange for their frequent volunteer work, the students benefit from an outdoor learning laboratory that has been protected by two voter-approved natural areas bond measures. Clear Creek is home to Coho and Chinook salmon, deer, coyote, beavers, otters and more.



Learn about Clear Creek Canyon and other Metro natural areas:

<http://ournature.oregonmetro.gov/>

Spring calendar of Metro events



Family Nature Explorers: See what's out there!

Family Nature Explorers is a series of spring-through-fall field trips in Metro's regional parks and natural areas. It is designed for families with children ages 4 and older.

The outings are all about nature, learning and community. Kids meet other kids who like to get down to an eye-level, hands-on relationship with bugs, plants, birds, animal tracks or mushrooms.

Outings are about three hours, one Saturday or Sunday per month. Each covers one or two topics, plus any nature experience that presents itself that day. Many trips are to areas that are not yet open to the public. Some walking is off-trail. Metro supplies equipment and first aid supplies. See the calendar for details on upcoming outings.



Wetlands bird walks

9 to 11:30 a.m. Saturdays, April 13 and June 22
During spring about 30 bird species migrate through Smith and Bybee Wetlands or join year-round residents for nesting. From April through June, migration and nesting peak. Learn to identify birds by sight and song with Metro naturalist James Davis. Bring binoculars or borrow a pair on site. Suitable for ages 10 and older. Registration and payment of \$6 per adult or \$11 per household required in advance; see page 7.

Wetlands painted turtle walks

1 to 2:30 p.m. Saturdays, April 13 and June 22
Smith and Bybee Wetlands is home to one of the state's largest Western painted turtle populations. See these beautiful reptiles with the help of Metro naturalist James Davis. Take a close look with a telescope, learn about the turtles' natural history and examine turtle shells found in the wetlands. Suitable for ages 5 and older. Registration and payment of \$6 per adult or \$11 per household required in advance; see page 7.

Family Nature Explorers – Mount Talbert Nature Park

10 a.m. to 1 p.m. Saturday, April 20
Travel to a lava butte near, of all things, Clackamas Town Center! Mount Talbert's forest habitats are spectacular with wildflowers like fawn lily and blue iris. Join Metro naturalist James Davis at this beautiful island of nature at a time when bird activity hits a peak. Mount Talbert also offers good animal tracking. Suitable for ages 4 and older. Registration and payment of \$11 per family required in advance; see page 7.

Polar bear talk

7 to 8 p.m., Thursday, April 25
In this after-hours talk at the Oregon Zoo, learn about maternal den studies from world-renowned polar bear researcher Dr. Tom Smith of Brigham Young University and Polar Bears International. Suitable for all ages. \$10 or \$8 for zoo members and students with valid ID. Optional drop-off class for ages 6 to 12 for additional fee. Register at oregonzoo.org.

Spring bird walks on Cooper Mountain

8:30 to 11:30 a.m. Saturdays, April 27 and June 1
Spring is the easiest time to see and identify birds of Cooper Mountain Nature Park: they are in their best breeding plumage and singing up a storm. Beginning and intermediate birders, join Metro naturalist and expert birder James Davis. Bring binoculars or borrow a pair on site. Dress for standing on an open hilltop (think: cold wind). Suitable for ages 10 and older. Registration and payment of \$10 required in advance; call 503-629-6350. *Metro with Tualatin Hills Park & Recreation District*

Looking for lazulis and lilies

10:30 a.m. to 12:30 p.m. Sunday, April 28
At Cooper Mountain Nature Park, controlled burns mean a proliferation of native wildflowers. Explore the mountain's flowers with Metro naturalist and animal tracker Deb Scrivens. Search for the elusive lazuli bunting or Western bluebird. Suitable for all ages. Terrain is somewhat steep in places. Children must be accompanied by a registered adult. Registration and payment of \$10 required in advance; call 503-629-6350. *Metro with Tualatin Hills Park & Recreation District*

Family Nature Explorers – Clear Creek Canyon

10 a.m. to 1 p.m. Saturday, May 4
Explore this 580-acre jewel "behind the scenes" with a Metro naturalist. Search its prairies for interesting plants and bugs and look for river otter or wild salmon in Clear Creek. Some off-trail walking. Suitable for ages 4 and older. Registration and payment of \$11 per family required in advance; see page 7.

Blooms for beginners

5:30 to 6:30 p.m. Monday, May 6
Would you like to be able to identify common trees and shrubs? Join Metro naturalist Deb Scrivens to tour the Oregon Zoo after hours and get hands-on with native plants. Ride MAX to the Washington Park station, or park at the zoo for \$4. Suitable for all ages. Registration and payment of \$6 per person or \$11 per household required in advance; see page 7. ♿

Mother's Day birds and blooms – Oxbow Regional Park

1 to 3 p.m. Sunday, May 12
Instead of taking flowers to your mom, why not take her to the wildflowers? Hike with Metro naturalist Deb Scrivens through Oxbow's forests to see and learn about common woodland wildflowers. Terrain is steep in places. Suitable for all ages. Children must be accompanied by a registered adult. \$5 per vehicle (\$7 per bus) fee. Registration and payment of \$6 per person or \$11 per household required in advance; see page 7.

Mother's Day birds and blooms – Canemah Bluff Natural Area

1 to 3 p.m. Sunday, May 12
Walk with Metro naturalist Dan Daly and learn about common wildflowers. Enjoy the serenade of nesting songbirds and views of the Willamette River and historic Canemah Cemetery. Bring binoculars or borrow a pair on site. The walk covers 2 miles over uneven trails, mostly flat with some inclines. Suitable for ages 6 and older. Children must be accompanied by a registered adult. Registration and payment of \$6 per person or \$11 per household required in advance; see page 7.

Sandy River Spey Clave

All day Friday to Sunday, May 17, 18 and 19

Come to Oxbow Regional Park for the largest gathering of anglers devoted to two-hand fly rod fishing in the western hemisphere. Enroll in the free Spey casting college. View on-the-water demonstrations. Meet Northwest fly fishing legends. Free with a \$5 per vehicle (\$7 per bus) fee. Want to camp at Oxbow? Visit www.oregonmetro.com/oxbow for details about online reservations. Pets and alcohol are not allowed in Metro parks or natural areas. For information, visit www.flyfishusa.com/spey-clave. *Fly Fishing Shop with Metro*

Animal tracking workshop

10 a.m. to 1:30 p.m.
Saturday, May 25

Oxbow Regional Park is a tracker's paradise in spring, when beavers, otters, fox, mink, mice and deer leave their stories in the sand. With practice, beginners can learn to read the ground like an open book. Seasoned tracker Terry Kem covers basics of track identification and awareness skills needed to watch wildlife at close range. Suitable for all ages. \$5 per vehicle (\$7 per bus) fee. Registration and payment of \$11 per adult required in advance; see page 7.

Drop-in family fun at Blue Lake Natural Discovery Garden

1 to 5 p.m. Fridays, Saturdays and Sundays, May 31 through Sept. 1

Gather ideas to make your yard pesticide-free, safe and fun for kids, songbirds, lakes and streams. All ages can explore an active worm bin, dig for "fossils," discover, rub and sniff plants, find the softest leaves, and see what wildlife have to say about natural gardening. Come for the garden and stay to enjoy the park's many recreational activities. Free with \$5 per vehicle (\$7 per bus) fee, free for bicycles and pedestrians.



Backyard Makeover exhibit at the Oregon Zoo

10 a.m. to 2 p.m. Fridays through Mondays, May 31 through Sept. 30

Enjoy family activities in a wildlife-friendly garden tucked between the Insect Zoo and Lorikeet Landing, and learn how to cultivate native habitat in your own backyard with guidance from Oregon State University Extension Service Master Gardeners. Kids can dig in a worm bin and play games. Activity books and crayons are available when the exhibit is staffed, along with free publications that help you protect kids, pets, water and wildlife while growing a healthy and abundant yard. Free with zoo admission. Ride MAX to the Washington Park station, or park at the zoo for \$4.



Family Nature Explorers – Oxbow Regional Park

10 a.m. to 1 p.m. Sunday, June 23

Bring your family into the woods for nature games with Metro staff and volunteer naturalists. Kick off your shoes, run in the grass, use your "owl eyes," stalk like a fox and play "nutty squirrels." Suitable for ages 4 and older. \$5 per vehicle (\$7 per bus) fee. Registration and payment of \$11 per family required in advance; see page 7.

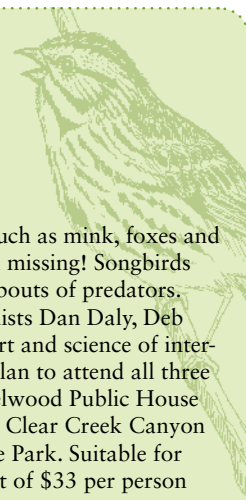
Bird language series

7 to 9 p.m. Thursday, April 18

8:30 a.m. to noon, Saturday, April 20

8:30 a.m. to noon, Sunday, May 5

Would you like to see more wildlife, such as mink, foxes and owls? Start seeing what you've been missing! Songbirds are in constant dialogue about the whereabouts of predators. You can learn their language. With naturalists Dan Daly, Deb Scrivens and Patty Newland, explore the art and science of interpreting bird movements, songs and calls. Plan to attend all three sessions. The introductory class is at Laurelwood Public House and Brewery. The last two are field trips at Clear Creek Canyon natural area and Cooper Mountain Nature Park. Suitable for teens and adults. Registration and payment of \$33 per person required in advance; see page 7.



Wetlands wildlife explorations

Want to explore the natural wonders of Smith and Bybee Wetlands but don't have a boat? We've got you covered! NW Discoveries provides boats, paddles and personal flotation devices while Metro naturalist James Davis offers tours featuring the wetlands' wildlife and natural history. Expect to see big birds like bald eagles, osprey and great blue herons.

Kayak tour

8:30 to 11:30 a.m. Saturday, May 11

Some kayaking experience recommended. Suitable for ages 14 and older; paddlers under 17 must be accompanied by an adult. All kayaks are solo except for a few tandem kayaks available upon request. Registration and payment of \$25 per person required two weeks in advance; see page 7.

Canoe and kayak tour

8:30 to 11:30 a.m. Saturday, June 8

Select a solo or tandem kayak or two-person canoe. Two adult canoers can add up to two children to ride in the middle. Registration and payment of \$25 per adult (ages 14 and older) and \$5 per child (ages 5 to 13) accompanied by paid adult required two weeks in advance; see page 7.

Canoe bimiran tour

12:45 to 3:15 p.m. Saturday, June 8

A bimiran – two canoes lashed together with 2 x 6 boards – creates a stable pontoon boat, perfect for young children and inexperienced or nervous paddlers. Registration and payment of \$10 per adult (ages 14 and older) and \$5 per child (ages 5 to 13) accompanied by paid adult required two weeks in advance; see page 7.

How to register for Metro nature activities

For all events (except those listed with a phone number), register and pay online by visiting www.oregonmetro.gov/calendar. Find your event by searching or browsing and then follow the instructions.

Questions?

Call 503-220-2781.

Get out there!

Blue Lake Regional Park

20500 NE Marine Drive, Fairview
503-665-4995 option 0

Cooper Mountain Nature Park

18892 SW Kemmer Road, Beaverton
503-629-6350

Graham Oaks Nature Park

11825 SW Wilsonville Road, Wilsonville
503-665-4995 option 0

Howell Territorial Park

13901 NW Howell Park Road, Sauvie Island
503-665-4995 option 0

Metro's Natural Techniques Garden

6800 SE 57th Ave., Portland
503-234-3000

Mount Talbert Nature Park

10695 SE Mather Road, Clackamas
503-742-4353



Cooper Mountain Nature Park

C. Bruce Forster photo

Oregon Zoo

4001 SW Canyon Road, Portland
www.oregonzoo.org
503-226-1561

Oxbow Regional Park

3010 SE Oxbow Parkway, east of Gresham
503-663-4708

Smith and Bybee Wetlands Natural Area

5300 N. Marine Drive, Portland
503-665-4995 option 0

MAKING A GREAT PLACE



Clean air and clean water do not stop at city limits or county lines. Neither does the need for jobs, a thriving economy, and sustainable transportation and living choices for people and businesses in the region. Voters have asked Metro to help with the challenges and opportunities that affect the 25 cities and three counties in the Portland metropolitan area.

A regional approach simply makes sense when it comes to providing services, operating venues and making decisions about how the region grows. Metro works with communities to support a resilient economy, keep nature close by and respond to a changing climate. Together we're making a great place, now and for generations to come.

Metro Council President

Tom Hughes

Metro Council

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

On the cover

Camas bloom. Girls plant a Douglas fir at Clear Creek Canyon natural area.

If you have a disability and need accommodations, call 503-972-8543, or call Metro's TDD line at 503-797-1804. If you require a sign language interpreter, call at least 48 hours in advance. Activities marked with this symbol are wheelchair accessible:

Bus and MAX information

503-238-RIDE (7433) or www.trimet.org

To be added to the GreenScene mailing list or to change your mailing information, call 503-797-1650 option 2.

Stay in touch with news, stories and things to do.

www.oregonmetro.gov/connect



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Jerome Hart photo

Ready, set, reserve

Oxbow Regional Park is now offering online camping reservations through Metro's new partnership with the State of Oregon Parks and Recreation Department. Reserve your spot at scenic Oxbow Regional Park with one mouse click. Campsites can be reserved up to nine months in advance. Visit the new online reservation system at www.oregonmetro.gov/oxbow or call Reservations NW at 1-800-452-5687.

Find your next adventure

Discover the adventures outside your door, and check out upcoming classes, walks, tours and events on The Intertwine's searchable, interactive map and easy-to-use calendar.

Enter the portal to nature in the city:
www.theintertwine.org



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More biology, less chemistry.

Keep your family and your
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As gardening season starts up, you want to protect your plants from bugs, weeds and diseases. Be sure to protect your family and your pets, too.



Metro and Oregon State University Extension Service Master Gardeners™ offer guidance for healthy lawn and garden care without toxics. Find trained volunteers at farmers markets, fairs and plant sales regionwide. Bring your plants, bugs and questions and get free home gardening information, coupons and publications – or call a Master Gardener near you:

Clackamas County	503-655-8631
Multnomah County	503-445-4608
Washington County	503-821-1150

See this issue's calendar for places to enjoy drop-in hands-on gardening fun for the whole family.

Ask Metro about family programs, learning gardens, presentations, e-news, coupons for free pesticide disposal and more. Call **503-234-3000** or visit **www.oregonmetro.gov/garden**.

Kent Derek photo

optin
ONLINE PANEL

Join Metro's online opinion panel today.
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