

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

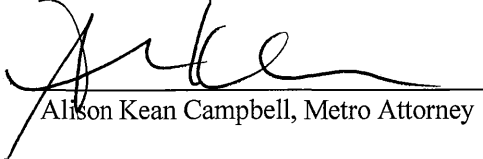
BE IT RESOLVED that the Metro Council hereby adopts the recommendation of JPACT to:

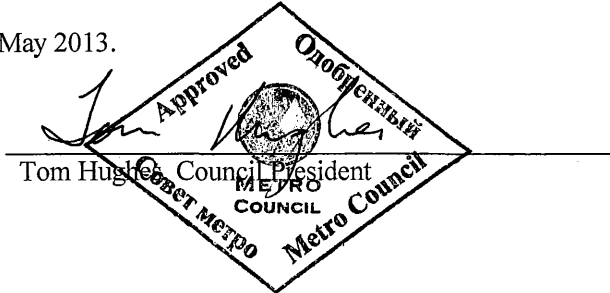
1. Amend the financially constrained RTP project list to include the three auxiliary and acceleration lane extension projects as shown in Exhibit A, attached and incorporated into this Resolution.

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 16<sup>TH</sup> day of May 2013.

Approved as to Form:

  
Alison Kean Campbell, Metro Attorney



**Exhibit A to Resolution No. 13-4422**

**2035 Regional Transportation Plan Appendix 1.1 project list amendment**

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

New RTP Project

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

**Exhibit A to Resolution No. 13-4422**

**2035 Regional Transportation Plan Appendix 1.1 project list amendment**

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

New RTP Project

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

**Exhibit A to Resolution No. 13-4422**

**2035 Regional Transportation Plan Appendix 1.1 project list amendment**

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

New RTP Project

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

## Exhibit B to Resolution No. 13-4422

### STAFF REPORT

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

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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 1G<sup>1</sup>. 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

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<sup>1</sup> 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 RTFP.

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



# Oregon

Theodore R. Kulongoski, Governor

**Department of Transportation**

**Region 1**

123 NW Flanders Street

Portland OR 97209-4037

(503)731-8200

FAX# (503)731-8259

March 25, 2013

TO: John Mermin, Metro

FROM: Lainie Smith, ODOT

SUBJECT: Proposed RTP Amendments

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

## **Public Process**

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

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

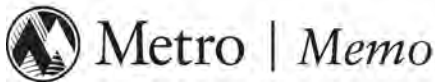
1. Publication on ODOT’s website of a description of the projects along with a location map. The website provides a link for the public to use to submit comments and another link where those interested can sign up to receive email updates regarding the process.
2. Review, along with all the project requests,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

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

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

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

cc: Rian Windsheimer  
Andy Johnson



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

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**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.