

BEFORE THE METRO COUNCIL

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

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

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

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

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

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

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

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

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

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

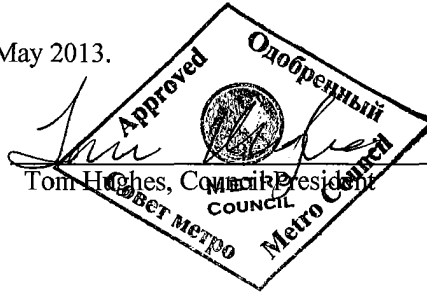
WHEREAS, an air quality conformity analysis demonstrates that the project will not affect the conformity status of the RTP and the 2012-15 MTIP; now therefore

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

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

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

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



Approved as to Form:

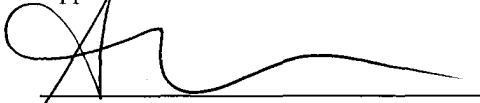

Alison Kean Campbell, Metro Attorney

Exhibit A to Resolution No. 13-4423

2035 Regional Transportation Plan Appendix 1.1 project list amendment

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

New RTP Project

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

Exhibit A to Resolution No. 13-4423

2035 Regional Transportation Plan Appendix 1.1 project list amendment

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

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

Exhibit B to Resolution No. 13-4423

2012-2015 Metropolitan Transportation Improvement Program Table 3.1.1 amendment

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

Amended Programming

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

Exhibit C to Resolution No. 13-4423

STAFF REPORT

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

Date: April 10, 2013

Prepared by: Grace Cho & John Mermin

BACKGROUND

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

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

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

Consistency with RTP

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

Air Quality Conformity

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

Public Comments

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

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

Exhibit C to Resolution No. 13-4423

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

ANALYSIS/INFORMATION

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

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

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

RECOMMENDED ACTION

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



WASHINGTON COUNTY OREGON

March 27, 2013

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

RE: Scholls Ferry Road RTP Amendment

Dear Mr. Mermin:

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

Public Process

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

Beaverton 2035 Transportation System Plan Update -

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

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

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

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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 (Kittelsohn & Associates, Sept. 2012), the South Cooper Mountain Prospectus (City of Beaverton, Fregonese Assoc., Lancaster Engineering and JPR Engineering, June 2011) and modeling by Washington County staff using the 2035 regional travel model. For each of the six solutions hierarchy steps below, compliance with 3.08.220 is demonstrated through the following explanation of the choice of strategies and why other strategies were not chosen.

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

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

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

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

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

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

3. *Traffic-calming designs and devices;*

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

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

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

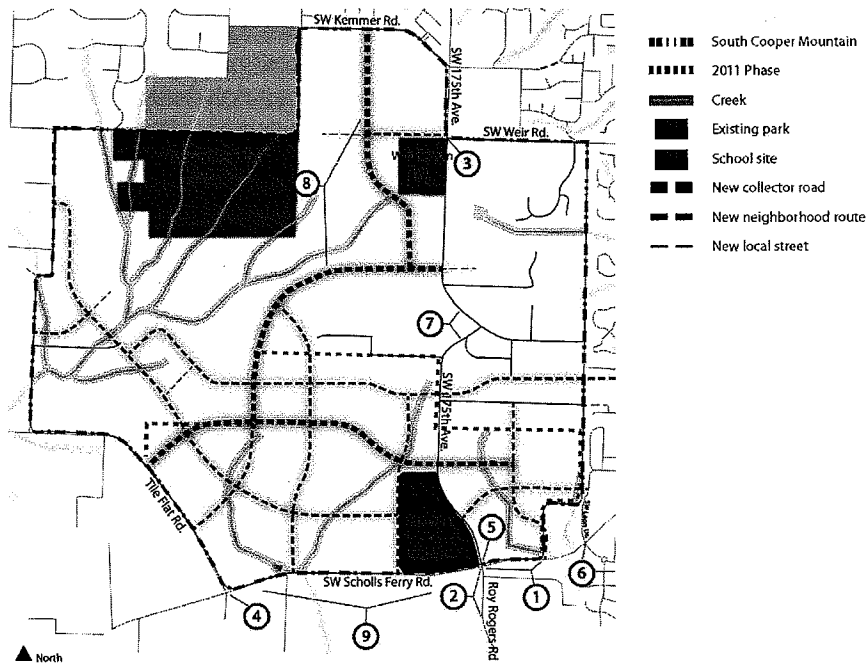
Two land use planning efforts, one for the South Cooper Mountain area and the other for West Bull Mountain best exemplify the above OAR land use strategies. The South Cooper Mountain area consists of 1776 acres brought into the UGB during the 2010-11 Urban & Rural Reserves process. In 2012, Beaverton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

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

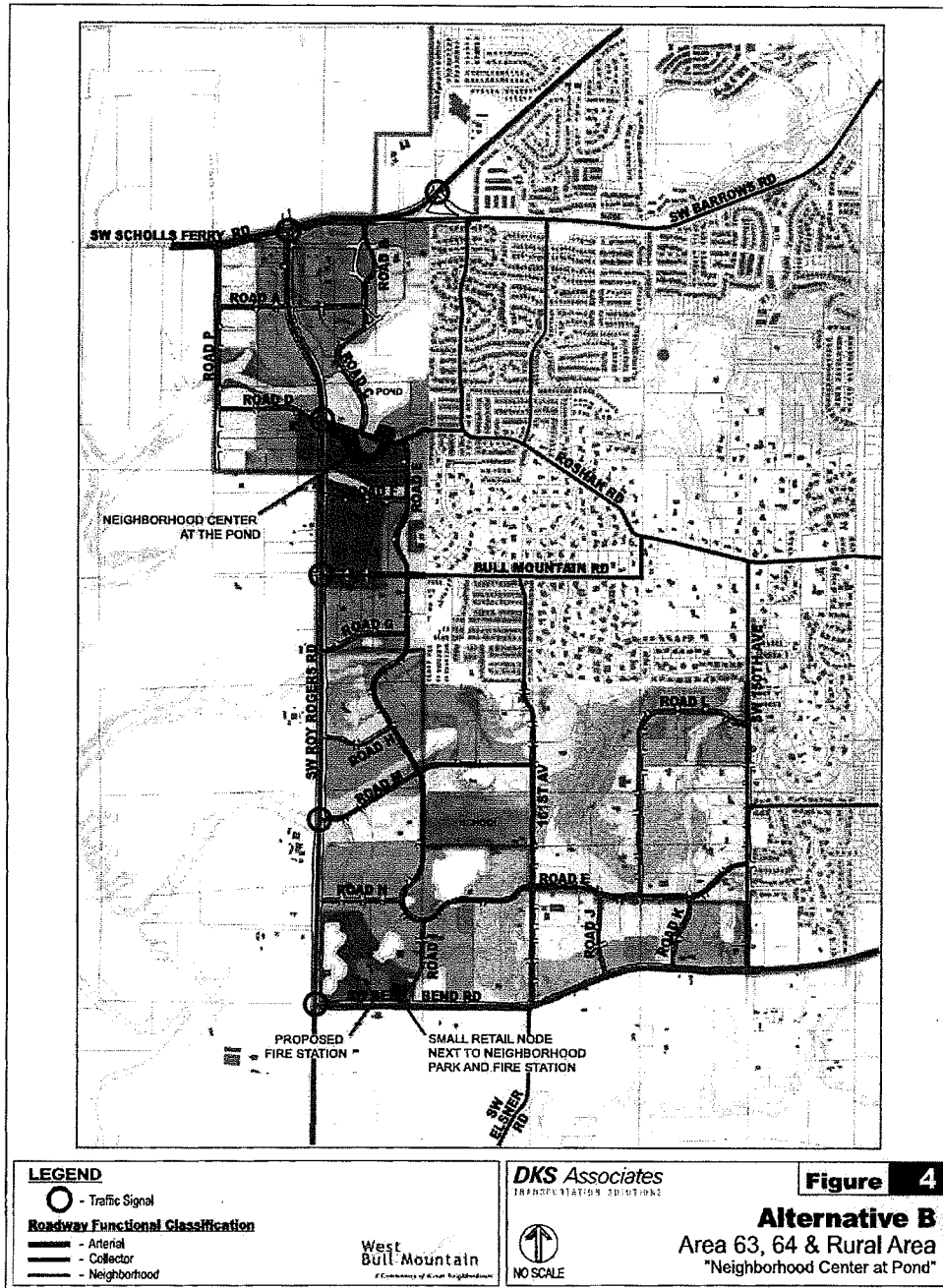
5. *Connectivity improvements to provide parallel arterials, collectors or local streets that include pedestrian and bicycle facilities, consistent with the connectivity standards in section 3.08.110 and design classifications in*

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

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



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



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

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

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

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

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

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

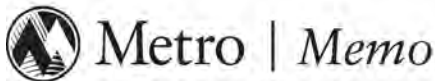
If you have any questions or need additional information, please contact me.

Sincerely,

A handwritten signature in black ink that reads "Clark F. Berry". The signature is written in a cursive style with a large, prominent "C" and "B".

Clark F. Berry
Senior Planner

Cc: Chris Deffebach, Policy Analyst



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

Introduction

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

Background

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

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

Air Quality Analysis and Results

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

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

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

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

Request

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

Next Steps

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