

BEFORE THE METRO COUNCIL

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

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

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

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

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

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

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

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

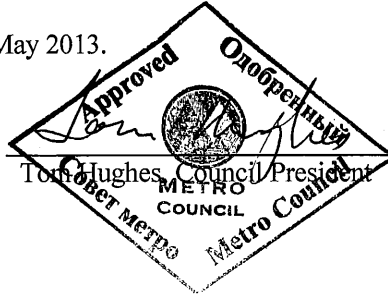
WHEREAS, the City of Hillsboro requests that the 174th/173rd Undercrossing at U.S. Highway 26 (project # 10547) be removed from the financially constrained RTP project list; and

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

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

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

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



Approved as to Form:


Alison Kean Campbell, Metro Attorney

Exhibit A to Resolution No. 13-4424

2035 Regional Transportation Plan Appendix 1.1 project list amendment

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

New RTP Project

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

Exhibit A to Resolution No. 13-4424

2035 Regional Transportation Plan Appendix 1.1 project list amendment

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

New RTP Project

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

Exhibit A to Resolution No. 13-4424

2035 Regional Transportation Plan Appendix 1.1 project list amendment

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

New RTP Project

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

Exhibit A to Resolution No. 13-4424

2035 Regional Transportation Plan Appendix 1.1 project list amendment

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

New RTP Project

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

Exhibit A to Resolution No. 13-4424

2035 Regional Transportation Plan Appendix 1.1 project list amendment

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

New RTP Project

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

Exhibit A to Resolution No. 13-4424

2035 Regional Transportation Plan Appendix 1.1 project list amendment

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

New RTP Project

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

Exhibit A to Resolution No. 13-4424

2035 Regional Transportation Plan Appendix 1.1 project list amendment

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

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

Exhibit B to Resolution No. 13-4424

STAFF REPORT

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

Date: April 10, 2013

Prepared by: Grace Cho & John Mermin

BACKGROUND

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

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

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

Consistency with RTP

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

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

Exhibit B to Resolution No. 13-4424

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

Air Quality Conformity

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

Public Comments

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

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

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

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

ANALYSIS/INFORMATION

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

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

Exhibit B to Resolution No. 13-4424

by the Metro Council June 10, 2010.

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

3. Anticipated Effects None

4. Budget Impacts None

RECOMMENDED ACTION

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

MEMORANDUM

DATE: April 9, 2013

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

FROM: Brad Choi, City of Hillsboro

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

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

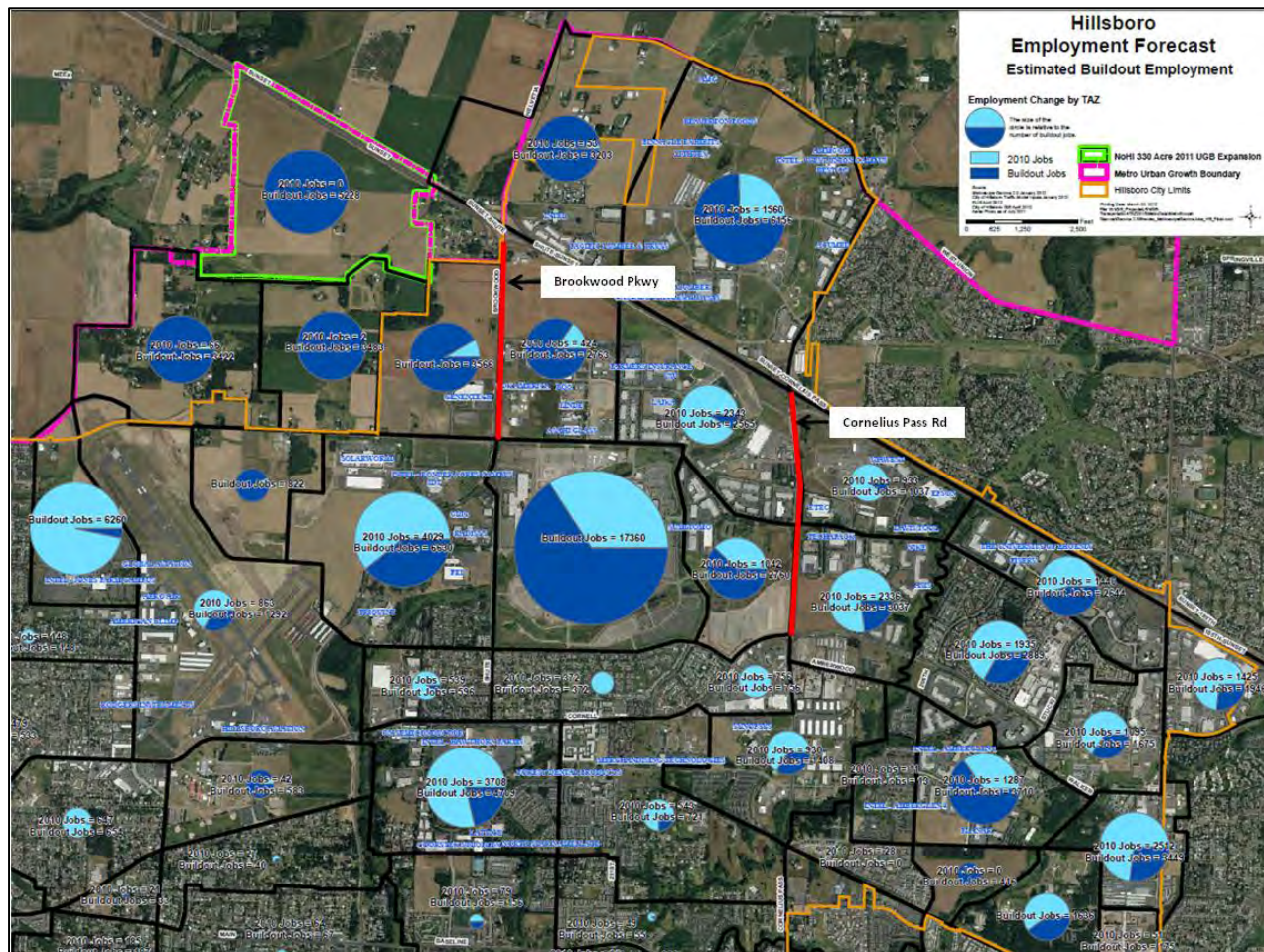
Background

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

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

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

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



Regional Transportation Functional Plan (RTFP) Solutions Hierarchy

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

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

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

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

- (Safety) The proposed additional lanes on Brookwood Pkwy and Cornelius Pass Road are intended to serve as auxiliary lanes to and from the US 26 on- and off-ramps. Without the additional lanes, southbound morning commute traffic will back up from the signalized intersections on the arterial through the off-ramps and onto westbound US 26 mainline. In the afternoon rush hour, traffic trying to get on to US 26 eastbound which is metered at its freeway approach currently already backs up all northbound lanes on both arterials for close to a mile (20-minute delays). The third lane allows traffic headed north of US 26 to travel across the interchange without 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 RTP Transportation Solutions strategies hierarchy and public involvement process for the proposed projects of NW 253rd Avenue, Gibbs Drive, Butler Drive, and the US 26 westbound off-ramp at Cornelius Pass Road.

NW 253rd Avenue

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

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

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

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

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

Gibbs Drive

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

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

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

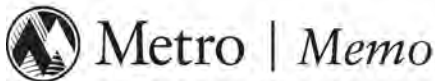
Excerpts from the AmberGlen Community Plan which details the public involvement process is provided an attachment to the memorandum.

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

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

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

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



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

Introduction

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

Background

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

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

Air Quality Analysis and Results

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

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

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

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

Request

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

Next Steps

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