

Metro | Agenda

Meeting: Metro Council
Date: Thursday, July 10, 2014
Time: 2 p.m.
Place: Mt. Hood Community College / Town & Gown Room (Gresham, OR)

CALL TO ORDER AND ROLL CALL

1. INTRODUCTIONS
2. CITIZEN COMMUNICATION
3. CONSIDERATION OF JUNE 26, 2014 COUNCIL MEETING MINUTES
4. THE REGIONAL TRAILS MAPS AND THE MT. SCOTT/SCOUTERS MOUNTAIN TRAIL LOOP MASTERS PLAN PRESENTATION Jim Desmond, Metro
 - 4.1 **Resolution No. 14-4546**, For the Purpose of Approving the Regional Trails and Greenways Map.
 - 4.2 **Resolution No. 14-4547**, For the Purpose of Approving the Mt. Scott/Scouters Mountain Trail Loop Master Plan.
5. 1ST YEAR LEVY AND SYSTEM PLAN PRESENTATION Kathleen Brennan
Hunter, Metro
Justin Patterson,
Metro
Heather Nelson-Kent,
Metro
6. NATURE IN NEIGHBORHOODS CAPITAL AND CONSERVATION EDUCATION GRANTS PRESENTATION
 - 6.1 **Resolution No. 14-4548**, For the Purpose of Approving Seventh Round Funding for Nature in Neighborhoods Capital Grants.
 - 6.2 **Resolution No. 14-4549**, For the Purpose of Approving 2014 Nature in Neighborhoods Conservation Education Community Grants.
7. ORDINANCES – FIRST READ
 - 7.1 **Ordinance No. 14-1339**, for the Purpose of Amending Metro Code 7.03 (investment policy) for Fiscal Year 2014-2015.
 - 7.2 **Ordinance No. 14-1340**, For the Purpose of Amending the 2035 Regional Transportation Plan to Comply with Federal and State Law; and to Amend the Regional Framework Plan.
8. CHIEF OPERATING OFFICER COMMUNICATION Martha Bennett, Metro
9. COUNCILOR COMMUNICATION

ADJOURN

**THERE WILL BE NATURE TOURS FOLLOWING ADJOURNMENT TO SHOWCASE BEAVER CREEK
NATURAL AREAS AND YOUTH ECOLOGY CORPS**

Television schedule for July 10, 2014 Metro Council meeting

Please Note: There will be no audio recording of the July 10 Council Meeting

Clackamas, Multnomah and Washington counties, and Vancouver, WA Channel 30 – Community Access Network <i>Web site:</i> www.tvctv.org <i>Ph:</i> 503-629-8534 <i>Date:</i> Thursday, July 10 (NO BROADCAST)	Portland Channel 30 – Portland Community Media <i>Web site:</i> www.pcmtv.org <i>Ph:</i> 503-288-1515 <i>Date:</i> Sunday, July 13, 7:30 p.m. (NO BROADCAST) <i>Date:</i> Monday, July 14, 9 a.m. (NO BROADCAST)
Gresham Channel 30 - MCTV <i>Web site:</i> www.metroeast.org <i>Ph:</i> 503-491-7636 <i>Date:</i> Monday, July 14, 2 p.m. (NO BROADCAST)	Washington County and West Linn Channel 30– TVC TV <i>Web site:</i> www.tvctv.org <i>Ph:</i> 503-629-8534 <i>Date:</i> Saturday, July 12, 11 p.m. (NO BROADCAST) <i>Date:</i> Sunday, July 13, 11 p.m. (NO BROADCAST) <i>Date:</i> Tuesday, July 15, 6 a.m. (NO BROADCAST) <i>Date:</i> Wednesday, July 16, 4 p.m. (NO BROADCAST)
Oregon City and Gladstone Channel 28 – Willamette Falls Television <i>Web site:</i> http://www.wftvmedia.org/ <i>Ph:</i> 503-650-0275 Call or visit web site for program times.	

PLEASE NOTE: Show times are tentative and in some cases the entire meeting may not be shown due to length. Call or check your community access station web site to confirm program times. Agenda items may not be considered in the exact order. For questions about the agenda, call the Metro Council Office at 503-797-1540. Public hearings are held on all ordinances second read. Documents for the record must be submitted to the Regional Engagement and Legislative Coordinator to be included in the meeting record. Documents can be submitted by e-mail, fax or mail or in person to the Regional Engagement and Legislative Coordinator. For additional information about testifying before the Metro Council please go to the Metro web site www.oregonmetro.gov and click on public comment opportunities.

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Agenda Item No. 3

**CONSIDERATION OF JUNE 26, 2014 COUNCIL MEETING
MINUTES**

Council Minutes

Metro Council Meeting
Thursday, July 10, 2014
Metro, Council Chamber

Agenda Item No. 4.1

Resolution No. 14-4546, For the Purpose of Approving
the Regional Trails and Greenways Map.

*THE REGIONAL TRAILS MAPS AND THE MT. SCOTT/SCOUTERS
MOUNTAIN TRAIL LOOP MASTERS PLAN PRESENTATION*

Metro Council Meeting
Thursday, July 10, 2014
Metro, Council Chamber

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF APPROVING) RESOLUTION NO. 14-4546
THE REGIONAL TRAILS AND)
GREENWAYS MAP) Chief Operating Officer Martha Bennett in
) concurrence with Council President Tom Hughes

WHEREAS, the Metro Council adopted the Greenspaces Master Plan in July 1992, which included a Regional Trails and Greenways Map, depicting proposed regional and multi-jurisdictional trails and greenways that would connect, among other things, natural areas and parks, regional centers and town centers, light-rail stations, and historical and scenic sites;

WHEREAS, in May 2001, by Resolution No. 01-3068, the Metro Council approved criteria (the “Criteria for Determining Regionally Significant Trails and Greenways”) for updating the Regional Trails and Greenways Map;

WHEREAS, in July 2002 and in October 2008, the Metro Council approved changes and additions to the Regional Trails and Greenways Map (also referred to as the Regional Trails System Map), in accordance with the Criteria for Determining Regionally Significant Trails and Greenways;

WHEREAS, eleven new trails have since been nominated and are supported by local jurisdictions and trail partners, and have been reviewed by Metro’s natural areas and transportation planning staff for consistency with Metro’s planning efforts;

WHEREAS, these eleven new trails were developed according to the Criteria for Determining Regionally Significant Trails and Greenways, they are conceptual in nature, and their exact alignments are to be determined through future public planning processes;

WHEREAS, Metro parks and natural areas planning staff met with local trail partners and the public to review the map additions and to confirm consistency with existing local, state and federal trail plans; and

WHEREAS, the newly updated Regional Trails and Greenways Map will be used to inform updates to Metro’s Regional Transportation Plan, Active Transportation Plan, upcoming Parks and Natural Areas System Plan and local, state and federal partner trail planning efforts and initiatives; now therefore

BE IT RESOLVED that the Metro Council hereby approves the updated Regional Trails and Greenways Map, as described in Exhibit "A" and mapped in Exhibit "B."

ADOPTED by the Metro Council this _____ day of _____ 2014.

Tom Hughes, Council President

Approved as to Form:

Alison R. Kean, Metro Attorney

EXHIBIT A

Regional Trails and Greenways Map

Description of new trails added in 2014 - All trail alignments are conceptual

Beaverton to Milwaukie Trail (#5 on the map)

This proposed multiuse trail connects downtown Beaverton to the Springwater Trail in Milwaukie via the existing Sunset Highway multiuse path, downtown Portland, the new Tillicum Crossing Bridge, and the MAX Orange Line. Approximate length: 13 miles

Salmonberry Corridor (#46 on the map)

This trail will follow a scenic railroad corridor from the Banks-Vernonia Trail west to Wheeler, Garibaldi and Tillamook. Oregon State Parks and the Oregon Department of Forestry are co-managing the planning for the trail, along with an advisory panel which includes the Port of Tillamook. Approximate length: 81 miles

Sunshine Valley Trail (#54 on the map)

This trail would connect Towle Butte to North Fork Deep Creek Canyon and the Cazadero Trail. Approximate length: 5 miles

Tigard to Lake Oswego Trail (#57 on the map)

This multiuse trail would connect Tigard's Fanno Creek Trail to Lake Oswego via an existing bicycle and pedestrian bridge over I-5 the paved along Kruse Way. Approximate length: 3 miles

Yamhelas Westsider Trail (#65 on the map)

This multiuse trail will follow a former railroad line on the east side of Highway 47, stretching from Scoggins Creek just north of Gaston, south through Yamhill and Carlton to Highway 99W near Lafayette, with a future connection to McMinnville. Recreation and tourism will very much benefit from the trail. Approximate length: 16 miles

Richardson Creek Trail (#42 on the map)

This proposed trail would connect Damascus to Clackamas River Greenway. Approximate length: 5 miles

River Terrace Trail (#7 on the map)

This trail would connect Cooper Mountain Nature Park to Bull Mountain, Tigard and King City. Approximate length: 7 miles

Sunrise Corridor Trail (#53 on the map)

This trail forms the southern extent of the Mount Scott and Scouters Mountain Trail Loop. ODOT will build a multiuse trail as part of the Sunrise Corridor Highway project. Approximate length: 4 miles

Stafford Trail (#51 on the map)

This multiuse trail would connect the Willamette River Greenway in Wilsonville north and east to connect with existing segments of the trail in Lake Oswego. Approximate length: 11 miles

I-205 Trail (#27 on the map)

This multiuse trail is currently built from Vancouver south to Gladstone. It is proposed to extend west from Oregon City to Tualatin, following the north side of the freeway. Approximate length: 26 miles

Historic Columbia River Highway State Trail (#26 on the map)

The historic highway starts in Troutdale on the Sandy River and heads east through Corbett and Crown Point on its way to Cascade Locks and the Pacific Crest Trail. Portions of the historic highway no longer exist but have been replaced with multiuse trails that create a continuous bicycle and pedestrian route. ODOT has plans to build more multiuse trail sections to replace gaps in the historic highway that would extend the route to Hood River, Mosier and The Dalles. Approximate length: 58 miles

Regional trails and greenways

Metro
oregonmetro.gov
June 2014

- Existing Trail
- Planned Trail
- Proposed Trail
- On-street Connection
- Water Trail
- Greenway
- Urban Areas



- | | | | | | | | | |
|----------------------------------|------------------------------|---------------------------------|-------------------------------------|------------------------------|-----------------------------------|--------------------------------|---------------------------------|-------------------------------|
| 1. Banks-Vernonia Trail | 8. Butler Buttes Trail | 15. Crown Zellerbach Trail** | 22. Highway 47 Trail | 29. Ice Age Tonquin Trail | 36. Oregon City Loop Trail | 43. River Terrace Trail | 50. Stafford to Canby Trail | 58. Trolley Trail |
| 2. Beaver Creek Trail | 9. Cazadero Trail | 16. East Buttes Powerline Trail | 23. Hillsboro to Banks Trail | 30. Kelley Creek Trail | 37. Oregon Electric Railway Trail | 44. Rock Creek Trail | 51. Stafford Trail | 59. Tualatin River Greenway |
| 3. Beaver Lake Trail | 10. Clackamas River Greenway | 17. Fanno Creek Trail | 24. Hillsdale to Lake Oswego Trail* | 31. Marine Drive Trail | 38. Pacific Greenway Trail | 45. Rosemont Trail | 52. Sullivan's Gulch Trail | 60. Tualatin Valley Trail |
| 4. Beaverton Creek Trail* | 11. Columbia Slough Trail | 18. Gales Creek Trail | 25. Historic Barlow Road Trail | 32. Marquam Trail | 39. Peninsula Crossing Trail | 46. Salmonberry Corridor Trail | 53. Sunrise Corridor Trail | 61. Waterhouse Trail |
| 5. Beaverton to Milwaukie Trail | 12. Cooper Mountain Trail | 19. Gresham-Fairview Trail | 26. Historic Columbia River Highway | 33. McKay Creek Greenway | 40. Red Electric Trail | 47. Sandy River Greenway | 54. Sunshine Valley Trail | 62. Westside Trail* |
| 6. Bridgeport to Milwaukie Trail | 13. Council Creek Trail | 20. Hagg Lake Trail | 27. I-205 Trail | 34. Mount Scott Trail* | 41. Reedville Trail | 48. Scouters Mountain Trail* | 55. Terwilliger Trail | 63. Wildwood Trail |
| 7. Bronson Creek Trail | 14. Crescent Park Trail | 21. Helvetia Trail | 28. I-84 Trail | 35. North Clackamas Greenway | 42. Richardson Creek Trail | 49. Springwater Trail | 56. Tickle Creek Trail | 64. Willamette River Greenway |
| | | | | | | | 57. Tigard to Lake Oswego Trail | 65. Yamhelas Westsider Trail |

* Alignments shown on map are simplified for cartographic purposes. Additional on-street segments are shown in individual trail master plans.

** Not shown on map. Located in Columbia County, Oregon.

STAFF REPORT

IN CONSIDERATION OF RESOLUTION NO. 14-4546, FOR THE PURPOSE OF APPROVING THE REGIONAL TRAILS AND GREENWAYS MAP

Date: July 10, 2014

Prepared by: Mark Davison, 503-797-1854

BACKGROUND

This resolution would approve updates to the Regional Trails and Greenways Map, which was originally part of the 1992 Metropolitan Greenspaces Master Plan, and was last updated by the Council via Resolution No. 08-3954 on October 2, 2008. It would update the Regional Trails and Greenways Map to include eleven additional proposed trail corridors. The trail alignments are conceptual, meaning that exact alignments remain to be determined through a public planning process. All trails were nominated by local jurisdictions and trail partners, and conform to Metro Council adopted criteria for regional trails.

See Exhibit A to the attached resolution for a description of the eleven additional trails and Exhibit B for the Regional Trails and Greenways Map.

ANALYSIS/INFORMATION

1. Known Opposition

None

2. Legal Antecedents

Metro Resolution No. 92-1637 (“For the Purpose of Considering Adoption of the Metropolitan Greenspaces Master Plan”) adopted July 23, 1992

Metro Resolution No. 93-1872 (“For the Purpose of Amending the Greenspaces Master Plan and Map of Natural Areas, Trails and Greenways of Regional Significance By Adding the Peninsula Crossing Trail in North Portland”) adopted December 23, 1993

Metro Resolution No. 01-3068 (“For the Purpose of Preparing Recommendations for Updating the Regional Trails and Greenways Map”) adopted May 31, 2001

Metro Resolution No. 02-3192 (“For the Purpose of Amending the Greenspaces Master Plan and Updating the Regional Trails and Greenways Plan and Map”) adopted July 23, 2002

Metro Resolution No. 08-3954 (“For the purpose of Amending the Greenspaces Master Plan and Updating the Regional Trails and Greenways Plan and Map”) adopted October 2, 2008.

3. Anticipated Effects

The eleven nominated trails would add approximately 207 miles of proposed trails to the Regional Trails and Greenways Map. The current system includes 344 miles of existing regional trails on land. The goal is to have 957 miles of regional trails on land. Our region also has 289 miles of water trails along our five rivers and the Columbia Slough that provide paddling and non-motorized boating opportunities to the public.

The new trail map would inform Metro’s and the Intertwine Alliance’s Bi-State Regional Trails System Plan, Metro’s Regional Transportation Plan, upcoming Natural Areas and Parks System Plan, and local, state and federal partners’ trail planning efforts and projects.

4. Budget Impacts

Adoption of the resolution to update the Regional Trails and Greenways Map has no budget impact at this time. There will be future costs associated with the planning, design, construction and maintenance of the trails over many years. These costs will be shared by local, regional, state and federal partners.

RECOMMENDED ACTION

Staff recommends the approval of Resolution No.14-4546.

Agenda Item No. 4.2

Resolution No. 14-4547, For the Purpose of Approving the
Mt. Scott/Scouters Mountain Trail Loop Master Plan.

*THE REGIONAL TRAILS MAPS AND THE MT. SCOTT/SCOUTERS
MOUNTAIN TRAIL LOOP MASTERS PLAN PRESENTATION*

Metro Council Meeting
Thursday, July 10, 2014
Metro, Council Chamber

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF APPROVING THE) RESOLUTION NO. 14-4547
MT. SCOTT/SCOUTERS MOUNTAIN TRAIL)
LOOP MASTER PLAN) Introduced by Chief Operating Officer Martha
) Bennett in concurrence with Council
) President Tom Hughes

WHEREAS, on July 23, 1992, the Metro Council adopted Resolution No. 92-1637, "For the Purpose of Considering Adoption of the Metropolitan Greenspaces Master Plan," which included the Regional Trails and Greenways Map which identified the Mt. Scott and Scouters Mountain trails as regionally significant; and

WHEREAS, the proposed 37.5-mile trail would connect the cities of Portland, Happy Valley, Damascus and Gresham, and link major natural areas and nature parks such as Powell Butte, Leach Botanical Garden, Clatsop Butte, East Buttes, Scouters Mountain and Mt. Talbert; and

WHEREAS, the proposed 37.5-mile trail would connect to other regional trails such as the Springwater Corridor, I-205 multi-use path, Clackamas River Greenway and future Sunrise Corridor Trail and the MAX Green Line and other TriMet bus lines; and

WHEREAS, the proposed 37.5-mile trail would connect numerous schools, town and regional centers, local parks and recreational facilities, business and shopping districts, thus providing a more livable community with alternative transportation options such as trails, sidewalks, and bike lanes; and

WHEREAS, 7.4 miles of the trail have been built in Happy Valley and Portland; and

WHEREAS, in 2007, Metro, in partnership with the city of Happy Valley, applied for and was awarded a planning grant from Metro's Metropolitan Transportation Improvements Program to retain consultant services to conduct the Mt. Scott/Scouters Mountain Trail Loop master planning process; and

WHEREAS, the Mt. Scott/Scouters Mountain Trail Loop Master Plan project advisory committee (PAC) was created in 2012 and included staff and citizens from the cities of Happy Valley and Portland, Clackamas County, North Clackamas County Parks and Recreation District, North Clackamas School District, Clackamas County Sheriff's Office, Lincoln Memorial Park Cemetery, Oregon Department of Transportation to advise Metro and the consultant team throughout the master planning work; and

WHEREAS, Metro and its partners conducted extensive public outreach, stakeholder interviews, including two open houses which over 120 persons attended during the master planning process in order to identify trail alignments, including environmental research and analysis to protect fish and wildlife and their habitat, and trail design and safety elements; and

WHEREAS, the Mt. Scott/Scouters Mountain Trail Loop Master Plan has been successfully completed and received approval from the project advisory committee; and

WHEREAS, the Mt. Scott/Scouters Mountain Trail Loop Master Plan was approved by ordinance and incorporated into the City's overall comprehensive plan, by the city of Happy Valley via Ordinance No. 448 on June 3, 2014, and

WHEREAS, the Mt. Scott / Scouters Mountain Trail Loop Master Plan was approved by the Clackamas County Pedestrian / Bikeway Advisory Committee on June 3, 2014, and

WHEREAS, the Mt. Scott / Scouters Mountain Trail Loop Master Plan was approved by the North Clackamas Parks and Recreation District (NCPRD) Advisory Board on June 11, 2014; and

WHEREAS, the Mt. Scott/Scouters Mountain Trail Loop Master Plan was supported by the Portland Parks and Recreation Bureau in a letter from Director Mike Abbate on April 1, 2014; and

WHEREAS, the Metro Council's approval of the Master Plan via this Resolution does not establish a final trail alignment and is not intended to be a final land use decision that creates binding requirements on local governments, but rather provides a set of recommendations to guide Metro staff and partner jurisdictions as they explore trail acquisition and continue design work on the trail; now therefore

BE IT RESOLVED that the Metro Council hereby approves the Mt. Scott/Scouters Mountain Trail Loop Master Plan, appended hereto as Exhibit A.

ADOPTED by the Metro Council this _____ day of July, 2014.

Tom Hughes, Council President

Approved as to Form:

Alison R. Kean, Metro Attorney

Mount Scott / Scouters Mountain Trail Loop Master Plan



February 2014



Metro | *Making a great place*

**North Clackamas Parks and Recreation District | Portland Parks &
Recreation | City of Happy Valley | Clackamas County**

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Plans and Appendices will be available online at Metro and partner websites. CDs of plans are available at cost from Metro. A printed version will be placed in local libraries.

Mount Scott / Scouters Mountain Trail Loop Master Plan

February 2014



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ACKNOWLEDGEMENTS

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Mount Scott/Scouters Mountain Trail Project Advisory Committee

Carlotta Collette - Metro Council

Shirley Craddick - Metro Council

Bob Stacey - Metro Council

Michael Morrow - Happy Valley City Council/NCPRD Advisory Board

Janet Alley - North Clackamas School District

Russell Aldridge - Lincoln Memorial Park Cemetery

Linda Bauer - Portland Citizen

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Bill Garity - Clackamas County

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Peter Lent - Community of Future of Damascus

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Mike Oleson - Clackamas County

Bret Richards - Oregon Department of Transportation

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Introduction

The Mount Scott/Scouters Mountain Trail Loop Master Plan is the continuation of an ambitious multi-jurisdictional goal to establish a regional trail network connecting the communities of the Portland Metropolitan area. The Trail Loop will put in place an important piece of the trail network that will provide Clackamas County, Happy Valley, Damascus, and Portland residents with non-motorized recreation and transportation connections to regional destinations and facilities. The roughly 37.5-mile trail project will offer a route for alternative transportation modes with a looped, north-south oriented multi-use trail system that will link the Springwater Corridor with the Sunrise Corridor, Clackamas River, and encompass Mount Talbert Nature Park, Powell Butte and Buttes Natural Areas, and Scouters Mountain Nature Park. The proposed regional trail will connect numerous schools, community parks, local trails, businesses, retail stores and the Happy Valley Town Center. The new trail will facilitate potential access to Mount Scott Creek, Rock Creek, and have connections to the future East Buttes Loop Trail and Powerline Corridor Trail.

Planning Process/Relationship to Other Plans

To guide the project planning, a Project Advisory Committee (PAC) was formed with representatives from agency stakeholders, both public and private. Through a public involvement process, the project brings together multiple jurisdictions, private partners, neighbors, and trail advocates including The Intertwine Alliance to provide a regional trail network through many areas lacking safe walking and biking options.

The trail meets the goals of Metro's Active Transportation Program and is identified in the Metro Greenspaces Master Plan and Regional Trails System Map, as well as the Regional Transportation Plan (RTP) bike and pedestrian network and system maps. The Springwater Corridor, which will be the northern terminus of the trail, is listed in the Metro regional trail and transportation plans and is identified as an Oregon Parks and Recreation Department Trail of Statewide Significance. The proposed trail alignments have also been coordinated with local Transportation System Plans (TSP), local trail plans, and land use plans.

Project Goals

The vision for the Trail Loop is to provide a non-motorized trail between the existing Springwater Corridor in the north and the Clackamas River in the south, while connecting significant open space areas including Mount Scott, Mount Talbert Nature Park, Buttes Natural Area, Leach Botanical Garden, Powell Butte Natural Area, and Scouters Mountain Nature Park.



The primary goals for the Mount Scott/Scouters Mountain Trail Loop Master Plan include the following:

- identifying alternatives for a regional trail, which will have bike and pedestrian separated routes in certain areas and multi-use trails in other areas;
- avoiding negative impacts to sensitive natural resource areas and riparian corridors and seeking opportunities to improve habitat and connectivity;
- planning for wildlife corridors where appropriate;
- designing green trails;
- considering ease of construction, maintenance, and longevity; and
- providing a safe and enjoyable experience for multiple user groups as well as adjacent neighbors.

Equestrian use in the Trail Loop system will be limited to the existing Springwater Corridor trail. While one goal of the master plan is to accommodate as many user groups as possible, careful evaluation of the other existing and proposed trail segments by the Project Advisory Committee determined that the Trail Loop is not well-suited for equestrian use.

Natural Resources and Habitats

The trail loop system will pass through pristine natural resource areas. To address the primary objective of avoiding negative impacts to sensitive areas, the PAC analyzed “Regional Conservation Strategy” data and convened meetings with several natural resource stakeholders to solicit input. Stakeholders included the Oregon Department of Fish and Wildlife, the Audubon Society of Portland, North Clackamas Parks and Recreation District, the Johnson Creek Watershed Council, Portland Parks and Recreation, and representatives of Metro’s Natural Areas Program. The PAC guided the stakeholders through an evaluation of proposed trail alignments to identify general guidelines and garner site-specific recommendations that can be applied to trail development. The outcome of this process is a list of considerations recorded in a memorandum and included in Appendix F of this document. **All future planning of the Trail Loop in sensitive natural resource areas should begin with review of this document.**

Trail Design

An effort has been made to simplify the trail loop system by minimizing the number of different trail types, while recognizing that physical and environmental constraints within the 37-mile loop make a variety of trail types necessary. While the goal is to build the trail to regional multi-use trail guidelines, the trail will need to branch into different mode types to separately accommodate cyclists and pedestrians in order to minimize impacts to sensitive natural resource areas and locations with significant slopes.

Table ES-1 lists the three general trail categories (within which the various trail typologies are defined) and both existing and proposed lengths within the Trail Loop system:

Table ES-1. Mount Scott/Scouters Mountain Trail Length in Miles

Typology (Modes)	Existing	Conceptual	Total
Multi-use	3.95	17.95	21.90
Bicycle	0.00*	7.54	7.54
Pedestrian	3.45	4.62	8.07
Total	7.40	30.11	37.51

**Bike lanes exist in some areas; however, the concept of the master plan is that bike lanes be upgraded to buffered cycle tracks.*

This report will describe all trail typologies (modes), with maps showing the location of each trail type.

Because of the bifurcations (i.e., separate bike and pedestrian routes) needed to facilitate use of the trail route by different users, it is important to emphasize that a well-implemented trail signage program needs to play a major role in the success of the trail loop system.

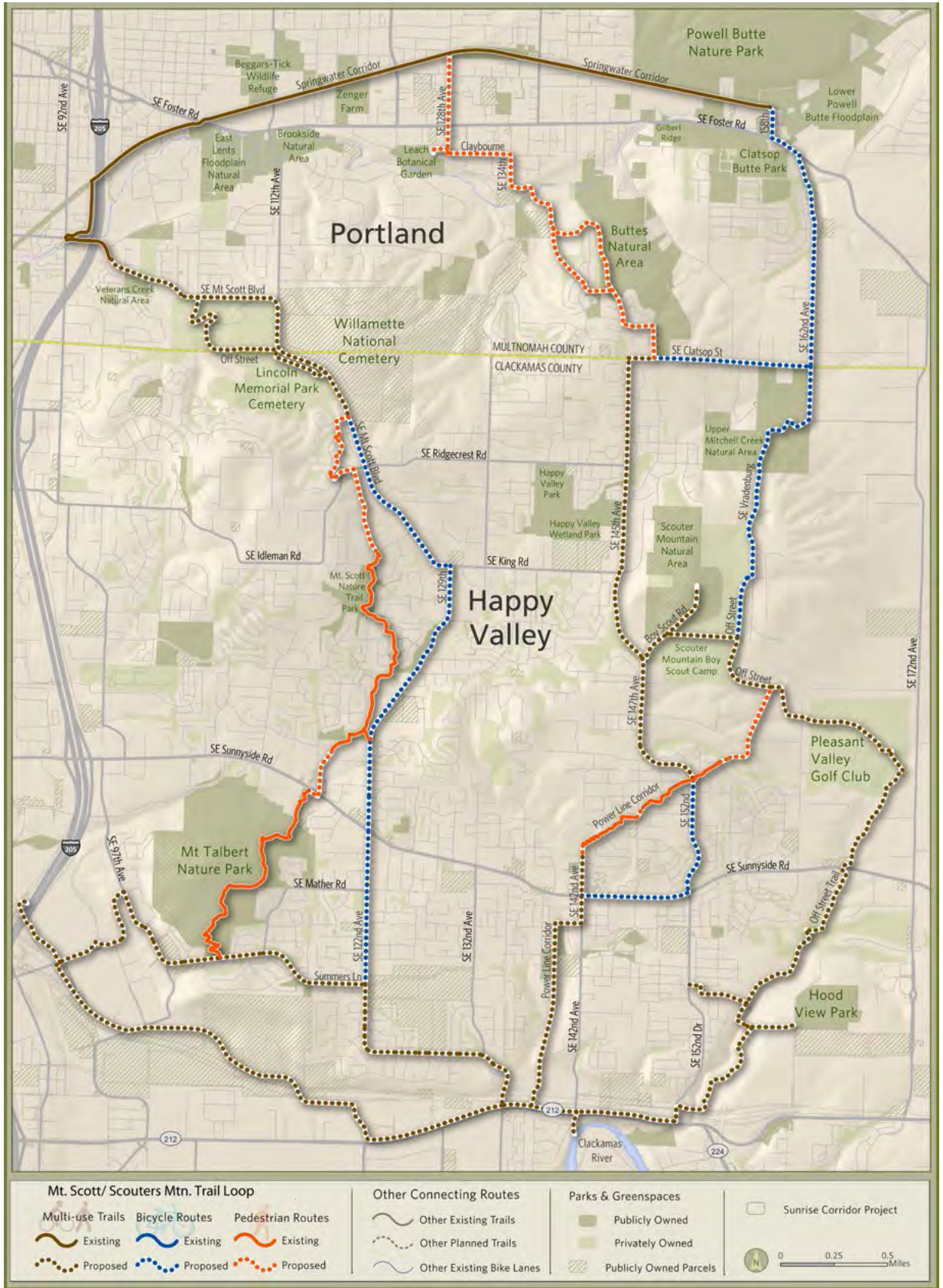
Trail Alignment Alternatives

Working with the Project Advisory Committee, stakeholders and local community members; an extensive process was carried out to identify and evaluate trail alignment options. The evaluation was based on project goals developed during the planning process. Each alignment was considered with respect to fatal flaws reflecting the project evaluation criteria. Alignments without fatal flaws were further evaluated based on the criteria described in this document. This approach provided an objective means to compare segment options against one another as well as identify specific recommendations for improving alignments. The Project Team vetted the findings of the analysis with stakeholders, local decision makers and the public, and made refinements as needed to develop the recommended Trail Loop alignments.

Recommendations

Spanning approximately 37.5 miles (when bifurcations are taken into account), the recommended Trail Loop alignment will provide an active transportation and recreation link between the Springwater Corridor, I-205 bike path and Clackamas River while connecting area residents to open space jewels including Powell Butte, Buttes Natural Area, Mitchell Creek property, Scouters Mountain, Mount Talbert and Happy Valley Nature Park. The preferred alignment will provide a convenient, comfortable and safe atmosphere for trail users of all ages and abilities; provide access and enhancements to natural and cultural resources while limiting impacts; and enhance non-motorized connectivity in the region. This Master Plan document describes the opportunities, constraints and recommendations associated with each preferred alignment by segment.

Figure ES-1. Mount Scott/Scouters Mountain Trail Loop - Final Alignment Recommendations



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1. INTRODUCTION





The trail loop will traverse a wide variety of settings.

Project Background

The Mount Scott/Scouters Mountain Trail Loop will provide Clackamas County, Happy Valley, Damascus, and Portland residents with non-motorized recreation and transportation connections to regional destinations and facilities with a looped, north-south oriented multi-use trail system that will link the Springwater Corridor with the Clackamas River, and encompass Mount Talbert Nature Park, Powell Butte and Buttes Natural Areas, and Scouters Mountain Nature Park. The proposed regional trail will connect numerous schools, community parks, local trails, businesses, retail stores and the Happy Valley Town Center. The new trail will facilitate potential access to Mount Scott Creek, Rock Creek, and have connections to the future East Buttes Loop Trail and Powerline Corridor Trail.

Through a public involvement process, the project brings together multiple jurisdictions, private partners, neighbors, and trail advocates to design a multi-use trail through many areas lacking safe walking and biking options. The project also meets the goals of Metro's Active Transportation Program – a regional partnership to implement the recommendations of the Blue Ribbon Committee for Trails to develop non-motorized transportation modes – integrating on-street and off-street walkways and bikeways connected to transit, communities, and retail and employment centers.

A large portion of the trail corridor resides in the North Clackamas Parks and Recreation District (NCPRD) and the City of Happy Valley. The NCPRD Parks and Recreation Master Plan (2004) outlines proposed trails within the District, and includes the Trail Loop. The City of Happy Valley conducted a Transportation System Plan (TSP) process in 2009 that included outreach to the community and trail neighbors. This process concluded with a Trail Development Handbook, Chapter 5: Pedestrian Plan in the Happy Valley Transportation System Plan, and the stand-alone Happy Valley Pedestrian System and Trail Master Plan. These documents provide information that guides the Mount Scott/Scouters Mountain Trail Loop Master Plan process.

The trail loop is identified in the Metro Greenspaces Master Plan and Regional Trails System Map and the Regional Transportation Plan (RTP) bike and pedestrian network and system maps. The Springwater Corridor, which will be the northern terminus of the trail, is listed in the Metro regional trail and transportation plans and is an Oregon Parks and Recreation Department Trail of Statewide Significance.



Trail Loop will connect to natural resource areas.



Location

The proposed Trail Loop will serve as a multi-use commuter and recreational trail connecting the Springwater Corridor regional trail to the Clackamas River. The trail's southern terminus is envisioned to be the Sunrise Corridor and Clackamas River. The final trail alignment is proposed to be 37.5 miles in length and was identified through the findings of a trail alignment alternatives analysis.

The project study area focuses on a roughly quarter-mile wide corridor or buffer that generally follows a conceptual trail alignment identified by agency partners. The study area corridor is shown in Figure 1-1 and is divided into seven segments based on relatively unified land use characteristics. The master plan identifies up to two different alignment options for each of the seven segments.

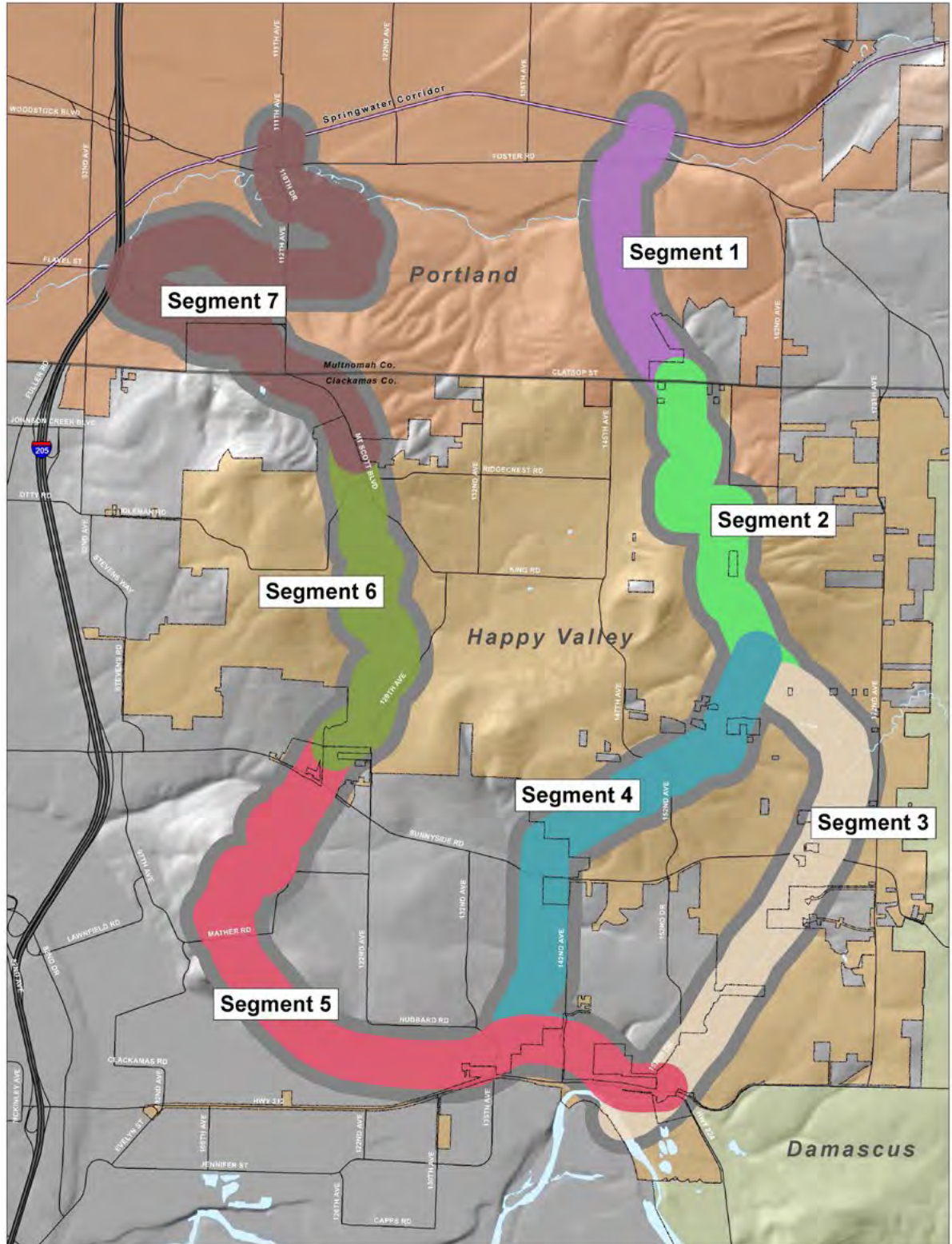
Segment 1 begins at the Springwater Corridor regional trail near the southwest corner of the Powell Butte Nature Park and runs generally south to SE Clatsop Street. This segment is entirely within the City of Portland. Opportunities within the segment include connections to the Buttes Natural Area. Steep topography and forested lands dominate much of the terrain of this segment.

Segment 2 begins at SE Clatsop Street southeast of the Buttes Natural Area and runs south to SE Hagen Road, just north of the former Pleasant Valley Golf Club, and is characterized by steep slopes. This segment is within the City of Happy Valley. Opportunities for creating a link to the Metro-owned summit of Scouters Mountain Nature Park were explored in this segment.

Segment 3 begins at SE Hagen Road and runs generally southeast, then southwest, ending near the intersection of Clackamas Highway (212) and SE 152nd Avenue. This segment is primarily within the City of Happy Valley with minor portions that cross into unincorporated Clackamas County. Opportunities exist to locate much of this trail segment within large undeveloped parcels along the forested Rock Creek corridor. Connections to the Happy Valley Town Center, Hood View Park, Rock Creek Middle School, Verne A. Duncan Elementary School, a Pioneer Park, future employment centers, and the banks of the Clackamas River at public locations are the primary opportunities within this segment.

Segment 4 offers a second route for the southeast area covered by the Trail Loop, following the East Buttes Powerline Corridor. This segment could begin at a point along the corridor northwest of the former Pleasant Valley Golf Club and run southwest, crossing SE Sunnyside Road and continuing south to end near the intersection of Clackamas Highway (212) and SE 142nd Avenue. This segment is typified by extreme slopes and has many opportunities for connections to residential areas and undeveloped forested lands to

Figure 1-1. Mount Scott/Scouters Mountain Trail Loop Study Area (1/4 mile buffer)



**Mt. Scott/Scouters Mtn. Trail Loop:
Trail Segments**

- | | | | |
|---|---|--|--|
| Legend | | | |
| Trail Segment (Approx. Location) | <ul style="list-style-type: none"> Segment 1 Segment 2 Segment 3 Segment 4 Segment 5 Segment 6 Segment 7 | <ul style="list-style-type: none"> Interstate Freeway Street Springwater Corridor Trail | <ul style="list-style-type: none"> City Boundary County Boundary |

Schematic alignment shown is superseded by this Master Plan. See the Master Planning Map on page 68 & 69.

increase access and opportunities for outdoor recreation. A 0.67-mile length of this segment has been built between SE Chelsea Morning Drive and the point where the corridor crosses SE 142nd Avenue. However, it includes stairs and steep slopes, which are not ADA accessible, with expansive views to the south.

Segment 5 begins near the intersection of Clackamas Highway (212) and SE 152nd Avenue and travels west roughly parallel to Clackamas Highway (212) then follows the proposed Sunrise Corridor and Clackamas Bluffs Trail alignment. It then turns north to cross SE Mather Road and connects with an existing pedestrian trail through Mount Talbert Nature Park. The portion of this segment between SE 142nd Avenue and SE Mather Road is owned by ODOT and is part of the Sunrise Corridor project. While still in the early phases of design, a multi-use trail is being planned parallel to the highway corridor. This segment is in unincorporated Clackamas County and crosses a variety of land uses including commercial, light industrial, residential, and open space areas. The section of this trail north of SE Mather Road (constituting one of the two alignments to be studied in this segment) will capitalize on quality natural areas within the Mount Talbert Nature Park and open spaces associated with Scott Creek and related tributaries. North of Mount Talbert, the trail crosses SE Sunnyside Road and follows the Scott Creek drainage to the north. The conceptual alignment creates good opportunities to provide several access points serving a wide spectrum of the community and several schools including Clackamas High School.

Segment 6 begins in the Scott Creek drainage corridor north of Sunnyside Road and runs north to end near the intersection of SE Mount Scott Boulevard and SE Ridgecrest Road. This segment follows both natural resource areas and residential streets as it continues north through Happy Valley Nature Park and other open spaces associated with the Scott Creek drainage. This segment is nearly all within the City of Happy Valley. Opportunities within this segment include utilizing existing trail routes and creating several connections between residential areas and natural resource areas. The proposed trail has separate routes for bicyclists and pedestrians.

Segment 7 begins near the intersection of SE Mount Scott Boulevard and SE Ridgecrest Road and runs generally northwest to end near the intersection of the Springwater Corridor trail and the I-205 Pathway, about three miles west of the starting point of Segment 1. The southern portion of this segment is characterized by steep slopes. Opportunities include an alignment option through Lincoln Memorial Park Cemetery and connection to two schools. The end point of Segment 7 would be connected to the beginning point of Segment 1 via the Springwater Corridor, completing the loop system.



Project Significance

The Mount Scott/Scouters Mountain Trail Loop Master Plan will be a crucial regional trail linking numerous regional and local trails in the Happy Valley-Portland area. This area is a fast growing area and requires alternative and active transportation options such as trails, bike lanes, and sidewalks. The trail offers nearly 37 miles of proposed routes between the I-205 bike/ped path, Springwater Corridor, Clackamas River Bluffs, and future Sunrise Corridor and SE 162nd/172nd. In many cases, bike lanes and pedestrian pathways are separated because of the need to protect natural areas and sensitive habitat. It will be the major trail along with the Springwater Corridor for the outer southeast quadrant of the metropolitan region.

The future trail will offer opportunities to protect wildlife, sensitive habitat and provide access for people. The trail will accommodate both recreational, commuter, and general transportation needs.

This trail provides a key link with the overall regional trail system and regional trails plan. The Happy Valley, Pleasant Valley, and north Clackamas locations are fast growing urban areas with many natural features such as the east buttes. Metro and local partners have been protecting these buttes for nearly 20 years through acquisition, restoration, and providing nature parks. A trail system to connect these buttes is needed.

Project Implementation

Over the next 20-25 years, the trail will enter into an implementation phase. Currently, there are no dedicated funding sources to design and build the trail. To solicit additional support, the master plan will be discussed with a broad spectrum of stakeholders in the Winter/Spring of 2014 including the following:

- parks, transportation and planning staff;
- local parks and trails citizen committees;
- city councils and other governing boards; and
- the general public including property owners and neighborhood groups.

The Plan will also be recommended for inclusion in or with local acquisitions of right-of-way and easements, capital improvement lists, as well as included in the queue for funding.

Project Goals

The vision for the Trail Loop is to provide a non-motorized trail opportunity between the existing Springwater Corridor in the north, and the Sunrise Corridor/Clackamas River in the south, while



connecting significant open space areas including Mount Scott, Mount Talbert Nature Park, Buttes Natural Area, Powell Butte Natural Area, and Scouters Mountain Nature Park.

The primary goals for the Mount Scott/Scouters Mountain Trail Loop Master Plan include the following:

- identifying alternatives for a regional trail, which will have bike and pedestrian separated routes in certain areas and multi-use trails in other areas;
- avoiding negative impacts to sensitive natural resource areas and riparian corridors and seeking opportunities to improve habitat and connectivity;
- planning for wildlife corridors where appropriate;
- designing green trails;
- considering ease of construction, maintenance, and longevity; and
- providing a safe and enjoyable experience for multiple user groups as well as adjacent neighbors.

Equestrian use in the Trail Loop system will be limited to the existing Springwater Corridor trail. While one goal of the master plan is to accommodate as many user groups as possible, careful evaluation of the other existing and proposed trail segments by the Project Advisory Committee determined that the Trail Loop is not well-suited for equestrian use.

Accessibility

Due to topographic constraints, achieving Americans with Disabilities Act (ADA) accessibility throughout the system may not be feasible. While the preference is to achieve fully accessible routes, more challenging alignments will need to be included to complete the system. While a goal is to build the trail to regional guidelines, the trail may branch into different types to separately accommodate cyclists and pedestrians in order to minimize impacts to sensitive natural resource areas and locations with significant slopes. Trail alignments which are off-street or outside of road right-of-way offer a safe and pleasant user experience worthy of regional status. Metro's regional trail guidelines strive for 75% of a system to be off-street. Trail bifurcations due to steep terrain and sensitive natural resource areas have made this goal difficult to achieve. In locations where alignments are within road right-of-ways, protected bikeways or cycle tracks are recommended to provide comfort and safety similar to that provided by an off-street setting.

Existing and proposed trail segments such as the Springwater Corridor, I-205 Bike/Ped Pathway, and Sunrise Corridor offer accessibility to all levels of trail users and are generally less than 5% slope.

Project Approach/Process

In the fall of 2011, Metro, in partnership with North Clackamas Parks and Recreation District, Clackamas County, and the cities of Happy Valley and Portland, began working with Otak, Inc., and Alta Planning + Design to prepare the Mount Scott/Scouters Mountain Trail Loop Master Plan. A Project Advisory Committee (PAC) was assembled from agencies of the various jurisdictions, citizens, and those with private property the trail would pass through or be adjacent to. The following agencies were represented in the PAC:

- Clackamas County Sheriff, Transportation and Land Use Departments
- City of Happy Valley
- Intertwine Alliance
- Lincoln Park Memorial Cemetery
- Metro
- North Clackamas Parks and Recreation District
- North Clackamas School District
- Oregon Department of Transportation
- Portland Parks & Recreation
- Neighborhood associations

The project consultant team began review of the land use and regulatory requirements governing the planning and implementation of the proposed trail. The project was officially launched with a kick-off meeting with members of the PAC to clarify roles and responsibilities and to tour the conceptual trail alignment as a group. Many opportunities and constraints of the conceptual alignment were identified and recorded on map exhibits that were prepared to display during the public involvement process. Information gathered during the kickoff tour was also used to inform the narrative of the existing conditions report.

Based on a conceptual alignment identified by agency partners, a trail corridor was established as the limits of the project study area and geographic information system (GIS) mapping of the study area was developed by Metro and local partner staff for use by the consultant team in identifying alignment alternatives. GIS mapping



was combined with natural resource evaluation, traffic analysis findings, property ownership data, and transportation system planning information to develop evaluation criteria for trail alignment options for the alternatives analysis.

A stakeholder interview process was initiated by Metro staff to begin a dialogue with public and private entities affected by the proposed trail alignment.

Once a sufficient amount of information was gathered and documented, the PAC conducted the first of two public open houses (June 2012) that would provide a venue for presentation and discussion of the proposed trail project. Meetings were held at the Happy Valley City Hall. With input from the community and stakeholders, trail alignment alternatives were further refined and preferred alignments were identified.

Based on the preferred trail alignments, trail typologies (modes) were established that suited the various conditions – both inside and outside of road right-of-ways – through which the trail would pass. A trail design framework was developed based on trail typologies (modes), anticipated construction requirements, and the trail planning logistics of safety, security, and wayfinding. The preferred alignment and design framework information was presented at the second of two public open houses where additional comments were recorded to guide the final modifications of the trail master plan.

Building on the information accumulated throughout the trail master planning process, an implementation meeting was convened with the PAC to discuss and document trail project priorities, timelines, and funding strategies for trail segments studied during plan development. Information concerning implementation strategies including cost estimating data was compiled and organized for reference in future trail planning efforts. Appendix A has the meeting agendas, minutes, and attachments from each PAC meeting.

Public Involvement and Stakeholder Interviews

Metro and local partners hosted two public open houses with over 120 persons in attendance. The open houses were held on June 7, 2012, and January 31, 2013. See Appendix B for the open house summaries.

In addition, 17 stakeholder interviews were conducted. See Appendix C for details.

Local neighborhood groups and associations, the David Douglas School District administrative staff, two school principals, Willamette National Cemetery staff, Lincoln Park Memorial Cemetery staff, and Boys Scouts of America staff were briefed and interviewed as well.

The trails planning effort was also highlighted on the Metro and local partner web sites and in local newsletters.

Additional public outreach will occur in the Winter/Spring of 2014 when various parks and trails boards and government bodies are asked to endorse the recommendations of the plan.

Master Plan Purpose

The Master Plan details the trail network into a series of developable phases. The built-out trail system creates a regional trail network connecting the Springwater Corridor, Powell Butte in the north to Mount Talbert and the Sunrise Corridor/Clackamas River Bluffs and Greenway in the south. The system is extensive and comprehensive, and at the same time provides a realistic program for satisfying the needs of local residents regarding access to outdoor resources and linkage to popular destinations.

The early action network is designed to form an inner loop of trails through some of the most densely populated areas of the community, linking residents to existing resources that are in close proximity to where they live and work. This will create a critical mass of trail facilities that will offer the citizens many of the benefits that have been outlined in the plan. Among these benefits are improving access to outdoor resources for recreation, linking schools to residential neighborhoods providing children with the opportunity to walk or bike to school, and capitalizing on tourism and economic development opportunities.

The plan lays the groundwork for future planning of trails, right-of-way or easement acquisition, construction, and maintenance costs for state, regional, local, and private property owners.



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2. EXISTING CONDITIONS



EXISTING CONDITIONS



Site reconnaissance by the Project Advisory Committee

Planning Context

The Mount Scott/Scouters Mountain Trail Loop Master Plan project connects Clackamas County, Happy Valley, and Portland, joining together several governmental agencies and organizations in a cooperative effort to make the trail system a reality. Development codes, planning documents, and design guidelines from each agency and from State and Federal sources serve as the foundation for the trail master plan. The identification of—and basis of design for—trail alignment alternatives will be guided by the planning documents listed below.

Clackamas County

- NCPRD Parks and Recreation Master Plan
- Clackamas County Comprehensive Plan
- Clackamas County Zoning and Development Ordinance
- Sunrise Corridor Project Final Environmental Impact Statement
- Connecting Clackamas webpage

City of Happy Valley

- Happy Valley Parks Master Plan
- Happy Valley Pedestrian System & Trail Master Plan
- Happy Valley Trail Development Handbook

Metro

- Metro Greenspaces Master Plan and Regional Trails System Map
- Metro Regional Transportation Plan
- Metro Active Transportation Plan
- Metro Target Area Plans from 2006 Voter Approved Bond
- Metro Wildlife and Habitat Protection Plans
- Metro Vision 2040 Growth Concept
- Resource Conservation Plan

City of Portland

- City of Portland Comprehensive Plan
- Portland Bicycle Plan for 2030
- Trail Design Guidelines for Portland's Park System
- Portland Parks & Recreation: Recreational Trails Strategy
- Natural Area Acquisition Strategy (Vegetation Studies by Portland Parks)
- Multnomah County Transportation System Plan

A list of planning documents with detailed information and specific provisions relevant to the trail master plan are summarized in Appendix D. Many provisions established



The Power Line Corridor trail is a key link to the regional trail system.

by governing agencies are supportive of trail planning objectives and help formulate strategies for trail location. For instance, the City of Happy Valley's Development Code specifically requires that all developments "provide a continuous pedestrian and/or multi-use pathway system as shown in the City's TSP, Happy Valley Parks Master Plan, or NCPRD Parks and Recreation Master Plan."

Jurisdictions & Ownership

The proposed Trail Loop is located within the cities of Portland and Happy Valley, as well as unincorporated areas of Multnomah and Clackamas Counties. Trail ownership and management responsibilities will span a number of involved agencies (Figure 2-1).

Large publicly-owned parcels present opportunities for trail alignments. Potential public agency project partners include: Metro, Clackamas County, City of Portland Parks and Recreation, City of Happy Valley, North Clackamas Parks and Recreation District, North Clackamas School District, David Douglas School District, and Oregon Department of Transportation (ODOT).



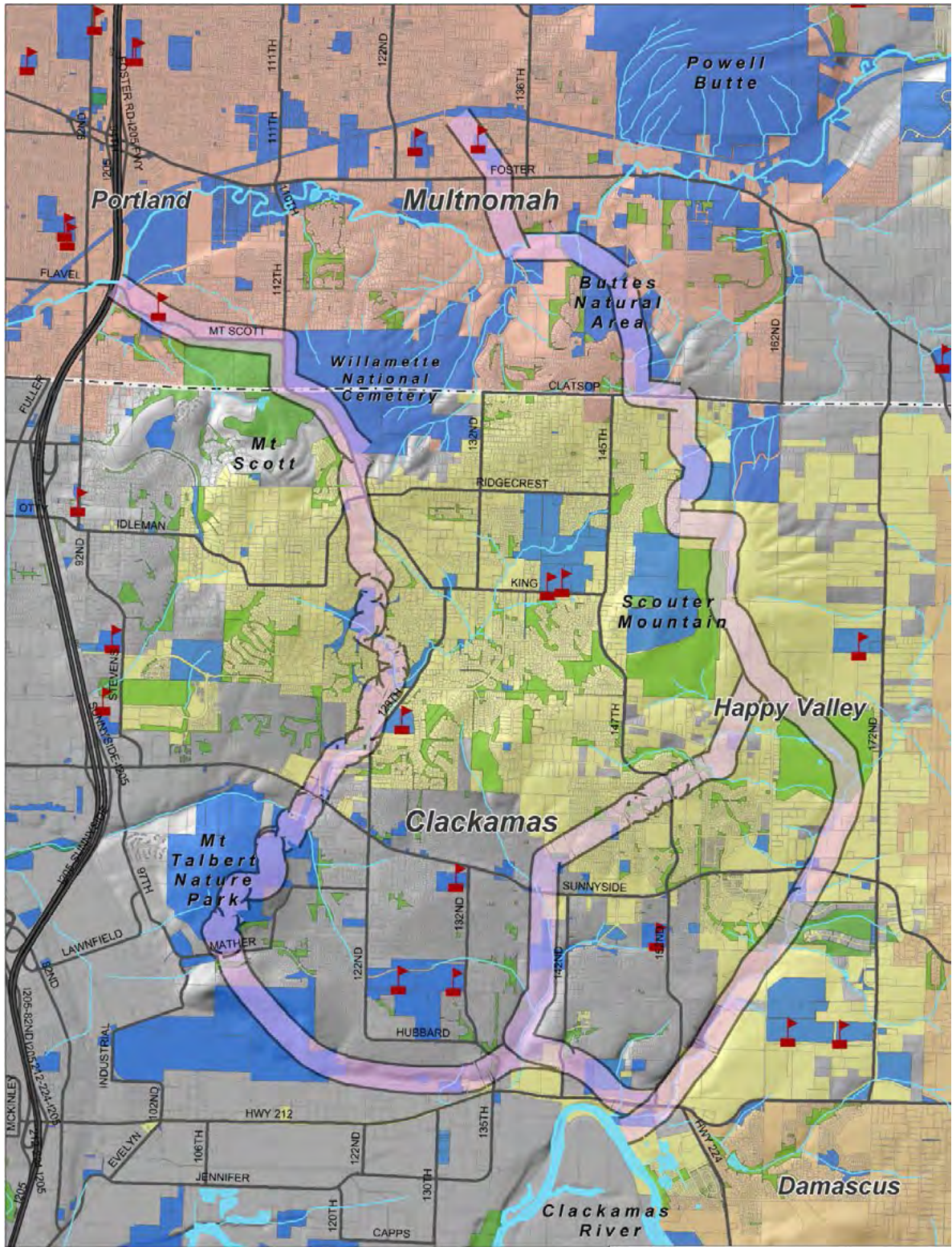
The terrain rises steeply over ODOT's future Sunrise Corridor.

Segments within privately held properties are also necessary for a complete trail system. Opportunities for trail development on private lands are most feasible on large parcels which are not developed. These include lands owned by home owner associations, developers, private individuals, cemeteries, hospitals, and utility companies. Trail easements and/or right-of-way shall only be purchased from willing sellers.



The Rock Creek area remains largely in private ownership.

Figure 2-1. Mount Scott/Scouters Mountain Trail Loop: Ownership and Jurisdictional Boundaries



**Mt. Scott/Scouters Mtn. Trail Loop:
Ownership & Jurisdictions**



0 0.25 0.5 1 Miles

Legend

- Schools
- Study Segments
- County Boundary
- Private Open Space
- Public Ownership
- Private Unincorporated
- Private Property by Jurisdiction
- Damascus
- Gresham
- Happy Valley
- Portland

Schematic alignment shown is superseded by this Master Plan. See the Master Planning Map on page 68 & 69.



Land Use and Zoning

An area's zoning dictates which land uses may occur on individual parcels, thereby driving the regional development pattern. The identification of residential, open space, commercial, and industrial areas shown in Figure 2-2 gives a broad view of where potential trail users may originate and travel. The Mount Scott/Scouters Mountain Trail Loop study further evaluates natural resource area and slope overlay zones which impose development and design restrictions (discussed in the permitting section below).

The majority of the Trail Loop study area is comprised of privately owned residential zoned properties. Commercial destinations are primarily concentrated along Sunnyside Road within mixed use developments. Highway 212 in the south is predominantly industrial and thus serves as an employment center for the region. Large parcels adjacent to Rock Creek between Sunnyside Road and Highway 212 have development potential. While most are owned by banks or private developers, Providence Health holds two properties just north of the highway. Discussions should occur with Providence regarding a partnership and the health benefits of trails. Parks, open spaces, and public facilities occur throughout the area providing destinations and connections along the trail route.

Destinations

In addition to commercial centers and employment opportunities, area destinations include local schools, parks, open spaces, cemeteries, and historic resources. Figure 2-3 highlights the study area's many destinations.

Schools

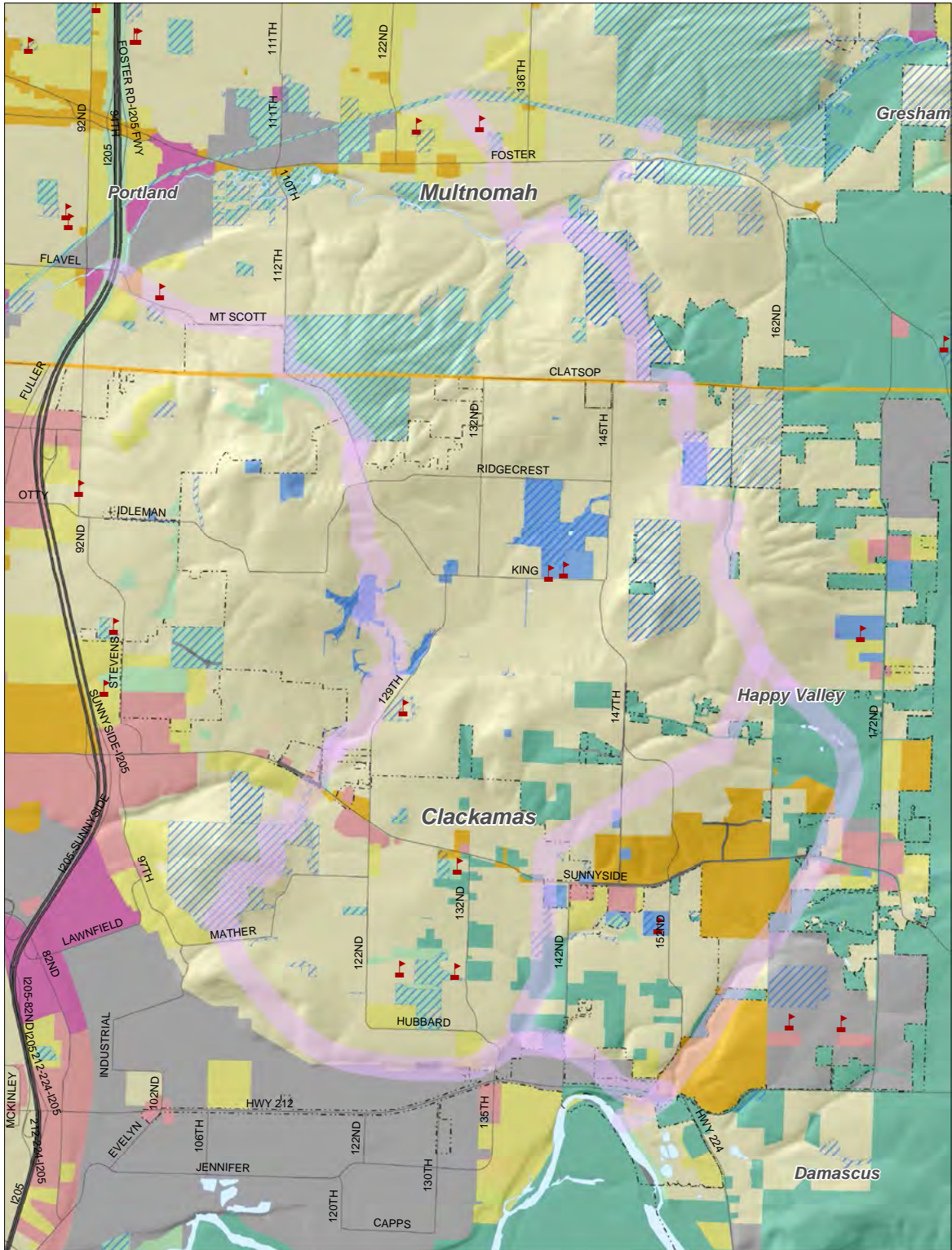
The Trail Loop has the potential to improve non-motorized access to 17 elementary, middle, and high schools, as well as one planned school in the David Douglas School System. Currently, opportunities to safely walk and bicycle to area schools are lacking.

Parks and Open Spaces

Recreational destinations include neighborhood and regional parks, open spaces, and cemeteries. A series of ancient lava domes comprise the East Buttes, creating a ring of forested peaks around the study area.

Mount Talbert Nature Park is a prominent destination offering a connection to nature close to home. At over 220 acres, it is the largest undeveloped butte in Northern Clackamas County, offers miles of hiking trails and interpretive information about local cultural

Figure 2-2: Mount Scott/Scouters Mountain Trail Loop: Zoning Map



Mt. Scott/Scouters Mtn. Trail Loop:
Zoning



0 0.25 0.5 1 Miles

Legend

- | | | |
|-------------------|----------------------|-----------------------|
| Schools | Generalized Zoning | Mixed Use Residential |
| County Boundary | Public Facilities | Multi Family |
| City Boundary | Commercial | Single Family |
| Water | Industrial | Parks & Open Spaces |
| Public Open Space | Mixed Use Employment | Rural |

Schematic alignment shown is superseded by this Master Plan. See the Master Planning Map on page 68 & 69.



EXISTING CONDITIONS

and natural resources. The nature park is owned by Metro and NCPRD and managed by NCPRD.

Another exciting destination along the trail will be Scouters Mountain Nature Park. East of SE 145th, the nearly 100 acre park is planned to open to the public in early 2014. Planned improvements include hiking trails, a picnic shelter, parking, and restroom facilities.



Metro's newly acquired Scouters Mountain is an exciting destination for trail users

North of the Springwater Corridor, the City of Portland's Powell Butte Nature Park is a unique 600-acre open space opportunity. It provides nine miles of hiking, bicycling, and equestrian trails as well as a variety of wildlife habitat areas and exceptional views of five Cascade peaks and several nearby buttes, including Mount Hood.

The City of Portland's Buttes Natural Area is a significant natural resource area north of Clatsop Road and west of Barbara Welch Road. Areas of intact mature forests, wetlands, stream tributaries, and rugged terrain make this a valuable natural resource area.

The Leach Botanical Garden showcases plant collections including Oregon native plants, the historic Leach collection, flora of the southeastern United States, an extensive fern collection, and a Camellia exhibit. The site also provides a botanical library and environmental education opportunities.

Brookside Natural Area south of Foster Road and 110th Drive provides public access to Johnson Creek. The site includes a playground, walking trails, and opportunities to view wildlife. The site also provides important flood storage capacity, wetland improvements, and restored fish and wildlife habitat. Additional public amenities are currently being planned.

Within the study area, the City of Portland's park assets include PlayHaven Park. PlayHaven provides users with a basketball court, accessible play area, and picnic facilities, restrooms, and parking.

The 32-acre Happy Valley Park on Ridgecrest Road offers a variety of sport courts and fields, a walking loop, splash pad area, off-leash dog area, picnic facilities, skatepark, playground, restrooms, parking, and 24 acres of wetlands accessible by boardwalks.

NCPRD's Hood View Park is a 35-acre community park off of 162nd Avenue in the southeastern portion of the study area. It accommodates 200,000 visitors each year with four all-weather ballfields, picnic facilities, restrooms and parking. Views from the park include Mount Hood and Mount St. Helens. Currently, visitors can only arrive by car due to a lack of connectivity for non-motorized users.



A trail alignment along Rock Creek will improve non-motorized access to Hood View Park

Southern Lites Park is a 3-acre park on SE 117th Avenue. It offers a basketball court, picnic facilities, playground area, and parking. The two-acre Pioneer Park on SE 153rd Drive features climbable rocks, picnic facilities and loop trail that opened in September, 2013.

Numerous residential developments or home owners associations (HOA) within the area include built parks, trails, and open space areas.

Zenger Farm is a six-acre urban farm situated between Foster Road and the Springwater Corridor which provides educational opportunities for youth, farmers, and families in sustainable agriculture, wetland ecology, and food security. Since 2011, the farm includes the Furey Community Garden which offers 36 community plots for East Portlanders. Originally purchased by the City of Portland's Bureau of Environmental Services (BES), the farm is currently operated by the non-profit group Friends of Zenger Farm.



Lincoln Memorial Park Cemetery and Willamette National Cemetery (WNC) offer unique pastoral settings and spectacular view opportunities. Lincoln Memorial already welcomes walkers, runners and cyclists. The trail is not planned to go through WNC.



The quiet roadways of Lincoln Memorial Cemetery welcome pedestrians and cyclists to enjoy the serene setting

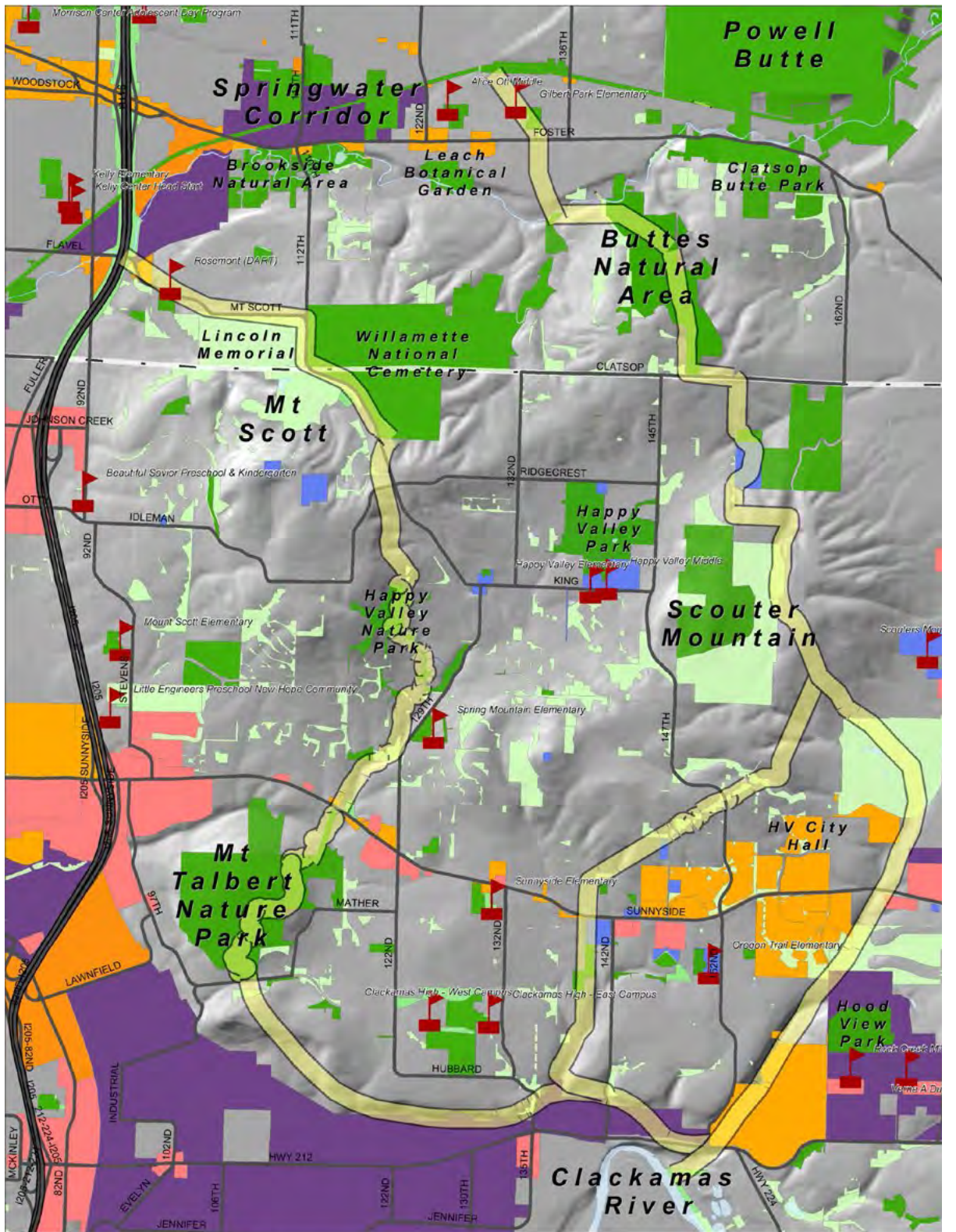
Historic Resources

Historic properties create opportunities to showcase local history and culture. Two properties within the study area are included on the National Historic Register (Figure 2-4). The 300+ acre Willamette National Cemetery dates to 1949. The second property is the 1923 Miller home in the Gilbert neighborhood, showcasing the Craftsman Bungalow architectural style.

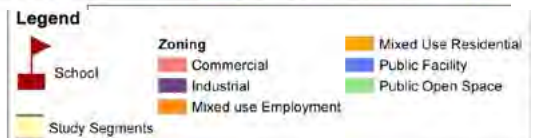
Additionally, other properties in the study area have been inventoried and are eligible for historic status by the Oregon State Historic Preservation Office. These include the following:

- 1890 Strickrott Residence – Home on Mount Scott Boulevard, thought to be the oldest home in Happy Valley.
- 1956 Camp Withycomb – Over two dozen historically significant buildings and features. The site has been used as a military installation since 1910 when it was known as the Clackamas Rifle Range.
- 1933 Pleasant Valley Grange – The meeting hall has both social and political significance for local farmers.
- 1920 Haberlach House and Silverthread Kraut and Pickle Works Building – Located off of Hwy 212 on an old wagon road. Eligible buildings within this property include the bungalow style residence and agricultural product processing facility.

Figure 2-3: Mount Scott/Scouters Mountain Trail Loop: Destinations



Mt. Scott/Scouters Mtn. Trail Loop: Destinations



Schematic alignment shown is superseded by this Master Plan. See the Master Planning Map on page 68 & 69.

Figure 2-4: Mount Scott/Scouters Mountain Trail Loop: Historic Sites

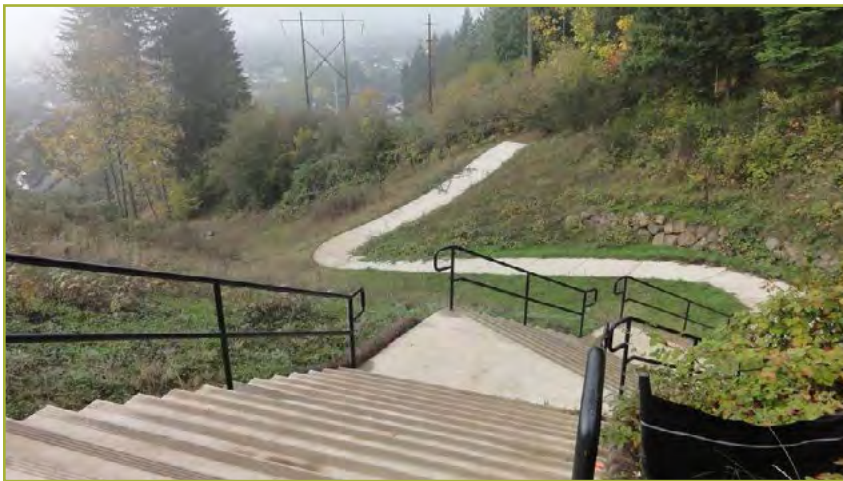


Connectivity & Circulation

Trails

Trails are a popular means of transportation and recreation year-round within the study area. Counts of trail users conducted by NCPRD and Metro in September of 2011 found that on average, 5.7 users are encountered every fifteen minutes on nearby regional trails and bike facilities. The trail count process found that 72% of users were cyclists, while 28% were pedestrians. Intercept surveys revealed that most people use the trails because they are accessible or close to home, are a safe alternative to roadways, and are relatively flat (e.g., Springwater Corridor).

Currently, segments of built trails exist that may be designated as portions of the Trail Loop. These include both unpaved hiking paths as well as segments of well-established regional trails including Mount Talbert Nature Park trails, hiking paths within Happy Valley's Nature Trail Park, local trails within the Lincoln Heights and Southern Lites neighborhoods, paved portions of the Powerline Trail, a segment of the paved multi-use Springwater Corridor, and a portion of the I-205 bike and pedestrian path. The City of Happy Valley requires as a condition of approval that private parcels to be developed provide a trail easement on the final plat. Affected property owners are further required to establish an agreement with the City which conveys trail maintenance and liability responsibilities to the property owners.



While portions of the Powerline Trail are built, stairs and slopes limit its use.

The Springwater Corridor and I-205 bike/ped path are significant regional trails which offer connectivity to the urban areas of downtown Portland, Gresham, and Vancouver, WA, as well as the rural setting of unincorporated Clackamas County to the east and possible future connections to Mount Hood and the Pacific Crest Trail. Future proposed trail connection opportunities including the North Clackamas Greenway to the west, Scouters Mountain Trail



Extension towards Damascus, and Sunrise Corridor/Clackamas River Greenway in the south are documented within Clackamas County's Comprehensive Plan, NCPRD's Park Master Plan, and Metro's Regional Trails and Greenways publication.

Trailheads and Access

Access to the trail system exists in many locations where trails are already built. Mount Talbert Nature Park currently has neighborhood connections as well as two trailheads with parking spaces and interpretive signage. The built portion of the Powerline Corridor Trail is adjacent to residential properties and has numerous existing access points. The Southern Lites neighborhood also has access points to its existing local trail system as well as trails within Nature Trail Park (Figure 2-5). There is a parking lot at Powell Butte and there will be parking at East Lents Floodplain Restoration site off of SE Foster Road adjacent to where the Springwater Corridor crosses Foster Road.

The Scouters Mountain property is a relatively new acquisition for Metro. Plans for developing site amenities are in process and include a covered shelter, vehicle parking, and pedestrian trails.

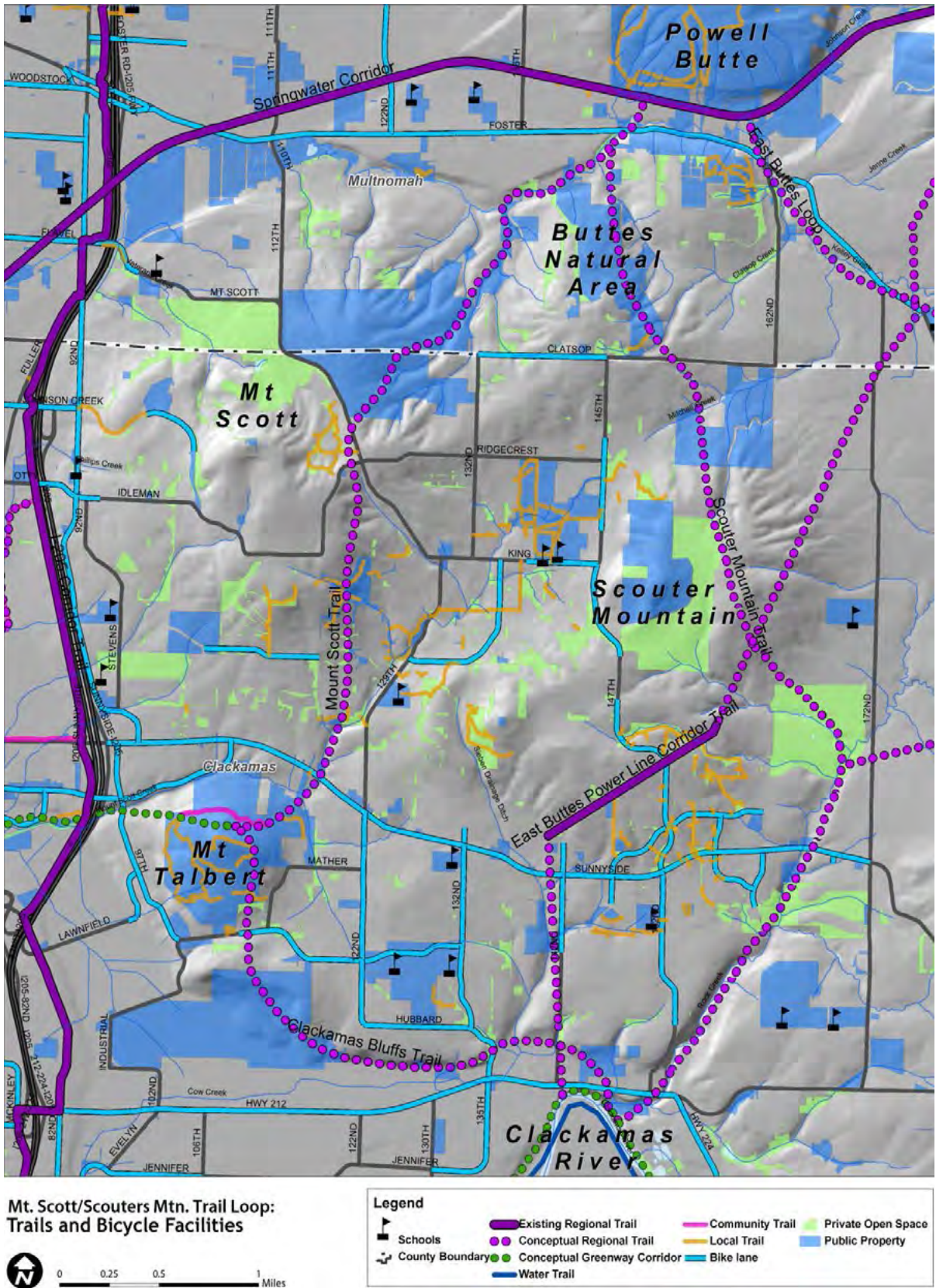


Nature Trail Park includes neighborhood access and earthen hiking paths

Bicycle Facilities

Access to the Trail Loop by bicycle will occur easily via the various entry points along streets and trailheads. Bicycle access is adequate within the study area, though many routes are on high-speed and/or high-volume roads without much protection from vehicle traffic. On-street, striped bike lanes exist primarily on the major arterials, including Sunnyside Road, Highway 212, and the minor arterials such as Foster Road and Mount Scott Boulevard. Partial bike lanes

Figure 2-5: Mount Scott/Scouters Mountain Trail Loop: Trails and Bicycle Facilities



Schematic alignment shown is superseded by this Master Plan. See the Master Planning Map on page 68 & 69.

or widened shoulders are prevalent on the collector roadways. Bike lanes are not typical or warranted on local roadways with low speed and traffic volumes. Of the roadways within the study area, those with the highest speeds and traffic volumes are currently outfitted with striped bike lanes.

Access to the trail from outside the immediate study area will likely be through the fastest, most direct routes. Typically, these lie within the arterial road alignments, all of which are furnished with bike lanes. The I-205 bike/ped path and Springwater Corridor are dedicated bicycle facilities that have potential to intersect with the Trail Loop; however, no formal connections between the facilities currently exist between the established facilities and the conceptual Mount Scott/Scouters Mountain alignments. Such connections will be explored as part of this project.

Public Transit

Transit facilities exist within the study area on the arterial roadways only. Due to a low incidence of ridership and lack of employment centers or destinations, the frequency with which the buses or trains operate (also called headway) is nominal and few stops are provided with shelter amenities. A complete list of transit connections is provided below.

Light Rail Service

- Light rail service to the Trail Loop is available via two lines: the green line, running north-south along I-205 with stations located at SE Foster Road, SE Flavel Avenue, SE Fuller Road, and Clackamas Town Center; and the blue line, running east-west to Gresham, with one nearby station option at SE 122nd Avenue and Burnside. In general, MAX trains operate every 15-20 minutes on weekdays and Saturdays, and up to 30 minutes between trains on Sundays. This service will allow trail users from as far west as Hillsboro to access the Trail Loop.

Bus Service

- TriMet line #10 operates on Foster Road to SE 136th Avenue; no other line continues east toward Barbara Welch Road, a possible trail crossing location. This line intersects with the grade-separated Foster Road light rail station and operates on 20-minute headways, weekdays only.
- TriMet line #71 operates on Foster Road to SE 122nd Avenue, also intersecting with the Foster Road light rail station. Of the transit connections to the Trail Loop, the #71 operates most frequently on 20-minute headways, both weekdays and weekends.

- o Line #71 has a unique route through east Portland. Riders from as far north as Parkrose can board the #71 south along SE 122nd Avenue to Foster Road. Likewise, riders from outer southeast could use the #71 to transfer to lines #30, 155, and 156 at the Clackamas Town Center transit center.
- o Further north, line #71 intersects with the MAX Blue Line to Gresham at SE 122nd Avenue and Burnside.
- TriMet line #19 travels east on Mount Scott Boulevard to SE 112th Avenue where it turns around at the end of the residential zone, which is also the boundary of the two cemetery properties. The #19 will easily connect bicyclists to the Trail Loop, as the crossing near the Willamette National Cemetery is only 0.7 miles south. This line intersects with the Flavel Street light rail station on I-205. Service varies between 15-45 minute headways.
- Sunnyside Road is served by TriMet line #155, with 45-minute headways between Clackamas Town Center and SE 157th. This line is accessible from the Clackamas Town Center light rail station, connecting those who travel to/from Clackamas County via MAX.
- TriMet line #156 weaves its way across several potential trail crossings as it travels east-west between Sunnyside and Highway 212. With 90-minute headways on weekdays only, users must plan trips to the Trail Loop carefully. This line is also accessible from the Clackamas Town Center light rail station, connecting those who travel to Clackamas County via MAX.
- TriMet line #30 runs along Highway 212 on 60-minute headways; no service is available on Sundays. This line is also accessible from the Clackamas Town Center light rail station.

Roadway Analysis and Trail Crossings

Because the region is continuing to develop, the current roadside accessibility and crossing options are poor and will require improvements to create a safe bicycle and pedestrian environment.

Major roadways are often barriers which affect paths of travel for cyclists and pedestrians. Major arterials within the study area include Sunnyside Road and Highway 212. These two roadways consist of two travel lanes in each direction with center turn lanes, and bike lanes on each side. The crossing distance ranges between 81- and 120-feet. Because the speeds are posted at 40-45 mph, trail crossings must be protected, either by signals or by grade separation. Planning for the future Sunrise Corridor, a proposed high-speed highway will also impact the Mount Scott/Scouters Mountain Trail Loop alignment (Figures 2-6 and 2-6a).



EXISTING CONDITIONS

Minor arterial and collector road crossings also exist within the Trail Loop alignment. Roadways such as Foster Road, Clatsop Street, 162nd and 152nd Avenues have a narrower crossing distance but maintain higher speeds and lower volumes. In these instances, trail crossings must be located in areas of good sight distance and designated through advance signage and striping.

Local roadways, with lower traffic volumes and speeds, are preferred by cyclists and pedestrians. The majority of on-roadway alignment and roadway crossings will occur at local roadways. Examples within the corridor include Hagen Road, Vradenburg Road, and Spanish Bay Drive. Crossing distance, however, is significantly shorter due to the narrower roadway widths.

All primary roadways were analyzed for compatibility with trail alignments as shown Appendix E. In cases where on-street alignments will be used for the trail, designs will need to be as “trail-like” as possible, by providing comfort and protection for less-confident cyclists.



152nd Avenue south of Clatsop Road is a quiet unpaved road.

Intersections

In some circumstances, the Trail Loop will attempt to align with existing signalized intersections at the major arterial crossings to capitalize on existing infrastructure. Most of the signalized intersections are equipped with pedestrian countdown signals and crosswalk striping, providing a safe crossing treatment as all through-traffic is stopped during the pedestrian phase. Some intersections also include a pedestrian island when the crossing distance is extremely long.

Some crossings may occur at unsignalized intersections. In these cases, the trail may utilize a grade-separated crossing or a pedestrian activated signal such as a High-Intensity Activated Crosswalk (HAWK) or Rectangular Rapid Flashing Beacon (RRFB). ODOT has recently

included rectangular rapid flashing beacons as standard details (see DET4436-4438). Examples of crossings not near existing signalized intersections include Highway 212 at SE 152nd Avenue where the nearest signal is approximately 700 feet east and Sunnyside Road at Rock Creek where the trail may be able to proceed under the existing bridge. Installing grade-separated crossings or new traffic signals are costly. New signals may also require re-timing of subsequent signals. The volume of potential trail users should be considered when determining the appropriate design for the crossing.

Mid-block crossings are advantageous when the nearest intersection is too far away for pedestrians to safely choose that option. Mid-block crossings also do not experience turning traffic, thereby eliminating a safety concern that occurs at intersection crossings. Examples of potential Trail Loop mid-block trail crossings are along Mather Road, SE 162nd Avenue, Hagen Road, Mount Scott Boulevard, and Clatsop Street. Depending on the existing conditions, treatments can include a range of items such as signage, crosswalk striping, speed table (flattened speed hump), HAWK, RRFB, or median island. An example of an existing mid-block crossing treatment is at SE 152nd Avenue at the Powerline Corridor Trail crossing.

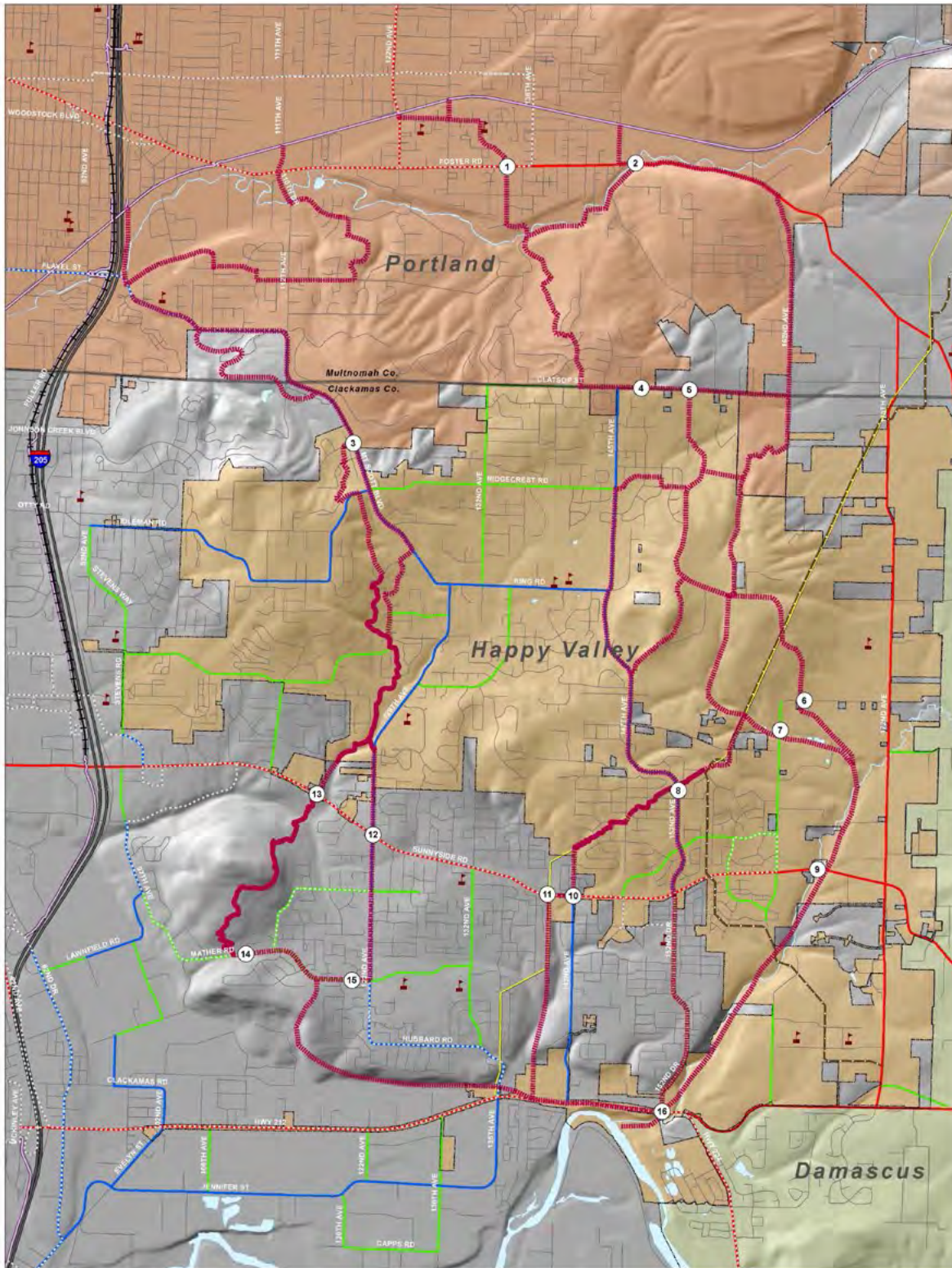
All roadway crossings, regardless of the roadway's functional classification, should be reviewed by an engineer to determine the crossing treatments. Regulatory traffic control devices should be installed on the trail at every road intersection. Conversely, roadway markings, including crosswalk stripes, will be designed and installed on a case-by-case basis. AASHTO's Guide for the Development of Bicycle Facilities offers several options for signage, striping/markings, and hard-surface improvements. Likewise, the Manual on Uniform Traffic Control Devices (MUTCD) describes warrants for proposed signals as well as detailed marking treatments.

Utilities

Various utilities traverse the landscape of the Trail Loop, and more will continue to infill before the trail is completed in this developing fringe of the urban growth boundary. Underground utilities include typical storm and sanitary sewer, domestic water lines, and communication ducts. Both electrical distribution and transmission (trunk) lines exist within the project study area. Working around these utilities is generally uncomplicated unless the trail grades demand a large amount of earthwork near an underground utility. Early and constant communication with the utility providers and agencies is important. Permanent easements for crossing the utilities will likely be unnecessary.



Figure 2-6: Mount Scott/Scouters Mountain Trail Loop: Trail / Roadway Crossings



**Mt Scott/Scouters Mtn. Trail Loop:
Trail / Roadway Crossings**

Legend

- Potential Trail Crossings*
- MS-SM Trail System
 - Existing
 - ⋯ Conceptual
- ⚠ School
- ⚡ MAX Light Rail
- 🚌 Bus Line
- 🚶 Regional Multi-Use Path
- 🛣 Interstate Freeway
- 🛣 Major Arterial
- 🛣 Minor Arterial
- 🛣 Collector Street
- 🛣 Local Street
- 🟡 PGE Transmission Line
- ⚡ Natural Gas Pipeline
- 🏠 City Boundary
- 🏠 County Boundary



0 0.25 0.5 1 Miles

*See corresponding table for description of existing conditions at numbered locations.

Schematic alignment shown is superseded by this Master Plan. See the Master Planning Map on page 68 & 69.

Figure 2-6a: Mount Scott/Scouters Mountain Trail Loop: Trail/Major Roadway Crossings Key Map

Item Number	Description
1	"Foster Road/SE 134th Sidewalk, bike lane access 40 mph Signalized crosswalk 60' crossing distance"
2	"Foster Road/SE Barbara Welch Sidewalk, bike lane access 40 mph Signalized crosswalk 48' crossing distance, with islands No sidewalks on Barbara Welch"
3	"Mt. Scott Blvd./Carter Bike lane access (one direction only) 35 mph Unsignalized (future signal planned) 30' crossing distance Entrance to Willamette Nat'l Cemetery"
4	"Clatsop/SE 147th Sidewalk access only, widened shoulder on south 45 mph Unsignalized (future signal planned at 145th) 40' crossing distance Redirect users to nearest signal at 145th"
5	"Clatsop/SE 152nd No sidewalk or bike access 45 mph Unsignalized (future signal planned at 145th) 21' crossing distance Rural location will require sight distance treatment and signage"
6	"Hagen/east of 162nd No sidewalk or bike access 40 mph Unsignalized (future signal planned at 162nd/Hagen, extension of 162nd north) 22' crossing distance Rural location; steep cross slopes/banks"
7	"162nd/south of Hagen No sidewalk or bike access 40 mph Unsignalized (future signal planned at 162nd/Misty, extension of 162nd north) 22' crossing distance Rural location; imprvt's to 162nd may improve crossing opportunity"
8	"152nd/SE Frye (Powerline crossing) Sidewalk, bike lane access 40 mph Unsignalized; median island, marked crosswalk 46' crossing distance Existing Powerline Trail crossing"



Figure 2-6a: Mount Scott/Scouters Mountain Trail Loop: Trail/Major Roadway Crossings Key Map (Cont.)

Item Number	Description
9	"Sunnyside/Rock Creek Sidewalk and bike lane access 40 mph Unsignalized, no crosswalk 91' crossing distance (includes median) Opportunity for trail to go under Sunnyside/Rock Creek bridge"
10	"Sunnyside/SE 142nd Sidewalk, bike lane access 40 mph Signalized crosswalk 85'-99' crossing distance"
11	"Sunnyside/SE 140th Sidewalk, bike lane access 40 mph Unsignalized, no crosswalk 81' crossing distance Redirect users to nearest signal at 142nd"
12	"Sunnyside/SE 122nd Sidewalk, bike lane access 40 mph Signalized crosswalk 120' crossing distance with islands Skewed intersection increases crossing distance"
13	"Sunnyside/SE 117th Sidewalk, bike lane access 40 mph Signalized crosswalk 100' crossing distance Heaviest traffic crossing on trail loop"
14	"Mather Road/SE Cranberry Loop Sidewalk, partial bike lane access 35 mph Unsignalized, no crosswalk 30' crossing distance Adequate sight distance"
15	"Summers/west of 122nd Sidewalk, bike lane access 35 mph Unsignalized, no crosswalk 36' crossing distance Steep side slope on south"
16	"Highway 212/224/SE 152nd Partial sidewalk, bike lane access 45 mph Unsignalized, no crosswalk 81' crossing distance Redirect users to nearest signal 700' east; May be impacted by Sunrise Corridor Plan"

Additionally, the trail alignment may cross or run near to large, private utilities. These include a high-pressure gas transmission line located adjacent to the aerial electrical transmission line in the eastern portion of the study area. Crossing either of these utilities will require careful communication and notifications with the utility providers. A temporary easement for construction and a permanent easement for trail use will be required from each provider.

Environmental Conditions

Natural Resources

A group of extinct volcanoes and lava domes in north Clackamas and east Multnomah counties lend unique geographic character to the region, providing wildlife habitat and panoramic vistas. The buttes consist of some of the largest contiguous habitat in the region, while offering water quality protection of stream headwaters, as well as recreation opportunities close to home. Figure 2-7 shows regionally significant riparian and upland wildlife habitat, habitats of concern, and impacted areas as classified by Metro staff.

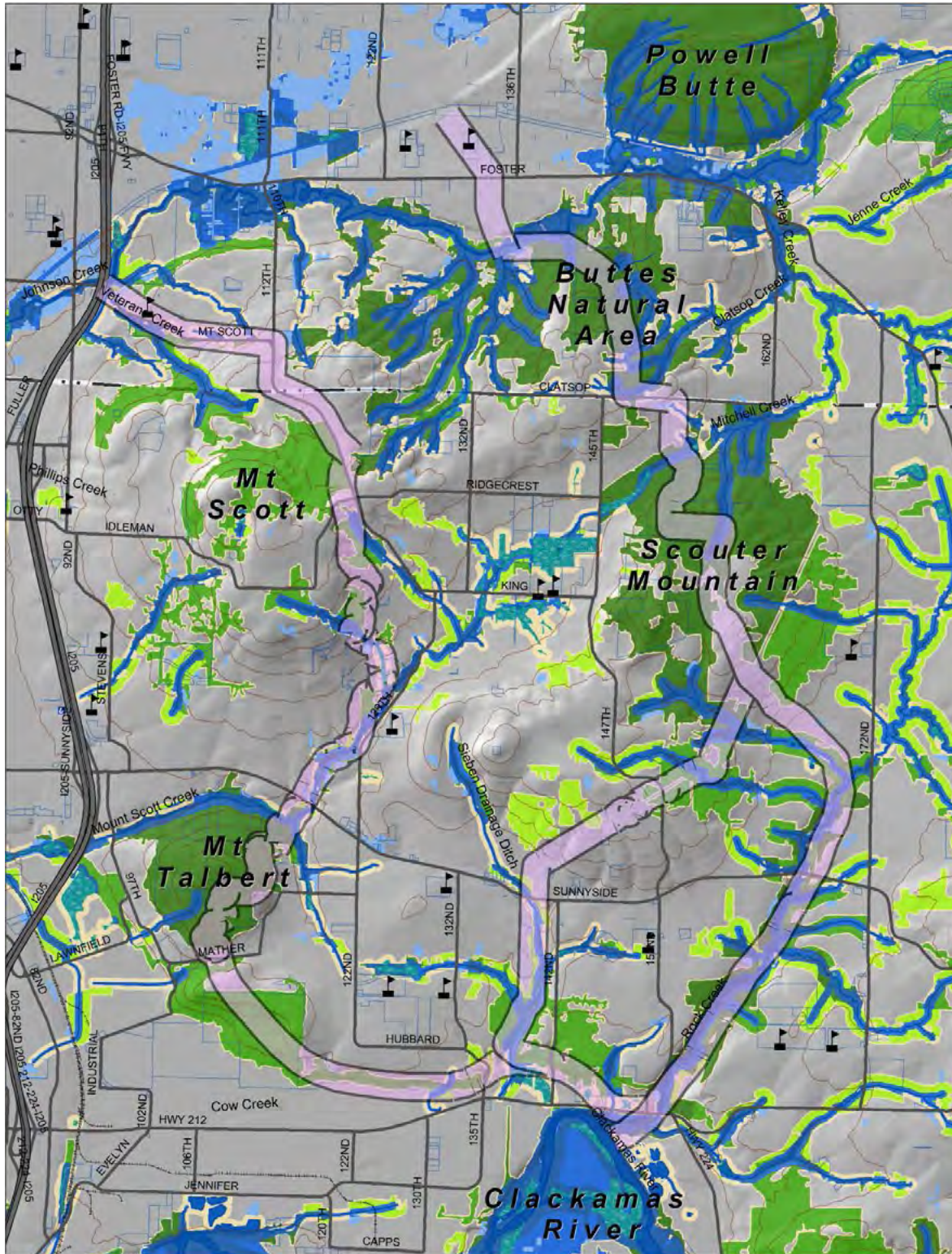
The buttes are characterized by large tracts of upland forests including old cedar trees, big-leaf maple, Douglas fir, and alders. Mount Talbert is home to conifer and streamside forests, a revitalized oak savanna, and a wet prairie meadow. Powell Butte contains a variety of wildlife habitats including an expansive grassland meadow, a scrub shrub transition area, and a mid-seral stage forest area.

Scouters Mountain is another important natural area along the proposed route. The future nature park includes Mitchell Creek and its tributaries feeding Kelley Creek and ultimately Johnson Creek. Scouters Mountain features a small wet meadow and a large Douglas-fir forest with Western red cedar and hemlock trees. Management and restoration plans for Scouters Mountain, including the removal of invasive plant species, are currently being written.

The Mount Scott/Scouters Mountain Trail Loop study area falls within three watersheds: Johnson Creek, Mount Scott, and Rock Creek. These watersheds include many streams which are attractive recreation corridors for trail users. One of the most important natural resources for the City of Portland is Johnson Creek. It is one of the last free-flowing streams in the Portland area and provides important habitat for Coho and Chinook salmon, Steelhead, and Cutthroat trout. Over the last 200 years, people have attempted to alter the creek in an effort to reduce flooding. Despite these efforts, over the last 60 years flooding has occurred at a rate of more than once every two years (Portland Bureau of Environmental Services



Figure 2-7: Mount Scott/Scouters Mountain Trail Loop: Natural Resources



**Mt. Scott/Scouters Mtn. Trail Loop:
Natural Resources**



0 0.25 0.5 1 Miles

Legend	
Study Segments	River and streams
100' Contours	Title 13 Inventory
Wetland	Upland Wildlife Habitat Quality
Public Properties	Riparian Wildlife Habitat Quality
	Class I
	Class II
	Class III
	Other
	Resource Impact Area
	Class A
	Class B
	Class C

Schematic alignment shown is superseded by this Master Plan. See the Master Planning Map on page 68 & 69.

website). Wetlands within the Johnson Creek watershed have been highly impacted by development as well. Despite these impacts many wetlands in the basin retain good connectivity with undeveloped open space, upland habitats, and the Johnson Creek riparian corridor. Wetland areas provide significant areas of wildlife breeding and nesting with dense populations of amphibians, including red-legged frogs.

Similarly, Mount Scott Creek and Rock Creek provide important ecosystem functions within Clackamas County. Water Environment Services (WES) of Clackamas County has developed the Rock Creek and Kellogg/Mount Scott Watershed Action Plans in order to protect and enhance the health and function of each watershed, including water quality, aquatic habitat, and hydrologic functions. The action plans describe general concerns and challenges of the watersheds, such as impervious area, fish passage, flooding, poor streamside practices, lack of riparian vegetation, in-stream erosion and down cutting, and water quality concerns. Despite these challenges, adult salmon, steelhead, and cutthroat trout have been documented in Kellogg and Mount Scott creeks (Oregon Department of Fish and Wildlife [ODFW], 2008).

Rock Creek begins in the hills of western Damascus, flowing southwest through eastern Happy Valley, until it reaches its confluence with the Clackamas River. The Rock Creek watershed forms a patchwork of forested habitats and riparian corridors mixed with agricultural lands, roads, houses, and other development. The influences of development in the watershed have fragmented habitat connections and impacted the water and habitat quality of the riparian zones. However, there are still large patches of upland forest habitat and vegetated riparian corridors that provide dwelling, feeding, and nesting habitat and movement and migration for many of the region's resident wildlife species. While the Rock Creek watershed has not yet been heavily developed, its urban areas are expected to grow significantly in the future within both the Cities of Happy Valley and Damascus. The watershed's streams have been impacted by agriculture, roads, and other rural development since the early 1900s. Despite these impacts, Rock Creek supports a diverse array of native aquatic life. Recent sampling conducted by ODFW in 2008 indicates that Steelhead and Rainbow trout, Coho salmon, Chinook salmon and Cutthroat trout are present within the watershed (WES Rock Creek Watershed Action Plan, 2009).

The creeks act as wildlife corridors for the passage of wildlife species not normally observed in large cities, including deer, coyote, and many woodland and meadow birds. The natural areas provide food and shelter for deer, coyotes, raccoons, Western gray squirrel, rubber boa, pileated and hairy woodpeckers, white-breasted nuthatch,



Western tanager and many more species of wildlife. The combination of the upland habitats, seasonal wetlands and steams found within the natural areas of the study area provide forage, perch, roost and nest opportunities for birds, mammals and reptiles.

Topography

The Boring Fields are a series of extinct lava domes which formed the buttes and rolling hills of the Trail Loop study area, defining the area's scenic landscape and local identity. The buttes provide visual relief for urban residents. Within the study area, elevations range between 70 and 1,055 feet above sea level.

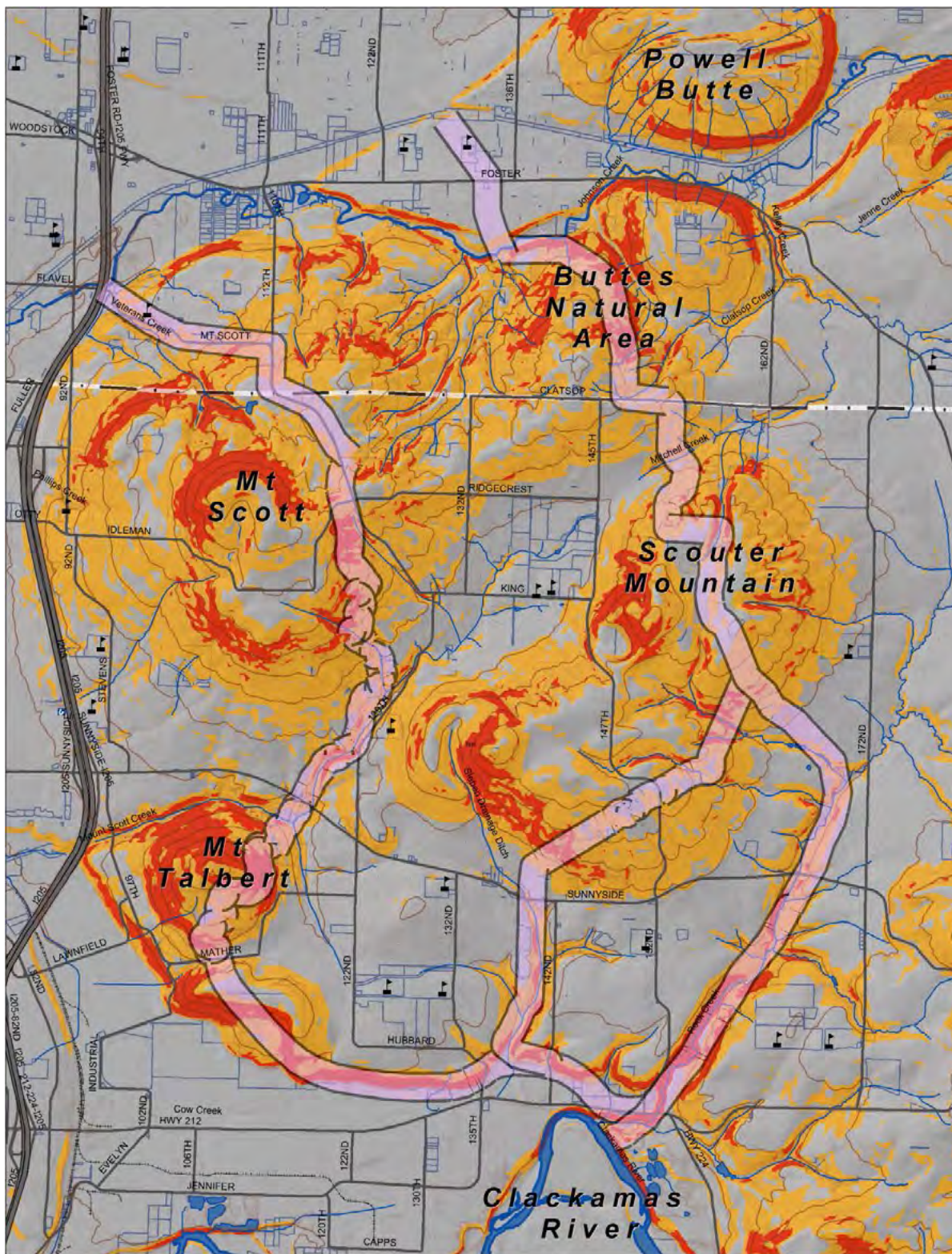
Mount Scott has the highest peak in the study area. While much of the butte is covered by residential development, public access and views can be gained from Lincoln Memorial Park Cemetery situated on the mountain's northern slope. Rising more than 900 feet above the valley floor, Scouters Mountain offers views of the Cascades and Pleasant Valley. At over 240 acres, Mount Talbert is the largest undeveloped butte in northern Clackamas County, a forested green sentinel overlooking the busy I-205 and Sunnyside Road interchange just to the west. The lowest elevations within the study area are found along the Clackamas River in the south.

The buttes have steep slopes which present challenges for trail development as well as achieving grades required by ADA guidelines. Figure 2-8 shows area contours and highlights steep slopes. Slopes equal to or greater than 25% are shown in red. Areas shaded in orange have slopes less than 25%, but equal to or greater than 10%. Steep slopes will present challenges for aligning trails and achieving ADA accessibility and Regional Trail Status.

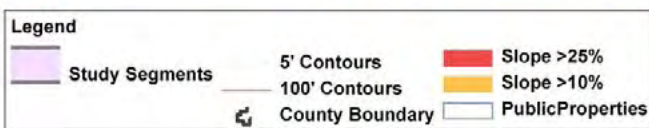
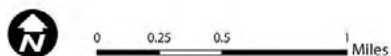


The Mount Scott/Scouters Mountain Trail Loop study area is defined by its buttes and rolling terrain

Figure 2-8: Mount Scott/Scouters Mountain Trail Loop: Topography & Slopes



Mt. Scott/Scouters Mtn. Trail Loop:
Topography & Slopes



Schematic alignment shown is superseded by this Master Plan. See the Master Planning Map on page 68 & 69.



Approvals and Regulatory Requirements

Permits and applications are required for the multi-use trail at the state, regional, and local agency levels. A permit will ensure the trail is designed, located, and constructed safely and responsibly for trail users, maintenance providers, property owners, and the impacted environment. Permits allow the enforcement of codes and standards that are adopted to protect the public health, safety, and welfare. Permits and applications needed for the Trail Loop project will address the following items:

- Land use planning
- Civil and structural engineering construction standards, including demolition
- Electrical standards for trail lighting
- Stormwater impacts, erosion control
- Compliance with fill/removal requirements within floodplains (if applicable)
- Protection or low-impact to historical properties, parks, cemeteries
- Protection or low-impact to wildlife, plants, streams/wetlands, steep slopes
- Tree/vegetation removals

The projected timeframes and costs for each permit vary widely across the jurisdictions and, therefore, are not listed in this document. As the Trail Loop project gets closer to final design, definition of permits' time and cost will become clear for planning and budgetary purposes. Due to the variety of permits necessary, jurisdictions provide options for permits to be combined to save review time and costs to the applicant. Likewise, many permit costs depend on a total construction cost; this information will be available upon an established trail design.

The possible permits anticipated for this project are addressed in the following table.

Table 2-1: Mount Scott/Scouters Mountain Trail Loop:
Anticipated Permits

No.	Discipline	Requiring Agency	Notes
Planning Permits/Applications			
1	Code Interpretation Application	City of Happy Valley	
2	Conditional Use	City of Happy Valley	
3	Design Review - Major	City of Happy Valley	
4	Flood Mgmt Overlay Zone	City of Happy Valley	
5	Habitat Conservation Area Verification	City of Happy Valley	
6	Land Partition	City of Happy Valley	
7	Master Plan	City of Happy Valley	
8	Natural Resource Overlay Zone	City of Happy Valley	
9	Property Line Adjustment	City of Happy Valley	
10	Steep Slopes Development Overlay Zone	City of Happy Valley	
11	Variance	City of Happy Valley	
12	Site Development	City of Happy Valley	
13	Land Use Application	Clackamas County	
14	Conditional Use	Clackamas County	
15	Flood Development Permit	Clackamas County	
16	Habitat Conservation Area District/ Development Permit	Clackamas County	
17	Water Quality Resource Area District Construction Mgmt Plan	Clackamas County	
18	Hydrogeologic Review	Clackamas County	
19	Principal River Conservation Area Review	Clackamas County	Needed for river access
20	Land Partition	Clackamas County	
21	Natural Resource Overlay Zone	Clackamas County	
22	Property Line Adjustment	Clackamas County	
23	Steep Slope Review	Clackamas County	
24	Environmental Review	City of Portland	
25	Land Division	City of Portland	
26	Adjustments	City of Portland	For any planning/design standard
27	Conditional Use	City of Portland	
28	Property Line Adjustment	City of Portland	
29	Johnson Creek Basin Plan District Review	City of Portland	
30	Pleasant Valley Resource Review	City of Portland	
31	Tree Review	City of Portland	
32	Lot Consolidation	City of Portland	
Construction Permits/Applications			
33	Demolition	City of Happy Valley	List all structures, sewer line dis/connections, water meter removal/ relocations, private system decommissioning(s). Need letter of no hazmat.



EXISTING CONDITIONS

Table 2-1: Mount Scott/Scouters Mountain Trail Loop: Anticipated Permits (cont.)

No.	Discipline	Requiring Agency	Notes
34	Grading	City of Happy Valley	Submit 2 sets of plans and geotech report
35	Grading	Clackamas County	Submit 3 sets of plans and geotech report
36	Erosion Control Permit	City of Happy Valley	Submit plans, schedule inspections
37	Erosion Control Permit	Clackamas County	
38	Erosion Control: 1200C	DEQ	
39	Sensitive Areas Certification Form	Clackamas County	
40	Sanitary & Storm Drainage Esmt	Clackamas County	
41	Sewer Permit	City of Happy Valley	Includes storm drain
42	Plumbing Permit	City of Happy Valley	Needed for sewer pipes, drinking fountain
43	Electrical Permit	City of Happy Valley	Needed for trail lighting
44	Septic System Permit	Clackamas County	Needed for restrooms (if applicable)
45	Utility Placement Permit	Clackamas County	Submit 2 sets of plans and traffic control plans
46	Building Permit	City of Happy Valley	Needed for restrooms
47	Building Permit	Clackamas County	Covers planning, development, soils, sewer, building
48	Entrance Application Permit	Clackamas County	Needed for new driveways
49	Sign Permit	City of Happy Valley	Needed for monument signs
50	Type "B" Tree Removal Permit	City of Happy Valley	Needed for more than 3 trees
51	DSL Removal/Fill Permit	Dept of State Lands	Needed for wetland delineation
52	Section 10 Permit	US Army Corp	Needed for fill in navigable waters (Clackamas River)
53	Public Improvements Permit	City of Portland	Includes inquiry meeting, consultation meeting, concept development meeting
54	Bureau of Transportation Review	City of Portland	
55	Bureau of Environmental Services Review	City of Portland	
56	Water Bureau Review	City of Portland	Needed for restrooms (if applicable)
57	Wetland/Waterways Fill Permit	Corps - 404 DSL - Removal Fill DEQ - 401	Fill/removal in streams and/or wetlands.
Environmental Permits/Applications			
58	ESA consultation letter		
59	SHPO Section 106 Clearance		
60	FHWA 4(f) Permit	FHWA	

Table 2-1: Mount Scott/Scouters Mountain Trail Loop: Anticipated Permits (cont.)

No.	Discipline	Requiring Agency	Notes
61	FHWA 6(f) Permit	FHWA	
62	Wetland and Stream Buffer Variance	Clackamas County	
63	Floodplain Development	FEMA	

Environmental Protection

The City of Portland's environmental overlay zones limit development within sensitive natural resource areas. The Environmental Protection (EP) Zone depicts areas where development is limited. The Environmental Conservation Zone (EC) allows environmentally sensitive development to occur. Per the City of Portland's development code, trails meeting all of the following criteria are exempt from the regulations of the environmental overlay zone:

- trails must be confined to a single residential ownership;
- construction must take place between May 1 and October 30 with hand-held equipment;
- trail widths must not exceed 30 inches and trail grade must not exceed 20 percent;
- trail construction must leave no scars greater than three inches in diameter on live parts of native plants; and
- trails must not be placed between the tops of banks of water bodies.

Similarly, the intent of the City of Happy Valley's Natural Resource Overlay Zone (NROZ) is to implement the goals and policies of Metro's Comprehensive Plan relating to natural resources, open space and the environment. Section 16.34.030 of Happy Valley's Municipal Code describes exemptions including trails:

Low-impact outdoor recreation facilities for public use, including, but not limited to, multi-use paths, access ways, trails, picnic areas, or interpretive and educational displays and overlooks that include benches and outdoor furniture, provided that the facility meets the following requirements:

- It contains less than five hundred (500) square feet of new impervious surface; and*
- Its trails shall be constructed using nonhazardous, pervious materials, with a maximum width of four feet.*

Title 13: Nature in Neighborhoods Code

The purpose of Metro's Title 13 Nature in Neighborhoods Code is to conserve, protect, and restore a continuous ecologically viable streamside corridor system that is integrated with upland wildlife habitat and the surrounding urban landscape. Title 13 Habitat Conservation Areas, generally describe sensitive natural resource



areas where development is to be avoided, minimized or mitigated. As shown in Figure 2-7 above, upland habitat areas depicted as Class A and riparian areas noted as Class I are considered of the highest habitat value for wildlife. Local cities are required to apply the development requirements of Title 13 to their local land use code in order to minimize impacts to our most sensitive natural resource areas.

Natural resource preservation and protection is essential for a number of reasons including providing wildlife habitat, fostering biodiversity, protecting water quality, and providing outdoor recreation opportunities. The Trail Loop will provide unique opportunities for the public to experience nature through access to the numerous streams, buttes and large tracts of intact forest within the area. As a goal of this planning effort is natural resource protection and enhancement, environmentally sensitive approaches to trail planning and design are described within the design chapter of this document.

Steep Slopes

The City of Happy Valley's Steep Slopes Development Overlay (SSDO) limits development activities on slopes as a means of minimizing seismic and landslide hazards. Areas with slopes in excess of 25% may not be developed. Section 16.32.050 Exempt or Permitted Uses allows trails constructed that comply with provisions of the City's Engineering Design and Standard Details Manual. Thus, trails are a non-competitive use of space for lands where the SSDO applies.

The City of Portland's Environmental conservation (Ec) and Environmental protection (Ep) zones provide the highest level of protection and conserves important resources and functional values while allowing environmentally sensitive urban development. Development in the Ep zone will be approved only in rare, unusual circumstances. Areas within the zones are subject to the standards within Chapter 33.430 Environmental Zones.

3. DESIGN FRAMEWORK





Trail Project Advisory Committee meeting and site tour

Introduction

This section discusses some of the implications of trail development that need to be considered, and recommendations for the types of trail that may be appropriate for specific alignments of the Mount Scott/Scouters Mountain Trail Loop system.

An effort has been made to simplify the trail loop system by minimizing the number of different trail types, while recognizing that physical and environmental constraints within the 37.5-mile loop make a variety of trail types necessary. The trail types that have been selected in this study include:

- Multi-use Trail: Outside of Right-of-Way
- Multi-use Trail: Inside of Right-of-Way
- Separated Sidewalk
- Buffered Cycle Track
- Under Crossing
- Pedestrian Trail
- Boardwalk

Each of these trail typologies is described in detail below. Figure 3-1 is a map showing the location of each trail type, and includes important notations concerning site-specific deviations from the seven typologies listed.

The approach to signage and trail amenities (site furnishings) is also summarized in this section. It is important to emphasize that a well-implemented signage and wayfinding program will play a major role in the success of the trail loop system.

Trail Categories

With the challenging topography and existing land use that occurs within the Mount Scott/Scouters Mountain Trail Loop area, creating a single alignment for a 12-foot paved width multi-use trail is not feasible for the entire trail system. In order to meet the functional objectives of a multi-use trail by accommodating all users, the alignments are frequently split into two routes to serve specific user types separately. This means that the connection between one trail point and the next is in many cases achieved by more than one trail alignment. In other less restrictive areas, a single multi-use trail is indicated that can accommodate a variety of users.

Three trail categories are applied in this master plan:

- Multi-use: accommodates pedestrians, ADA users, and bicyclists. Ideally, this type of trail will be a 12' wide, paved trail separated from roadways by a landscaped buffer.



- Pedestrian only: this type of trail can be either on-street, coinciding with a sidewalk, or off-street as a hard- or soft-surface trail. Because of the steep slopes or right-of-way constraints, this trail is narrow in width, limiting the use to pedestrians only.
- Bicycle only: accommodates casual and commuter bicycle users via on-street protected bikeways or cycle tracks. These alignments are placed along existing roadways to provide routes having manageable rates of elevation change for bicyclists.

Natural Resource Considerations

Trails that are located outside of the road right-of-way will often pass through undeveloped open space areas. Indeed it is preferable to locate trails away from roadways as much as possible to reduce potential safety concerns inherent with roadside facilities, and to improve the trail user experience. When planning trails through open space tracts, consideration must be given to striking a balance between protection of natural resource areas on one hand, and both trail functionality and the desire to allow users to experience beautiful natural settings on the other. Detailed trail planning analyses of alignments traversing undeveloped areas need to proceed in consultation with a natural resource biologist familiar with trail development. Many issues need to be considered when trail planning in sensitive areas. A brief sampling of issues to consider include the following:

- avoiding fragmentation of small habitat areas
- locating trails on the perimeter of watersheds
- minimizing stream crossings
- on-site reconnaissance of proposed trail alignment to identify habitat conflicts
- opportunities for restoration of poor quality habitat
- procuring wide easements that encompass sensitive areas and buffers for long-term protection
- choosing construction materials with little or no toxicity

In the process of developing the Mount Scott/Scouters Mountain Trail Loop master plan, Metro has engaged several local agency stakeholders for input on the issue of natural resource area protection. The information obtained from stakeholder interviews is included in the Consolidated Natural Resource Comments in Appendix F. This document includes valuable location-specific guidance and recommendations for trail planning and construction.

Trail Security and Liability

New public trail projects often raise questions about trail security and liability. This is particularly true of trails that traverse private

property within public access easements. Occasionally there is a perception that trails may bring crime to an area. While this is a reasonable concern, it can often be addressed through proper trail design. There are numerous national studies (e.g., Rail-Trails and Safe Communities, Burke-Gilman Trail's Effect on Property Values and Crime in Seattle and King County, Washington) that indicate that trail projects have positive effects on adjacent neighborhoods. In fact, the rate of crime on suburban trails is usually lower than the national statistics for suburban crime on nearby streets and in homes (Rail-Trails and Safe Communities, 1998). In other words, less crime is generally committed in trails and parks than in the neighborhoods they serve. Obviously, any crime committed is undesirable, regardless of location, but there is no evidence that trails introduce above average crime levels.

A well-used trail is usually the best deterrent to crime. Crimes are less likely to be committed if there is a high risk of being seen. First responders recommend that trail access points from road connections be as accessible for their vehicles, as practical. Additional recommendations to maximize trail security are:

- eliminate overgrown vegetation immediately adjacent to the trail;
- provide security lighting at trail heads;
- place emergency phones at call-boxes at strategic locations;
- keep the trail corridor clean and well-maintained to encourage community ownership; and
- encourage community litter and safety patrols along the trail.

Other security-related recommendations are for the police department to be equipped with bicycles, motorcycles, or all-terrain vehicles for emergency response and patrolling trails; constructing trails with pavement sections suitable for emergency vehicles; and providing water supply stand pipes along the trail or at access points, as practical.

In addition, a Trail Watch program may be considered that is organized by neighborhood associations or other trail advocacy groups. The Clackamas County Sheriff's Office has developed the following recommendations for Trail Watch programs:

- patrol the trail regularly;
- watch out for negative users of the trail;
- keep an eye out for things like graffiti or littering;
- "observe and report" strategy (do not confront negative users);
- foot and bike patrols should be done on an unpredictable schedule;
- persons should try to go out in teams – there is safety in numbers and the more eyes and ears the better;



- patrol participants should always carry a cell phone and be prepared to take pictures;
- carry a pad of paper and a pen; and
- bring a flashlight at dusk or at night.

Trail Watch participants need to avoid confronting negative users because this could create a dangerous situation. Suspicious activity needs to be reported to law enforcement officials. It is a good idea for patrol participants to share information about the trail via Email Group List, Phone Tree, FaceBook, and/or a Newsletter.

The issue of trail liability is discussed in detail in the report *Rail-Trails and Liability: A Primer on Trail-related Liability Issues & Risk Management Techniques* (Rails-to-Trails Conservancy, 2000).

Again, proper design of the trail and its amenities will limit the risk of injury or harm to the trail user. The trail manager, in this case the jurisdiction hosting the trail, carries liability insurance as a last line of defense against claims of injury by users of the trail.

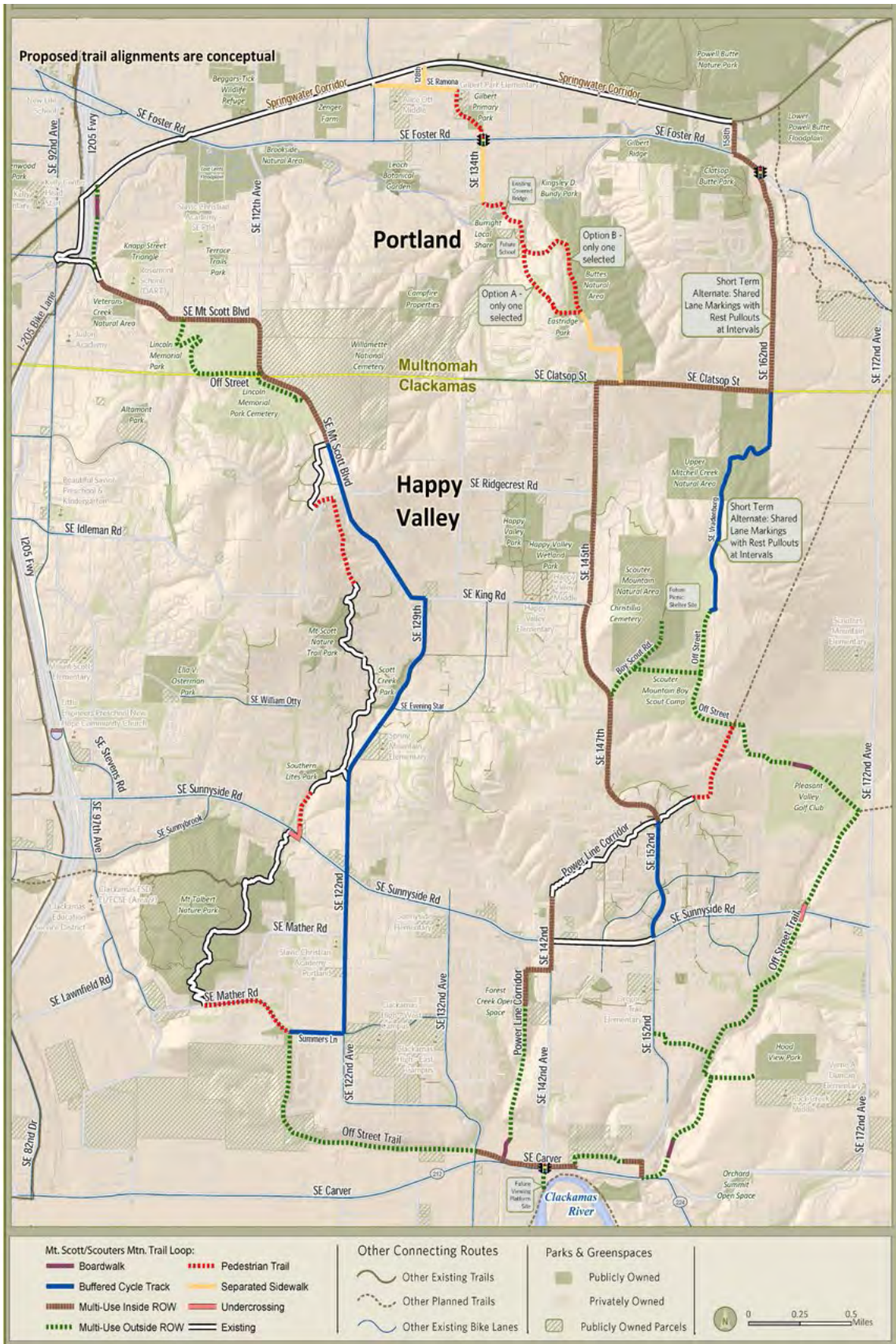
Most states, including Oregon, also have laws that limit public and private landowner liability when providing access to lands for recreational use. These Recreational Use Statutes (RUS) have been established to encourage recreational access to lands while limiting exposure to liability and tort claims. The Recreational Use Statute for Oregon is contained in Oregon Revised Statutes (ORS) Chapter 105 - Public Use of Lands. Section 105.682 of the ORS specifically states that “an owner of land is not liable in contract or tort for any personal injury, death, or property damage that arises out of the use of the land for recreational purposes.” Recreational Purposes are defined in the ORS to include hiking, nature study, outdoor educational activities, and viewing or enjoying scenic sites, and volunteering for any public purpose project.

It should be noted that this report is not intended to provide legal advice. Advice of counsel is recommended for specific questions regarding agency and property owner liabilities.

Trail Typologies

Within each segment, a variety of trail types are utilized to accommodate the trail within the existing conditions. As proposed, all segments will serve multiple users by means of trail bifurcations (forks in the trail) where site constraints make it necessary to separate cyclist and pedestrian routes. For the purposes of this master plan and high-level analysis, a general palette of design elements were identified for construction of each typology. Upon final design of the trail segment, each typology will be further detailed to account for the variability in existing conditions. (See Appendix G for the

Figure 3-1: Mount Scott/Scouters Mountain Trail Loop: Trail Typologies Map



Schematic alignment shown is superseded by this Master Plan. See the Master Planning Map on page 68 & 69.



alignment details for each segment.) Below is a table showing the trail standards within each jurisdiction that the trail loop travels through.

Table 3-1. Trail standards within each jurisdiction

		Jurisdiction			
		Portland	Happy Valley	North Clackamas County	Metro
Trail Type	Bike Lane (Bike only)	5'-6'	5'-6'	N/A	5'-6'
	Curb-tight Sidewalk (Ped only)	5' (only in special cases)	5'-6'	N/A	5'
	Separated Sidewalk (Ped only)	5'-6'	5'-7' (12' in special case)	N/A	5'-6'
	Widened Shoulder (Bike, Ped)	4'-5' raised button detectable warnings/ device 4' swale separation where possible Continuation of road section	6' path, 10'-12' trail raised button detectable warnings	N/A	N/A
	Multi-use Trail (Bike, Ped)	8'-14' AC or concrete	Dwg. 400 10'-12' AC or concrete, 2' shoulders geotextile	8'-12' AC or concrete	10'-12' AC or concrete 2'-4' shoulders
	Hard Surface Trail (Ped only)	6'-12' AC, concrete, pavers, lumber	6' min 2' shoulders	8'-12' pavement	N/A
	Gravel Trail (Ped only)	4'-10'	6' min	N/A	N/A
	Soft-Surface Trail (ped only)	18"-30"	6' min	N/A	N/A
	Remarks	See PPR Trail Guidelines for Cross Sections			

*The trail standard applied may vary depending on funding sources. ODOT and the Federal Highway Administration generally require more stringent requirements on trail widths and surface materials.

Multi-use Trail: Outside of Right-of-Way

Using asphalt or occasional concrete surfacing, this multi-use trail type can serve all users, except equestrian. The trail is typically 12 feet wide with 3-foot shoulders on each side. Low landscaping or gravel will cover the area immediately adjacent to the trail, with larger trees and shrubs 3 feet or further from edge of pavement. In locations where ample width is available, use types may be on separate parallel tracks with a vegetated buffer inbetween.

Representative segment: The proposed alignment in Segment 3 between SE Sunnyside Rd and Hwy 224 that follows the Rock Creek drainage corridor.

Multi-use Trail: Inside of Right-of-Way

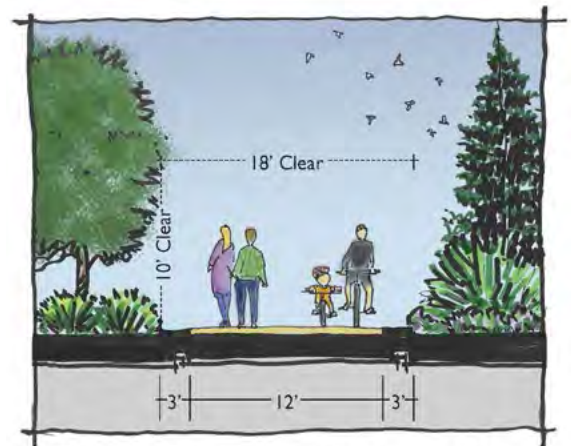
Using asphalt or occasional concrete surfacing, this multi-use trail type can serve all users, except equestrian. The trail is typically 12-feet wide with 2-foot shoulders on each side. Constrained right-of-way widths will require right-of-way acquisition or trail width adjustments. Trails will in all cases be separated from vehicular travel lanes by a physical buffer. Buffer options include curb, curb and guardrail barrier, vegetated buffer with trees and shrubs, or a combination of these options.

Representative segment: The proposed alignment along SE Mount Scott Blvd. between SE Carter Ln. and SE Aspen Summit Dr.

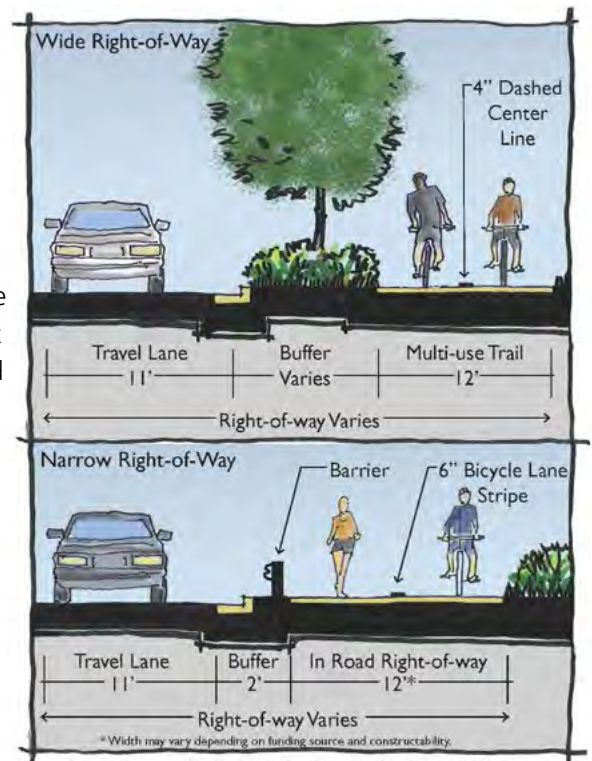
Discussion:

The master plan trail map shows SE 162nd Ave. as a bicycle route, but given the low density of the area, low driveway frequency, and adjacent rural land uses, ideally this segment would have a multi-use trail. Improvements may require widening the road travel lanes and would include constructing a separated two way path on one side. This option would allow accommodation of pedestrians, who are underserved in the area. The trail would be located on the west side to avoid challenging environmental constraints on the east. A 12-foot path on one side would require not much more room than two 6-foot bike lanes. Planning and involvement with additional adjacent property owners, residents, and the general public would be required.

If funding for multi-use trail improvements is not forthcoming then at a minimum improvements should include shared lane markings (SLMs), occasional safety pull-outs for cyclists, and reduced speed limit to make this roadway more safe and comfortable for cyclists. Other traffic calming measures may be considered. Simply widening each side and striping a bike lane would encourage drivers to travel faster. SLMs are not recommended on roadways with speeds greater than 35 mph. SLMs are to be placed directly after intersections and every 250 linear feet thereafter. Improvements would also include wayfinding signs and signs stating: "Bicyclists may use full lane."



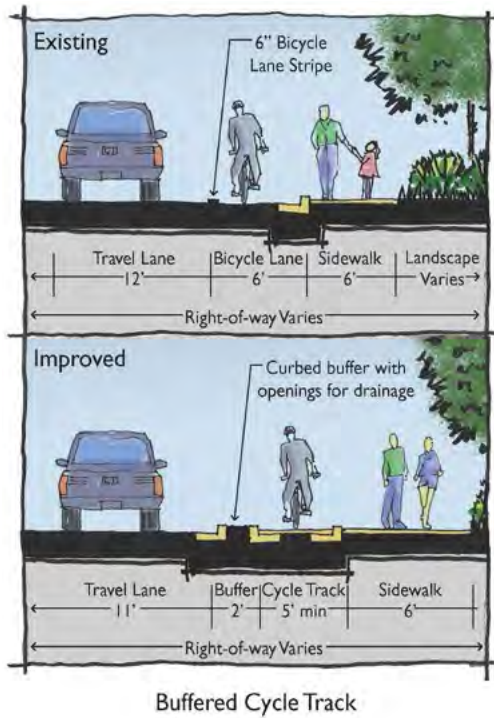
Multi-use Trail Outside Road Right-of-Way



Multi-use Trail Inside Road Right-of-Way

Buffer Options: • Curb Only • Curb and Barrier • Vegetation





Buffered Cycle Track

Separated Sidewalk

Separated sidewalks mimic a standard sidewalk structure. A trail alignment overlapping a typical sidewalk location will feature trail signage and occasional trail amenities such as benches, educational display panels, etc. Sidewalks will be separated from the roadway by a 6-foot wide landscape strip and are constructed of concrete.

Representative segment: The proposed alignment along SE 147th Ave. between SE Tenino St. and SE Clatsop St.

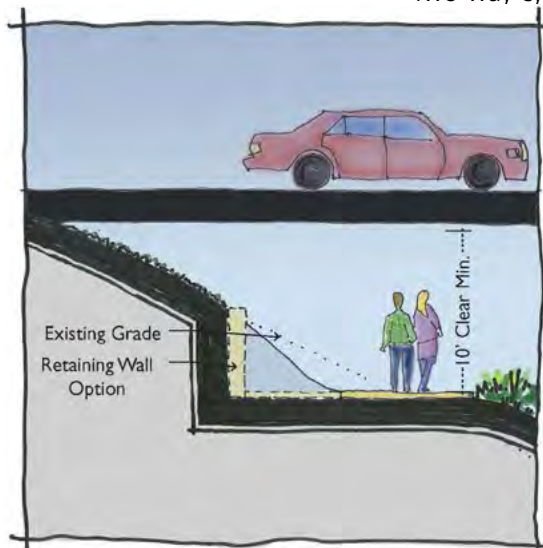
Buffered cycle tracks are exclusively for bicyclists and can be used in combination with a new or existing sidewalk to provide a multi-use route with minimal impacts to existing roadway infrastructure. Improvements may include a 5-foot minimum width cycle track with 2-foot wide curbed buffer with openings to facilitate existing storm drainage. Existing curb, gutter, and sidewalk can remain in place.

Representative segment: The proposed alignment along SE 122nd Ave. between SE Spring Mountain Dr. and SE Hubbard Rd.

Discussion:

Alignments in road right-of-ways where sidewalks exist may consider cycle track configuration instead of multi-use facilities:

- One-way cycle track: 6.5-foot width preferred (5-foot minimum), + 3-foot buffer (1.5-foot minimum).
- Two-way cycle track: 12-foot width preferred (8-foot width allowed at pinch points/obstructions) + 6-foot buffer (2-foot minimum)



Under Crossing

Under Crossing

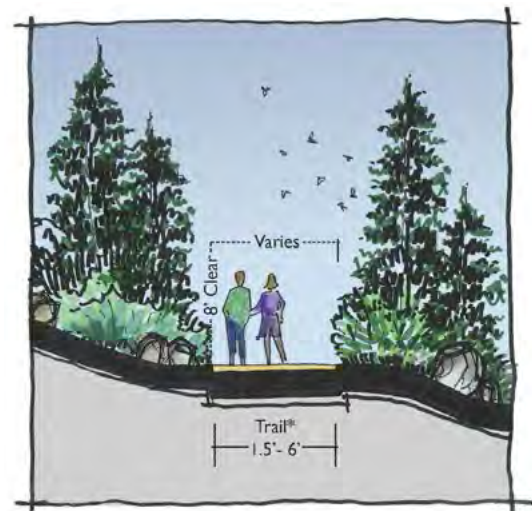
Under crossings are proposed at existing roadway bridges where traffic volumes render surface crossings undesirable and where sufficient vertical clearance exists below the bridge structure. Trail construction will involve grading a trail bed into existing embankments which may require retaining walls. American Association of State Highway and Transportation Officials (AASHTO) standards set the minimum vertical clearance below structures at 10 feet.

Representative segment: The proposed alignment crossing SE Sunnyside Rd. at the north side of Mount Talbert Nature Park near Miramont Pointe Senior Living Community.

Pedestrian Trail

Between 18-inches and 6-feet wide, this trail type will vary in surface treatment and width to address various site conditions within natural areas or other limited access routes. Areas with severe slopes may require engineered structures to construct the trail. In residential areas, this trail may be a standard sidewalk. In natural areas, it will be more typical of a hiking trail. Bicycles will be prohibited within these segments.

Representative segment: The proposed alignment from the intersection of SE Foster Rd and SE 134th Ave south to SE Clatsop St.



Pedestrian Trail

Surface Options:

- Earthen
- Wood Chip
- Aggregate
- Asphalt (limited)
- Porous Concrete

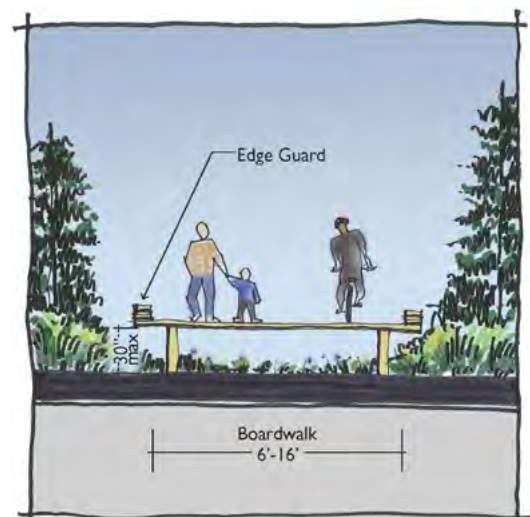
*Width varies depending on site constraints and sensitive area impacts.

Overcrossings

A bridge or culvert crossing may be necessary along some trails traversing hillsides with frequent or intermittent streams. Each overcrossing must be engineered from both a structural and geotechnical perspective and designed and built to International Building Code (IBC) standards. For example, a 42-inch height pedestrian guard railing (54-inch for bicycle railing) is required where a vertical or nearly vertical drop of over 30 inches occurs from trail surface to adjacent grade.

Boardwalk

A boardwalk would be used in ecologically sensitive areas in order to minimize environmental impacts. The trail is built on a post and beam frame so the trail surface is suspended above the ground. The surface of the trail will be engineered wood, steel grating, or concrete composite material. Non-slip surfaces are strongly preferred. Such a trail must be engineered from both a structural and geotechnical perspective.



Boardwalk

- For environmentally sensitive area crossings.
- Stable, sustainable, non-toxic materials.
- Non-slip surface.
- Width dependant on trail context.



Urban Trail Consideration

The Mount Scott/Scouters Mountain Trail Loop will run alongside busy streets, follow suburban neighborhood sidewalks, and bifurcate or fork into two separate trails in order to accommodate different users. Urban trails present a specialized set of challenges for consideration including trail typologies such as buffered cycle tracks, shared street routes, and bridge undercrossings (see Trail Typologies above). Other aspects of trail development to consider are discussed below including roadway crossings, drainage, signage, and furnishings.

Roadway Crossings

There are numerous roadway crossings throughout the Mount Scott/Scouters Mountain Trail Loop system. Generally, the trail alignment guides users to the safest crossing, typically along the roadway to an intersection where drivers expect to see pedestrians cross. Where crossings coincide with arterial roads, the trail alignment shall cross at signalized intersections wherever possible to offer the highest protection from traffic. At crossings that occur at unsignalized intersections, utilization of a grade-separated crossing or a trail user-activated pedestrian signal such as a High-Intensity Activated Crosswalk (HAWK) or Rectangular Rapid Flashing Beacon (RRFB) shall be investigated. At lower classification roadways, the trail alignment shall also cross at intersections when possible. Such intersections may or may not be stop-controlled and the crosswalk may or may not be striped.

Mid-block crossings are advantageous when the nearest intersection is too far away for pedestrians to reasonably choose that option. Depending on the existing conditions, pedestrian crossing treatments can vary in level of infrastructure. In areas with good sight distance and low traffic volumes, a signed and striped crossing may be adequate. As the existing conditions become more challenging, treatments such as curb extensions, speed tables, pedestrian refuge islands, and additional signage shall be investigated. When crossing high-volume roadways, the use of a mid-block trail user-activated pedestrian signal such as a HAWK or RRFB may be warranted.

At the time of final design, each crossing type will be analyzed by an engineer for traffic conditions, safety, and proper design. Regulatory traffic control devices shall be installed on the trail at every roadway intersection. Roadway markings, including crosswalk striping, shall be designed and installed as warranted on a case-by-case basis. AASHTO's Guide for the Development of Bicycle Facilities and the Manual on Uniform Traffic Control Devices (MUTCD) shall be consulted for options for signalization, signage, striping, marking treatments, and hard-surface improvements.

Drainage Treatments

Hard surfaced trails generate a small amount of stormwater runoff. Water quality treatment is not usually required for separated non-motorized multi-use pathways in areas where the pathway runoff is not interacting with the runoff from adjacent roadways. However, it is necessary to provide proper drainage and stormwater conveyance to prevent ponding and erosion along the pathway. Landscaped or gravel shoulders can usually accommodate the stormwater through infiltration. Where topography prohibits adequate infiltration, conveyance systems may be required to transport runoff to downstream storm facilities or areas more conducive to stormwater disbursement. Trail segments constructed adjacent to (and flowing to) existing roadways may require water quality treatment based on jurisdictional requirements.

Should certain segments of the Mount Scott/Scouters Mountain Trail Loop system require stormwater treatment, low-impact, parallel water quality facilities such as bioswales or rain gardens shall be evaluated as treatment options. These types of facilities can be fitted into landscape buffer zones or immediately adjacent to pathway alignments if feasible. Other forms of treatment could include larger regional basins or ponds and mechanical treatment devices such as filter-cartridge vaults and catch basins. These types of facilities usually require modification to existing or construction of additional conveyance systems to transport flows.

Trail Signage and Wayfinding

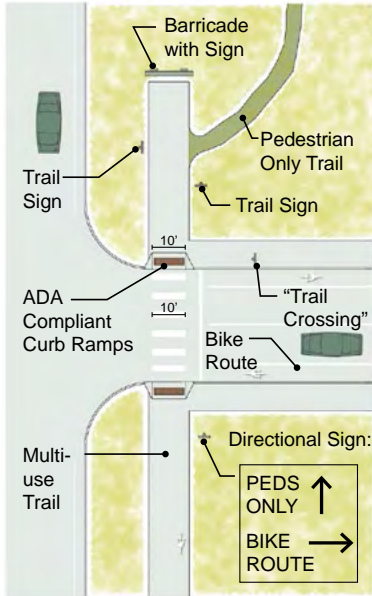
The highly variable landscape characteristics and topographic extremes of the Mount Scott/Scouters Mountain Trail Loop corridor offer a diverse trail experience for users. This same variability also presents logistic challenges to trail planning. Each of the seven trail segments studied in this master plan has at least two routes for getting users from one location to another, and trail routes often rely on existing sidewalks or residential streets to fill gaps in the trail system. To provide users with clear direction on how to navigate a trail of this nature will depend heavily on a trail signage strategy.

Ideally, trail signage will not only provide direction but will help unify the trail system through the consistent use of color, form, and graphic style that is readily recognizable. The Intertwine Regional Trails Signage Guidelines published by Metro in June 2012 provides a useful framework for this purpose. Excerpts from the Signage Guidelines are included in Appendix H. This document is available online in its entirety:

http://theintertwine.org/sites/theintertwine.org/files/file_attachments/Intertwine%20Regional%20Trail%20Signage%20Guidelines.pdf



DESIGN FRAMEWORK



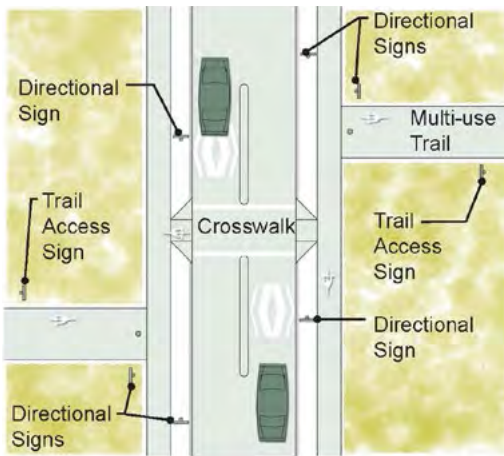
Traffic Bifurcation

The following images depict several typical trail bifurcations where one trail type (e.g., multi-use trail) makes a transition into two different trail types (e.g., bicycle route and pedestrian-only route). An example is included in these figures of how signage may be applied to provide direction to trail users. Signage will be most effective when, in addition to trail identification, a schematic map is included showing the location where the trail bifurcation converges again, and the distance that each trail traverses to get there.

Trail Amenities

Site furnishings for the Mount Scott/Scouters Mountain Trail Loop corridor may include any or all of the following trail amenities:

- Benches
- Bike Racks
- Chicanes (changes in trail alignment or z-gates that help control speed)
- Viewing Platforms or Pull-outs
- Educational Display Panels
- Signs (trailhead, trail access, off-street trail signs, on-street connection signs, maps, mile markers)
- Restrooms
- Water fountains
- Public art



Road Crossing

Locations along the trail loop that are near popular destinations or employment centers may warrant development of a trailhead facility provided with some



Trailhead at Pedestrian Trail

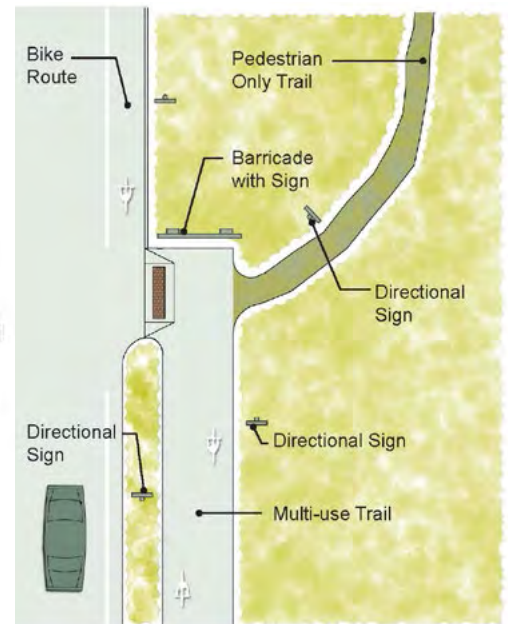


Viewpoint



Options
(depending on vehicle
volumes)

- Narrow width of driveway if excessive.
- Include crosswalk striping and stop bars.
- Pave first 10'-20' of driveway if gravel to avoid debris on trail.



or all of the above amenities. Following are topics to consider when making decisions concerning trail amenity installation at trailheads or other locations along the trail system.

Design Style

The Mount Scott/Scouters Mountain Trail Loop takes users through many different contexts, both developed and pristine. Rather than identifying a specific design style to be applied at all locations for all trail amenities, selection of site furnishings should be based on site-specific characteristics. For instance, a bench constructed of heavy lumber may be appropriate to a remote, woodland setting, while a bench built from stainless steel may be best suited for an urban context.

Cost

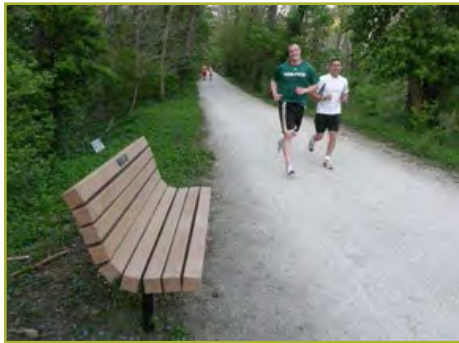
The decision to install trail amenities will need to consider both short- and long-term costs. Initial construction costs may be relatively low compared with the ongoing costs of maintenance and eventual replacement. Materials should resist corrosion and vandalism, and be readily available and sustainable. Construction should be simple and designed for ease of repair.



Benches

While all of the listed amenities fulfill important functions depending on site-specific opportunities, the most popular item among trail users is a bench. Benches can be installed at certain intervals or at destinations depending on trail characteristics. Benches for trail segments with steep slopes will better serve users if provided at more frequent intervals. Benches are a welcomed addition at viewpoints, trailheads, and areas that offer educational opportunities. Benches and the setting should be ADA compliant where appropriate.

Bike Racks



A bike rack should be considered at locations where bikes may be left unattended, including trailheads of pedestrian-only trails, and at destinations such as viewpoints. The level of use anticipated at bike rack sites will help determine the appropriate bike rack capacity. Bike racks are available in a vast array of shapes to suit nearly any context.

Chicanes

Traffic calming measures, usually thought of in connection with motor vehicles, also apply to trails. Chicanes consist of an apparent change in the horizontal alignment of the trail, and take many forms including anything from a simple jog in the alignment to a roundabout. They help to reduce the speed of cyclist and can be included at certain intervals along the trail or at specific locations such as intersections or before a significant change in slope. A variation of the trail chicane is a z-gate that requires cyclists to dismount or greatly reduce speed. Z-gates should be considered as a “last resort” option for controlling speed, but may be appropriate where there is a higher potential for collisions.



Viewing Platforms or Pull-Outs

Many locations within the Mount Scott/Scouters Mountain Trail Loop will provide opportunities for spectacular views of the surrounding area, and for natural area educational displays. Viewpoints need to be carefully designed to minimize potential collisions between viewpoint visitors and trail users. Viewpoints attract users so provision for litter clean-up and other maintenance should be considered.



Educational Display Panels

With several schools near the proposed trail loop corridor, there is good potential along the trail for educational opportunities that support curricula. A highly successful

material for display panels is phenolic resin with subsurface sign graphics fused to the resin through a process using heat and pressure. Placement needs to carefully consider accessibility and maintenance concerns.

Wayfinding Signs

Providing trail users with clear direction on how to navigate the Mount Scott/Scouters Mountain Trail Loop will depend on a cohesive wayfinding sign system. Ideally, trail signage will not only provide direction but will help unify the trail system through the consistent use of color, form, and graphic style that is readily recognizable from a distance. See also the section on Trail Signage on page 55.

Restrooms

A number of options exist for restroom facilities, including plumbed structures, prefab over pit, and portable. The decision to provide restrooms—and which type is most appropriate—will depend on the anticipated level of use and the resources available to service the facility over the long term. Meeting accessibility guidelines need to be considered. Restrooms will most likely be located at parks along the trail route.





Trail segments will be located both inside and outside of the road right-of-way.

4. ALTERNATIVES ANALYSIS





Powerline corridors are a valuable alignment alternative for trail development.

Alignment Options Analysis and Recommended Alignments

Working with the Project Advisory Committee, stakeholders, and local community members, the Project Team undertook an extensive process to identify and evaluate trail alignment options. The evaluation was based on project goals developed during the planning process. Each alignment was considered with respect to fatal flaws reflecting the project evaluation criteria. Alignments which were evaluated and eliminated may be viewed in Appendix I. Alignments without fatal flaws were further evaluated based on the criteria described below. This approach provided an objective means to compare segment options against one another as well as identify specific recommendations for improving alignments. The Project Team vetted the findings of the analysis with stakeholders, local decision makers and the public, and made refinements as needed to develop the recommended Mount Scott/Scouters Mountain Trail Loop Master Plan alignments.

Evaluation Criteria

The Mount Scott/Scouters Mountain Trail Loop study area is divided into seven tile maps, with each map having one or more potential trail alignments. Potential alignments were screened using evaluation criteria. For the screening, a high, moderate or low score was given to determine the most feasible alignments. A one indicated an unfavorable condition, a two indicated mixed or neutral conditions, and a three was given when favorable conditions were present. Criteria which reflected the primary goals of the project received a higher weight than other criteria in the final total score of each alignment. The evaluation scores were considered with respect to recommended design treatments to improve trails for alignments that achieved a recommended status. For example, an alignment with an overall high rating which scored low in the safety category received recommended design improvements which would improve safety.

Connection Value

This criterion evaluates connectivity and directness of route between area destinations. Destinations include schools, parks, residential, commercial and employment areas, as well as access to other trails, bikeways or transit. A high score was given to trail options that provide a direct route between area destinations. A low value was given to circuitous or indirect routes or those not in close proximity to area destinations.



Safety

Alignments were evaluated based on safety criteria including interactions with vehicle traffic. The assessment and evaluation considered existing crossing treatments (if any), roadway traffic speed, sight visibility, and traffic volumes. Alignments were further considered with respect to the following safety criteria: screening, visibility, presence of natural surveillance, emergency access, and proximity to hazards. Typically, alignments separate from traffic and having fewer roadway crossings received higher evaluative scores. Alignments within the road right-of-way, those which lack crossing improvements across roadways or those lacking natural surveillance opportunities were given a low score. Safety improvements are proposed for alignments which received low safety scores based on existing conditions, but were otherwise determined valuable.

Topography

Site topography is a prevalent natural feature in the study area which affects potential trail alignment, user types and construction requirements. Steep grades prohibit some user groups from trail use. They also require more site disturbance and infrastructure to implement. Thus, alignments through generally flat areas received a positive score, whereas alignments in areas with significant slopes received a negative rating.

Environmental Enhancement or Impact

Alignments were scored based on their potential to positively enhance or negatively impact environmentally sensitive areas. Options which present opportunities for environmental enhancement or benefit, such as degraded areas, received a high score. Alignments not interfacing with sensitive areas received a neutral score. Alignments through or near wetlands or other sensitive natural resource areas, were considered to have a potentially negative impact and thus received a low score. Environmentally sensitive design treatments are proposed for options that occur within or near sensitive areas, while otherwise having an overall positive or highly feasible rating, (i.e., the use of boardwalk through a wetland area, constrained trail widths and natural surfaces).

Public and Political Support

Having the support of local community members and political figures is essential to trail implementation. Alignments that have been favorably received by the general public and that have agency support received a high rating.

Aesthetics/Quality of Experience

This criterion measures the quality of the proposed trail from the perspective of the user. It considers potential views, environmental aesthetics, and characteristics of the alignment context such as noise, and air quality. For example, an on-street route along a major roadway received a lower rating than an off-street route adjacent to a stream. Design improvements are recommended for alignments within the road right-of-way which otherwise score high or provide an essential connection.

Ownership/Private Property Impacts

Alignments were scored based on their occurrence within parcels owned by public entities versus privately held properties. Trail proximity to private property is often a sensitive topic with landowners – it is important to gain input from land holders to ensure trail designs and location meet local needs, do not create maintenance or management issues, and provide positive experiences for neighbors. Trail segments identified as not requiring easements received the highest rating. Alignments on properties owned by identified willing sellers were given a moderate score, whereas alignments occurring on properties where the willingness of the owner to grant an easement or property sale was unknown received a low rating.

Operations and Maintenance

Implementation of any trail alignment will require that a trail manager operate and maintain the facility. Alignments having fewer anticipated maintenance requirements (debris removal, resurfacing, flooding) and ready access received a high rating. Alignments expected to require intensive maintenance investment were scored lower.

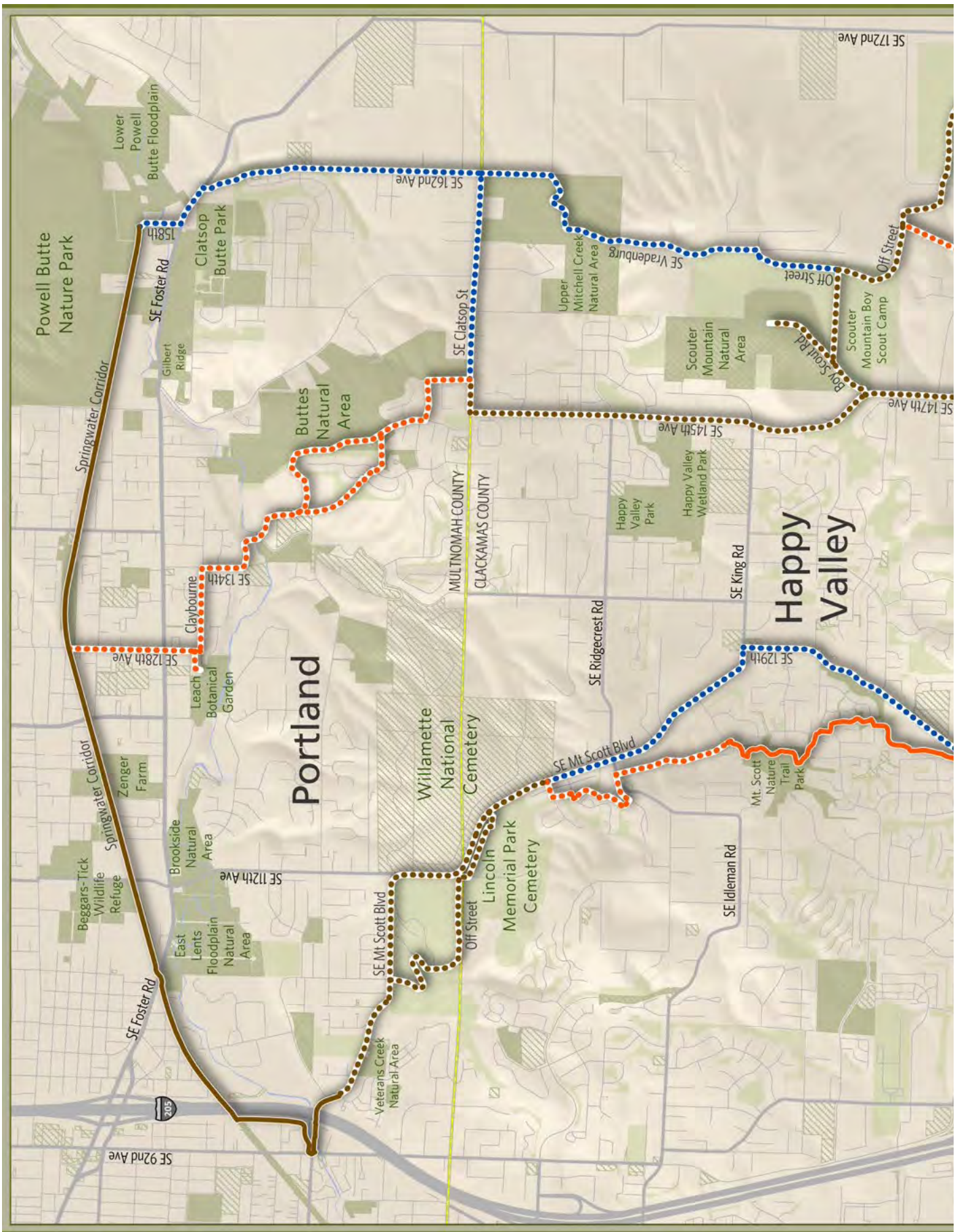
Environmental Education and Access

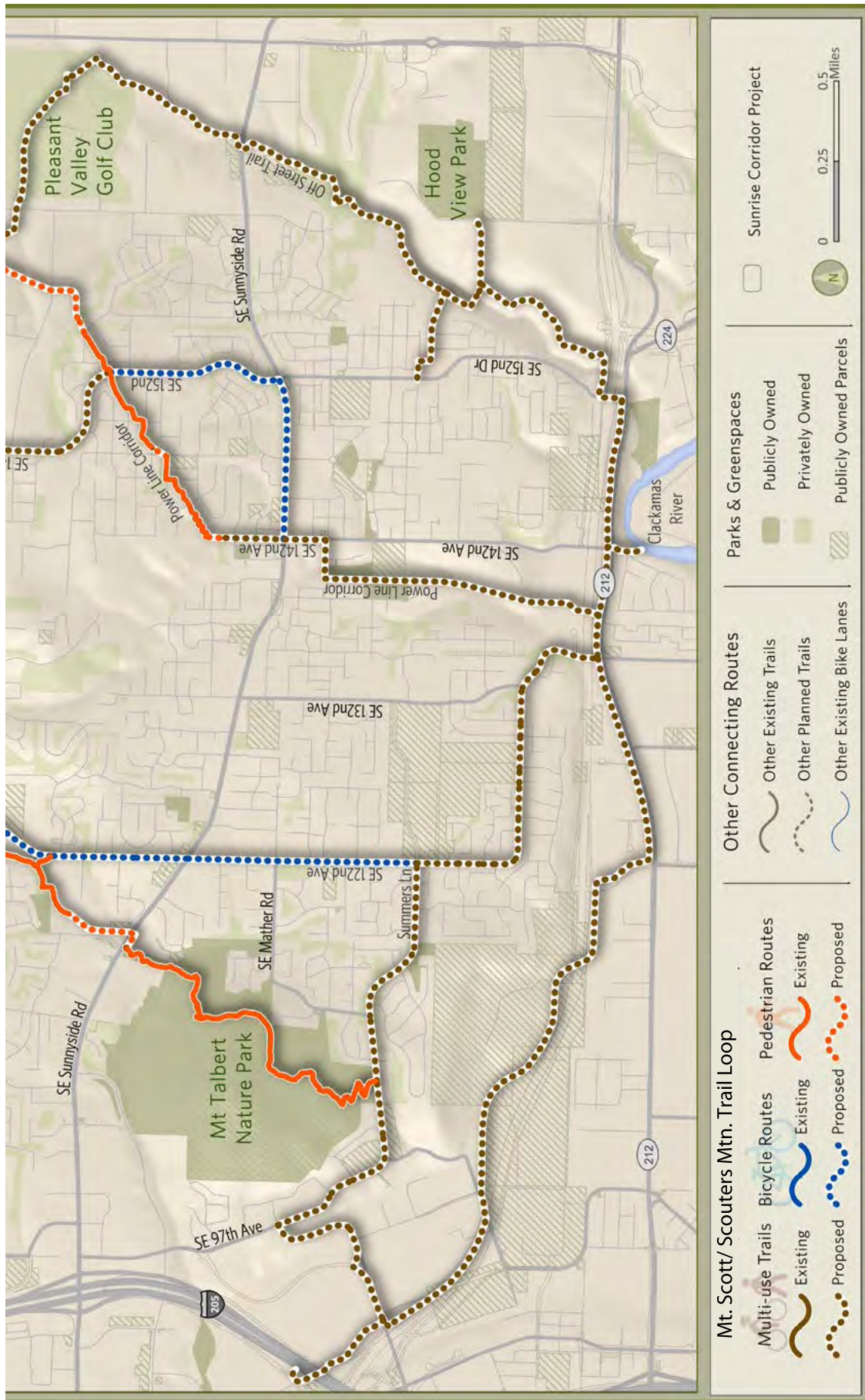
This criterion identified the ability of the trail segment to provide opportunities for environmental education, interpretation or access. This includes visual and proximal access to ponds, wetlands, streams, rivers and geological formations.

Cost/Ease of Implementation

This criterion scored options that may have a relatively high cost for acquisitions, design, engineering, and/or construction, especially where crossing improvements, fencing, or other expensive infrastructure improvements would be necessary. Trails which may require boardwalks, environmental mitigation, or grade separated crossings will score lower than a flat, upland trail through a publicly-owned parcel.









Possible trail locations near Scouters Mountain.

5. RECOMMENDATIONS





The Lincoln Memorial Park Cemetery is a pedestrian-friendly alternative to Mount Scott Boulevard.

Recommended Trail Alignments

The preceding map shows more than 37 miles of recommended trails comprising the Mount Scott/Scouters Mountain Trail Loop. The trail system will provide an active transportation and recreation link between the Springwater Corridor, I-205 bike/ped path and Sunrise Corridor/Clackamas River while connecting area residents to open space and park jewels including Powell Butte, Buttes Natural Area, the Mitchell Creek property, Scouters Mountain, Mount Talbert, Happy Valley Nature Park and Hood View Park. The preferred alignment will provide a convenient, comfortable and safe atmosphere for trail users of all ages and abilities; provide access to and enhancement of natural and cultural resources while limiting impacts; and enhance non-motorized connectivity in the region.

The following pages describe the opportunities, constraints and recommendations associated with each preferred alignment by segment.




RECOMMENDATIONS

Figure 5-1 Recommendations: Tile 1 - Springwater Corridor to Clatsop Road



SEGMENT 1 - SPRINGWATER CORRIDOR TO CLATSOP ROAD

1E - A pedestrian alignment connecting the Springwater Corridor to Leach Botanical Garden, the Buttes Natural Area, and crossing Clatsop Road. Preferred alignment to be selected with input from PP&R.

<p>Opportunities</p> <ul style="list-style-type: none"> • Connect two area schools and one future planned • Cross Foster Road at existing signalized intersection • Connect to Leach Botanical Garden • Cross Johnson Creek via existing covered bridge • Limit environmental impacts by following existing skid road within Buttes property and/or private property • Alignment passes home on National Historic Register <p>Constraints</p> <ul style="list-style-type: none"> • Property easements or agreements needed • Natural areas require environmentally sensitive design treatments • Roadway crossing improvements needed on SE Deardorff Road to provide safe crossing to existing sidewalk on west side of covered bridge as well as at Clatsop and SE 147th 	 <p><i>SE 147th north of Clatsop</i></p>
<p>Recommendations</p> <p>Sidewalks for portions within road right of way and natural surface hiking trail for sections on independent right-of-way. Wetlands and creeks to be bridged with boardwalk structures. Intersection improvements (pedestrian and wildlife) at Foster and SE 128th, Clatsop and SE 147th and across Deardorff. Provide bicycle parking at access point to Buttes Natural Area. Provide way-finding and interpretive information for historic home on Claybourne. Final alignment connection to or through Buttes to be confirmed with Portland Parks & Recreation. Intention is to be one alignment and not a loop trail.</p>	

1F - A bicycle facility connecting the Springwater Corridor to SE Clatsop Road. From north to south, alignment follows SE 158th, SE Foster, SE 162nd and Vradenburg Roads with a spur alignment providing a connection to the Buttes Natural Area.


<p>Opportunities</p> <ul style="list-style-type: none"> • Utilize existing low volume road right of way on SE 158th, 162nd and Vradenburg Roads • Existing light at SE Foster and 162nd • Improve habitats along Kelly Creek with native plantings • No property acquisition required <p>Constraints</p> <ul style="list-style-type: none"> • Crossing improvements needed at Foster and SE 162nd and SE Clatsop and 152nd • Narrow road right-of-way and environmental conditions limit design options • Intersections with priority habitat areas require environmentally sensitive design treatments 	 <p><i>SE 162nd is a low volume road within a rural setting</i></p>
<p>Recommendations</p> <p>Short term: add wayfinding signs, reduce travel speeds to 35 mph, add shared lane markings and bicycle safety pull-outs. Long term: install multi-use path on west side of SE 162nd. Intersection improvements at SE Foster and SE 162nd and SE Clatsop and 152nd. Provide bicycle parking at Buttes Natural Area. Improve riparian habitat and connectivity with trail design, construction and native plantings.</p>	


RECOMMENDATIONS

Figure 5-2 Recommendations: Tile 2 - Clatsop Road to Former Golf Club



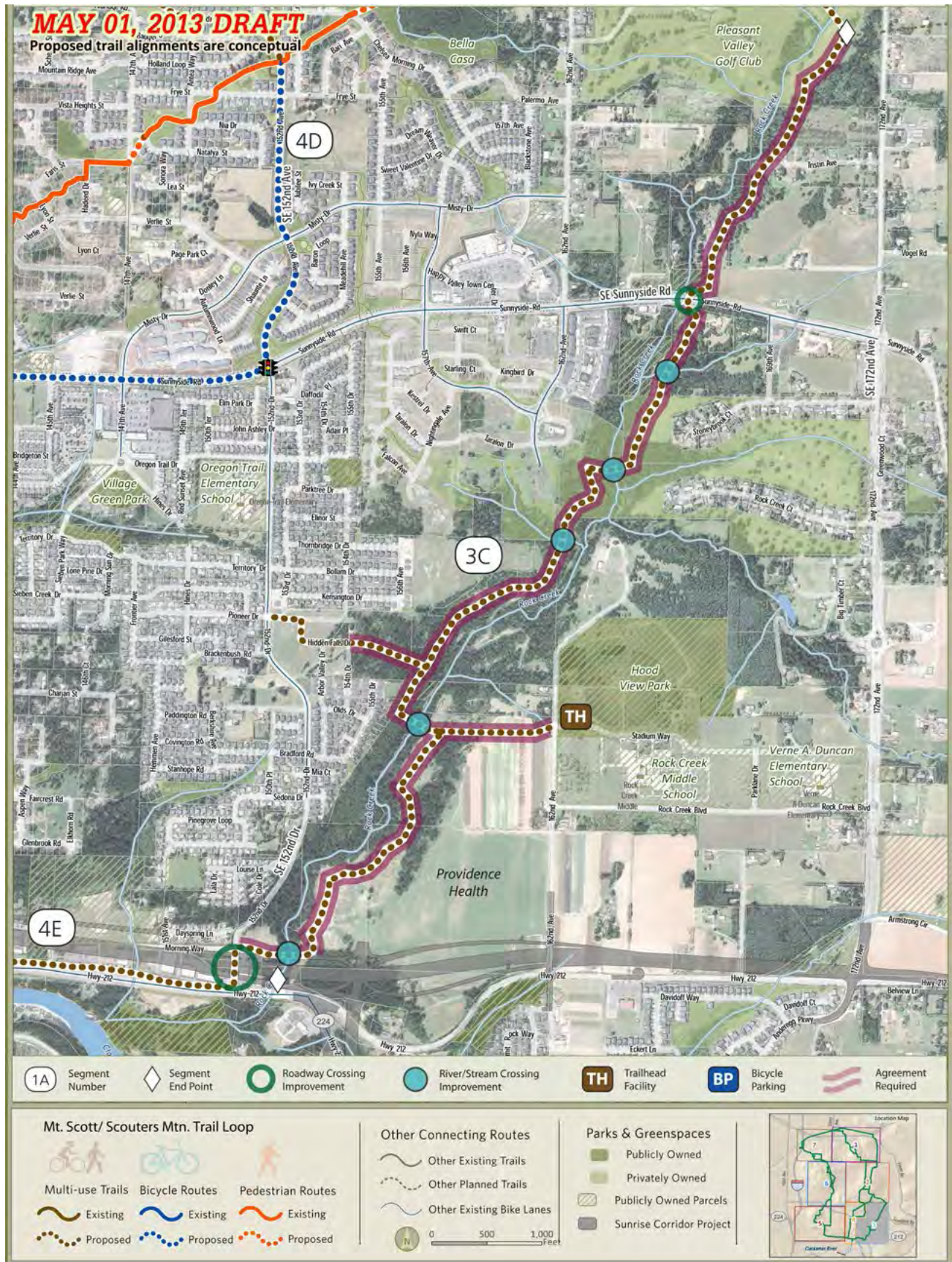
SEGMENT 2 - CLATSOP ROAD TO FORMER GOLF CLUB

<p>2D - Alignment follows SE 145th and 147th to connect the Buttes Natural Area to the Scouters Mountain entrance and Powerline Trail. Alignment spur provides a connection to the top of Scouters Mountain via an existing access road.</p>	
<p>Opportunities</p> <ul style="list-style-type: none"> • Connection to Scouters Mountain • Connection to Happy Valley Park, Wetlands Park and Happy Valley Elementary School • Connection to existing Powerline Trail. • Most facilities are in place for a short-term solution <p>Constraints</p> <ul style="list-style-type: none"> • Property easements or agreements needed at pinch point • Alignment within constrained road right-of-way provides a less than scenic experience • Crossing improvements needed at SE 147th and Clatsop 	 <p><i>Much of SE 145th already includes bike lanes and sidewalk facilities</i></p>
<p>Recommendations</p> <p>A route accommodating both cyclists and pedestrians from Buttes Natural Area at SE 147th and Clatsop Road along SE 145th and 147th to Scouters Mountain and the existing Powerline Trail. Cyclists to use existing bike lanes and bicycle route as short-term solution. Seek easement on SE 147th between Kraus Lane and Monner to accommodate bicycles and pedestrians. Expand sidewalk facilities to provide a separated trail experience for both pedestrians and cyclists. Use existing Scouters Mountain access road as connection to the top of Scouters Mountain.</p>	


<p>2E - A bicycle facility within SE 162nd and Vrandenburg road right-of-way as well as Boy Scouts property (if approved).</p>	
<p>Opportunities</p> <ul style="list-style-type: none"> • Utilize existing low volume road right-of-way on SE 162nd and Vrandenburg Roads • Scenic quality of Vrandenburg Road through Mitchell Creek property • Connect to Scouters Mountain and Powerline Trail • Potential to improve Mitchell Creek fish passage and red legged frog habitat at SE 162nd south of Clatsop • Alignment within private property to be built when developed as condition of approval <p>Constraints</p> <ul style="list-style-type: none"> • Crossing improvements needed on SE 162nd at Clatsop • Property easements or agreements required • Natural areas require environmentally sensitive design treatments 	 <p><i>Vrandenburg Road through the Metro owned Mitchell Creek property</i></p>
<p>Recommendations</p> <p>A signed bicycle route, south of Clatsop on SE 162nd and Vrandenburg. Provide wayfinding signs, bicycle safety pull-outs, vehicle travel speed of 35 mph or less. Continue alignment within private Boy Scout Camp property to beginning of multi-use segment. Expand Mithcell Creek culvert under SE 162nd south of Clatsop to improve fish passage.</p>	

RECOMMENDATIONS


Figure 5-3 Recommendations: Tile 3 - Former Golf Club to Clackamas River



Continued from previous page:

<p>2F - A multi-use alignment from Boy Scouts Lodge Road, through private parcels to former golf club.</p>	
<p>Opportunities</p> <ul style="list-style-type: none"> • Connect to Scouters Mountain and former golf club property • Alignment within private property to be built when developed as condition of approval • Follow scenic riparian drainage, potential for enhancement <p>Constraints</p> <ul style="list-style-type: none"> • Crossing improvements needed on SE 162nd north of Monner • Alignment follows a riparian drainage and would require environmentally sensitive design treatments 	 <p><i>SE 162nd would require crossing improvements</i></p>
<p>Recommendations</p> <p>A multi-use path from Boy Scouts access drive to former Golf Club property. Provide crossing improvements on SE 162nd, north of Monner. Locate trail up slope from creek drainage and to the edge of habitat blocks to reduce negative impacts. Secure a wide trail easement and couple trail development with habitat enhancement. Permission from private property owners will be required.</p>	

SEGMENT 3 - FORMER GOLF CLUB TO HIGHWAY 212 VIA ROCK CREEK

<p>3C - Alignment connects the former Pleasant Valley Golf Club to Highway 212 along Rock Creek.</p>	
<p>Opportunities</p> <ul style="list-style-type: none"> • Alignment occurs within several large undeveloped parcels • Providence Health is a landowner and potential project partner • Alignment within private property to be built when developed as condition of approval • Opportunity for environmental enhancement of degraded areas • Provide connections to Hood View Park, Verne Duncan Elementary, Rock Creek Middle School and Pioneer Park on SE 153rd. <p>Constraints</p> <ul style="list-style-type: none"> • Property easements or agreements needed • Natural areas require sensitive design treatments • Crossing improvements needed at Sunnyside Road, and across Rock Creek and tributaries • Alignment to be compatible with Sunnyside Corridor planned improvements 	 <p><i>Development is anticipated along Lower Rock Creek</i></p>
<p>Recommendations</p> <p>A multi-use path following Rock Creek between former golf club and Highway 212. Provide environmentally sensitive design treatments including wide setback from creek (200' desired), bridges and boardwalks across creek crossings, tributaries and wetlands. Alignment to cross Sunnyside Road and Sunrise Corridor below grade. Include connections to Pioneer Park on SE 153rd as well as Hood View Park and area schools. Explore opportunities for environmental interpretation.</p>	

RECOMMENDATIONS

Figure 5-4 Recommendations: Tile 4 - Powerline Corridor to Hwy 212



SEGMENT 4 - POWERLINE CORRIDOR TO HIGHWAY 212 VIA SIEBEN DRAINAGE

4D - A bicycle alignment from the existing Powerline Trail, on SE 152nd to Sunnyside Road. The alignment travels on Sunnyside to the intersection of Sunnyside and SE 142nd.

- Opportunities**
- Cross Sunnyside Road at existing signalized intersections at 142nd and 152nd
 - Connect to existing Powerline Trail
 - Utilize road right-of-way and existing bike lanes as a short term solution
- Constraints**
- Steep grades and high traffic volumes on SE 152nd
 - High traffic volumes on Sunnyside Road



SE 152nd north of Sunnyside Road

Recommendations

Route to utilize existing bike lanes on Sunnyside and SE 152nd. Upgrade to buffered bicycle facility in long term. Include wayfinding signs per Intertwine Regional Trail guidelines.

4E - Alignment connects existing portion of the Powerline Trail to Highway 212. Alignment follows SE 142nd from Powerline Trail to Bridgeton Street, then connects to the Sieben Drainage. The segment follows the Sieben Drainage through NCPRD and private parcels before connecting to Highway 212. Alignment continues east and west near Highway 212 to connect to Rock Creek (segment 3C) and ODOT property (segment 5E).

- Opportunities**
- Connect existing Powerline Trail and Highway 212 commercial area
 - Connect to Pfeifer Park through Forest Creek open Space
 - Cross Sunnyside Road and Highway 212 at existing signalized intersections on 142nd
 - Provide wetland access via raised boardwalks
 - Provide environmental enhancement of degraded areas
- Constraints**
- Property easements or agreements required
 - Wetland areas require environmentally sensitive design treatments including boardwalk structures
 - Requires three drainage crossings and crossing of Hwy 212
 - High traffic volumes on Highway 212



The northern terminus of SE 142nd nearly connects to the existing Powerline Trail

Recommendations

A multi-use path between existing Powerline Corridor and Highway 212. Crossing of Sunnyside Road to occur at SE 142nd signalized intersection. Multi-use path through wetland areas and across drainages to be on boardwalks or bridge structures to minimize environmental impacts. Couple trail development with habitat restoration. Alignment within Highway 212 right-of-way to be buffered from vehicle traffic. Crossing of Highway 212 at SE 142nd to be improved. Provide overlook of Clackamas River as southern terminus. Coordination with private property owners, ODOT, Clackamas County, and Sunrise Water Authority required.

RECOMMENDATIONS

Figure 5-5 Recommendations: Tile 5 - Sieben Drainage to Mount Talbert



SEGMENT 5 - SIEBEN DRAINAGE TO MOUNT TALBERT

5D - A pedestrian hiking trail through Mount Talbert utilizing existing trail. Path continues on Mather within road right-of-way.

Opportunities

- Utilize existing Mount Talbert trail as pedestrian-only connection to Sunnyside and Mather Roads
- Connect to existing trailheads and trails at Mount Talbert
- Cross Sunnyside Road at existing signalized intersection (SE 117th) or by going under existing Mount Scott Creek bridge
- Existing sidewalks on Mather
- Minimal improvements needed to function as regional trail



Existing bridge over Mount Scott Creek in Mount Talbert

Constraints

- Requires separation of bicycle users due to steep terrain

Recommendations

Sign and designate existing trail as regional trail. Improve Mather Road crossing at Cranberry for trail users and wildlife. Expand sidewalks on Mather to provide buffered trail experience.

5E - A multi-use route within road right-of-way between the I-205 bike/ped path and the intersection of Highway 212 and SE 135th. Alignment follows Lawnfield, Mather, SE 122nd and Hubbard Road.

Opportunities

- Provides an alternative route to the Sunrise Corridor
- Utilize road right-of-way, existing sidewalks, bike lanes and signalized intersections as short term solution
- Connect to existing trailhead and trails at Mount Talbert
- Improve connection to Clackamas High School



SE Mather, 122nd and Hubbard Roads are transit routes with bike lanes, some sidewalk facilities and views of Mount Hood

Constraints

- Not all sections have sidewalks
- Alignment requires infrastructure improvements to improve safety and comfort of cyclists in road right-of-way

Recommendations

Utilize existing bike lanes in the short term. Improve to buffered bicycle or multi-use facility in the long term.

5F - An off-street multi-use path paralleling the Sunrise Corridor project and Highway 212.

Opportunities

- Coordinate with ODOT regarding multi-use path planned with Sunrise Corridor project
- Buffer experience from planned and existing highways



Undeveloped property provides an alignment opportunity away from Highway 212

Constraints

- Non-aesthetically pleasing trail experience

Recommendations

Multi-use facility from I-205 bike path to Segment 4E along Sunrise Corridor project through ODOT and private properties.



RECOMMENDATIONS

Figure 5-6 Recommendations: Tile 6 - Mount Talbert to Lincoln Memorial Park Cemetery



SEGMENT 6 - MOUNT TALBERT TO LINCOLN MEMORIAL

6C - A pedestrian alignment following existing trails through the Lincoln Heights community, Happy Valley Nature Park and along Mount Scott Creek.

- Opportunities**
- Utilize existing trails through Lincoln Heights neighborhood and Happy Valley Nature Park as well as along Mount Scott Creek
 - Planned signalized intersection at Carter and Mount Scott Boulevard
- Constraints**
- Requires separation of bicycle users
 - Alignment through sensitive natural resource area
 - Property easements or agreements required



Existing earthen trail at Happy Valley Nature Park

Recommendations

Work with HOAs and private property owners to sign and designate existing trails as regional trail. Trails through natural areas to be pedestrian only natural surface hiking trails. Provide road crossing improvements at Mount Scott Boulevard and Carter Road, as well as Idelman Road. Provide wide setback from Mount Scott Creek as well as environmental enhancement.

6D - Alignment follows Mount Scott Boulevard, SE 129th and SE 122nd within road right-of-way.

- Opportunities**
- Limited impacts on natural resource areas by accommodating cyclists within the road right-of-way
 - Improve non-motorized connection to elementary school
 - Route passes oldest home in Happy Valley (corner of Mount Scott and Greiner) as well as Willamette National Cemetery and Lincoln Memorial Park Cemetery
 - Existing signalized intersection at SE 122nd and Sunnyside
- Constraints**
- Infrastructure improvements required for cyclist comfort and safety issues in road right-of-way



Mount Scott Boulevard currently has no facilities to accommodate cyclists north of Greiner

Recommendations

Buffered bicycle facilities within road right-of-way along Mount Scott Boulevard, SE 129th and SE 122nd. Provide interpretation for oldest home and Willamette National Cemetery.

6E - A pedestrian alignment between existing community trail and Mount Talbert trailhead.

- Opportunities**
- Connect to existing trails and trailhead at Mount Talbert
 - Separate users from roadway
 - Cross Sunnyside under existing Mount Scott Creek bridge
- Constraints**
- Sunnyside under-crossing requires significant infrastructure investment

Recommendations

A paved pedestrian path from existing Scott Creek Park trails to Mount Talbert trailhead. Crossing of Sunnyside to occur under existing bridge along Mount Scott Creek. Signalized intersection at SE 117th may be used as short term solution.


RECOMMENDATIONS

Figure 5-7 Recommendations: Tile 7 - Lincoln Memorial Park Cemetery to Springwater Corridor




SEGMENT 7 - LINCOLN MEMORIAL PARK CEMETERY TO I-205 BIKE/PED PATH AND SPRINGWATER CORRIDOR

7C - Alignment within Mount Scott Boulevard right-of-way.

<p>Opportunities</p> <ul style="list-style-type: none"> • Connect I-205 bike/ped path and Happy Valley • Road right-of-way available adjacent to Lincoln Memorial Park Cemetery <p>Constraints</p> <ul style="list-style-type: none"> • Steep grade on roadway • Proximity to vehicle traffic • Infrastructure improvements required for user comfort and safety 	 <p><i>Mount Scott Boulevard looking east with Lincoln Memorial to the right</i></p>
<p>Recommendations</p> <p>A multi-use path on the south and west sides of Mount Scott Boulevard. Coordination to occur with Lincoln Memorial.</p>	

7D - Alignment through Lincoln Memorial Park Cemetery

<p>Opportunities</p> <ul style="list-style-type: none"> • Separated from heavy vehicle traffic • A scenic alternative to Mount Scott Boulevard with viewpoints and historic points of interest • Grade is gentler than Mount Scott Boulevard • Property owner willing to accommodate cyclists and pedestrians <p>Constraints</p> <ul style="list-style-type: none"> • Access to be during daylight hours only • Out-of-direction travel for commuters 	 <p><i>Low volume roadways within Lincoln Memorial offer a serene alternative to Mount Scott Boulevard</i></p>
<p>Recommendations</p> <p>A day use multi-use route through historic cemetery on existing roads. Coordinate access and signs with Lincoln Memorial.</p>	





Wayfinding signage will be key to success of the trail loop system.

6. IMPLEMENTATION



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Implementation

Building on the information accumulated throughout the trail master planning process, an implementation workshop was convened with the PAC in February 2013 to discuss and document trail project priorities, timelines, funding strategies and the agency roles and responsibilities for each trail segment. An overview of implementation actions, including budgetary cost estimating data, is included in this section.

The February 2013 workshop with the PAC included a segment-by-segment discussion to identify which implementing actions were needed for each segment and which agency would take the lead for each action. Much of the discussion focused on opportunities to integrate the implementation of the Mount Scott/Scouters Mountain Trail Loop Master Plan with other plans and funding sources within each jurisdiction. An outcome of the workshop was a consensus on which actions would be taken by each partner agency. Examples of implementing actions include integration into existing Transportation System Plans or Parks and Recreation Master Plans, initiating property owner discussions and acquisitions, identifying new funding sources, and initiating design engineering for construction.

The agreed-to actions and timelines are included in the matrix in Table 6-1. The matrix is intended to help determine a strategy for ensuring the implementation of the final plan. The implementation meeting that informed the development of the matrix was also intended to help identify mechanisms to facilitate trail project implementation such as land acquisition and capital fund allocation, procuring operations and maintenance (O&M) funds, identifying governing entities with the authority and commitment to trail development, trail construction and management, and discuss where right-of-way or easement acquisitions may be required. The matrix summarizes discussion outcomes pertaining to appropriate and actionable implementation strategies for the various trail segments.

Metro will continue to convene meetings on an annual or semi-annual basis and facilitate agency efforts to ensure progress on trail implementation is being made.



Table 6-1: Implementation Matrix

Mount Scott / Scouters Mountain Trail Loop Proposed Implementation Strategy

Segment Number	Alignment Description	Action(s)	Timeline (yrs)	Agency
1E*	A pedestrian only alignment connecting the Springwater Corridor to the Buttes Natural Area, Clatsop Road and Metro owned properties.	Refine alignment	1-3	PP&R
		Incorporate master plan alignments into TSP update	1-3	PP&R
		Initiate funding	1-3	Regional Effort, need partners
		Coordination with David Douglas School regarding design and funding options (Safe Routes to School)	1-3	PP&R
		Work with PBOT on identifying street improvements	3-5	PP&R/PBOT
1F*	A bicycle facility connecting the Springwater Corridor to SE Clatsop Road. From north to south, alignment follows SE 158th, SE Foster, SE 162nd and Vradenburg Roads with a spur alignment providing a connection to the Buttes Natural Area. 162nd (long term) buffered bike lane, multi-use NOTE: Phased implementation. Phase 1 to include signing and striping. Phase 2 to include buffered cycle track or multi-use trail. Crossing safety improvements at SE 158th is PP&R's priority #3.	Geotechnical Design	3-5	PP&R
		Establish an advocacy group	3-5	PP&R - Pleasant Valley Neighborhood Group
		Design engineering	5-10	PP&R/PBOT
		Acquire property rights	1-20	PP&R
		Construction	10-15	PP&R/PBOT
		Initiate funding	one to three	Regional Effort, need partners
		Design engineering	one to three	PP&R/PBOT
		Construction	one to three	PP&R/PBOT
		Incorporate master plan alignments into TSP update	one to three	PP&R
		Work with PBOT on identifying street improvements	5-10	PP&R/PBOT
2D	SE 145th and 147th to connect the Buttes Natural Area to the Scouters Mountain entrance and Powerline Trail. Alignment spur provides a connection to the top of Scouter Mountain via an existing access road.	Possible Geotechnical Design	5-10	PP&R/PBOT
		Formally adopt master plan alignments	immediate	Happy Valley
		Initiate pursuit of funding/Acquire funding	one to three	Happy Valley/NCPRD
		Sign and dedicate existing facilities for immediate use	one to three	Happy Valley/NCPRD
		Design engineering	three to five	Happy Valley (Inside ROW)/NCPRD (Outside ROW)
		Construction	three to five	Happy Valley (Inside ROW)/NCPRD
				Metro will have a leadership role with this process
2E**	A bicycle facility within SE 162nd and Vradenburg road right of way as well as Boy Scouts property.	Formally adopt master plan alignments	immediate	Happy Valley
		Initiate funding	immediate	Happy Valley/NCPRD
		Sign and dedicate existing facilities for immediate use	one to three	Happy Valley/NCPRD
		Work with developer to ensure regional trail standards are met	one to three	Metro
		Acquire easement property rights	three to five	NCPRD/Happy Valley/Metro
2F	A multi-use alignment from Boy Scout Lodge Road, through private parcels to former Golf Club.	Refine alignment	immediate	Happy Valley

Table 6-1: Implementation Matrix (cont.)

Segment Number	Alignment Description	Action(s)	Timeline (yrs)	Agency
		Formally adopt master plan alignments	immediate	Happy Valley
		Establish an advocacy group	immediate	Happy Valley
		Initiate funding	one to three	Happy Valley/NCPRD/ PP&R (location dependent)
		Acquire property rights	one to three	Happy Valley/NCPRD
		Work with developers to ensure regional trail standards are met	three to five	Happy Valley
		Design engineering*	three to five	Happy Valley/NCPRD
		Construction*	three to five	Happy Valley/NCPRD
		* Condition of approval.		
3C	Alignment connects the former Pleasant Valley Golf Club to the Clackamas River along Rock Creek.	Formally adopt master plan alignments	immediate	NCPRD/Happy Valley
		Refine alignment	one to three	Happy Valley/NCPRD
		Establish an advocacy group	one to three	Happy Valley/NCPRD
		Initiate funding	one to three	NCPRD/Happy Valley
		Acquire property rights	one to three	NCPRD/Happy Valley
		Work with developers to ensure that regional trail standards are met	three to five	NCPRD
		Determine if ESA Consultation is needed	three to five	NCPRD
		Design engineering*	three to five	NCPRD/Happy Valley
		Construction*	three to five	NCPRD/Happy Valley
		* Condition of approval.		
4D	A bicycle alignment from the existing Powerline Trail, on SE 152nd to Sunnyside Road. The alignment travels on Sunnyside to the intersection of Sunnyside and SE 142nd.	Formally adopt master plan alignments	immediate	Happy Valley
		Initiate funding	immediate	Happy Valley
		Sign and dedicate existing facilities for immediate use	one to three	Happy Valley
		Design engineering*	three to five	Happy Valley
		Construction*	five to seven	Happy Valley
		Phase 1 - sign existing facilities		
		Phase 2 - buffered cycletrack		
		* Condition of approval.		
4E	Alignment connects an existing portion of the Powerline Trail to Highway 212. Alignment follows SE 142nd south Bridgeton Street, then connects to the Sieben Drainage via NCPRD property. The segment follows the Sieben Drainage through private parcels before connecting to Highway 212. Segment continues east and west near Highway 212 to connect to Rock Creek and ODOT property.	Formally adopt master plan alignments	immediate	NCPRD
		Work with ODOT to ensure that multi-use path is integrated into Sunrise Corridor planning, design and construction	one to three	Clackamas Co.
		Begin conversations with neighbors and property owners	three to five	NCPRD/Clackamas Co./WES
		Initiate funding	five to ten	NCPRD/Clackamas Co./WES
		Acquire property rights	five to ten	NCPRD/Clackamas Co.
		Update code to require trails with development	ten to fifteen	NCPRD/Clackamas Co.
		Design engineering*	ten to fifteen	NCPRD/Clackamas Co.
		Construction*		
		* Condition of approval.		



Table 6-1: Implementation Matrix (cont.)

Segment Number	Alignment Description	Action(s)	Timeline (yrs)	Agency
6E	A pedestrian alignment between existing community trail and Mt. Talbert trailhead.	Formally adopt master plan alignment	immediate	Happy Valley/NCPRD
		Initiate funding	immediate	Happy Valley/NCPRD
		Determine if ESA Consultation is needed	one to three	Happy Valley/NCPRD
		Design engineering	one to three	Happy Valley/NCPRD
		Construction	one to three	Happy Valley/NCPRD
7C	*Top priority for Happy Valley Alignment within Mt. Scott Boulevard right-of-way. PP&R's priority #2.	Include master plan alignments in TSP update	one to three	PP&R
		Initiate funding	three to five	PP&R
		Design engineering	three to five	PP&R/PBOT
		Construction	three to five	PP&R/PBOT
7D	Lincoln Memorial Park Cemetery alignment.	Establish use agreement with Lincoln Memorial	one to three	Metro/PP&R
		Initiate funding	three to five	PP&R
		Sign and dedicate existing facilities for public use	three to five	Metro/PP&R
		Acquire easement from Lincoln Memorial	three to five	Metro/PP&R

* PBOT is responsible for improvements on-street ROW and PP&R is responsible for off-street ROW.

** NCPRD - Primary control with multi-use trails. Happy Valley takes control with road development.



Permitting

The purpose of this section of the report is to review resource agency permitting requirements associated with construction of the proposed trail in the Mount Scott/Scouters Mountain Trail Loop system.

State and Federal Agencies

Wetlands are subject to the jurisdiction of both the Oregon Department of State Lands (DSL) and the U.S. Army Corps of Engineers (USACE). Limited areas within the proposed trail corridor meet the wetland jurisdictional criteria of both these agencies (see Boardwalk locations in Figure 3-1). Disturbance to these resources as a result of trail construction will require permits from each of these agencies. Permit requirements will include plans for mitigating resource impacts.

Formal studies will need to be conducted for wetlands and stream areas impacted by trail plans.

Findings of these studies will need to be submitted for agency concurrence to support wetland fill permit applications.

Impacts for any disturbance below the ordinary high water mark (OHWM) of streams where crossings are proposed would come under the more detailed process for Endangered Species Act (ESA) compliance if streams are listed as salmonid habitat. The permitting process for this work would start with an agency consultation with National Marine Fisheries Service (NMFS) to determine what level of biological assessment would be required. NMFS would review the nature of the disturbance, the anticipated duration of the disturbance, alternative designs, and mitigation of unavoidable impacts to the stream and wetland. After consultation with NMFS, one of two processes will be completed: (1) a basic abbreviated Biological Assessment (BA) outlining project impacts and mitigation or (2) a more detailed Biological Opinion (BO) with formal agency consultation. The abbreviated BA is typically a six-month process. The BO process is a typically a one-year process.

Some portions of the trail may come under National Environmental Policy Act (NEPA) regulations and require an Environmental Assessment (EA), depending on the funding sources (e.g., Federal).

Local Jurisdictions

Construction of the trail project may result in disturbance to protected resources that require mitigation in compliance with local agency regulations (see Table 2-1 in the Existing Conditions chapter). Resource enhancement within the project area will likely be a key

component in any project mitigation plan. Mitigation to address impacts to wetlands could include enhancement of existing low-quality wetland areas. Other wetland mitigation options include restoration of historic wetland or creation of wetland in an area of upland.

Wetland impacts could be reduced by using a boardwalk trail alternative. Impacts under this alternative could be limited to the boardwalk footings, depending on the height of the structure.

Low-value wetlands adjacent to the boardwalk could be enhanced by planting dense wetland shrub and tree species.

Mitigation for impacts could include enhancing upland areas in or near the project area determined to be in “degraded” or “marginal” condition. This enhancement could include some combination of invasive species removal, native shrub and tree planting and, in some cases, supplementing existing native herbaceous cover with plantings.

Other Permits

Construction of the trail project near Oregon Highway 224 will require coordination and permitting from the Oregon Department of Transportation (ODOT). Early coordination for the crossing improvements at the highway is strongly advised.

Cost Analysis

The construction cost estimate for the Mount Scott/Scouters Mountain Trail Loop Master Plan was developed based on a linear foot cost in 2012 dollars for each trail type specified within the master plan. Trail types identified include:

- Multi-use Trail: Outside of Right-of-Way
- Multi-use Trail: Inside of Right-of-Way
- Separated Sidewalk
- Buffered Cycle Track
- Under Crossing
- Pedestrian Trail
- Boardwalk

In addition, costs are included for a pre-fabricated pedestrian bridge at anticipated river or stream crossings. Costs for roadway crossing improvements include lighting, signage, sidewalk ramps, and cross walks. An additional cost for extensive trail signage has been included for segments 1, 2, and 6 due to the trail bifurcations and number of potential trail connections/destinations associated with these segments. Trail segments 1 and 3 include areas of difficult



terrain for trail construction. A “Technical Contingency” cost of 15% has been added to these segments to account for additional grading, walls, or other engineered structures required to construct trails within these sections.

The estimated construction costs are organized based on trail segments one through seven, as described in the master plan. Costs included are based on current dollars and were developed using unit prices from recent construction projects. An inflation factor of 2% per year was used to develop the 5- and 10-year costs

Table 3-2 summarizes the estimated construction costs per trail segment:

Table 3-2. Estimated Construction Costs Per Trail Segment

Segment	Estimated Construction Cost		
	2012 Dollars	2017 Dollars	2022 Dollars
1	\$12.4 M	\$13.7 M	\$15.1 M
2	\$13.3 M	\$14.7 M	\$16.2 M
3	\$5.1 M	\$5.6 M	\$6.2 M
4	\$7.2 M	\$8.0 M	\$8.8 M
5	\$5.6 M	\$6.2 M	\$6.8 M
6	\$7.1 M	\$7.8 M	\$8.7 M
7	\$5.1 M	\$5.6 M	\$6.2 M
Total	\$55.8 M	\$61.6 M	\$68.0 M

The detailed cost estimates and a list of assumptions used in developing the estimates are included in Appendix J.

Maintenance and Operations

Both labor and funding resources required for maintenance of the Trail Loop may be higher than trails built in less environmentally dynamic conditions. Portions of the trail will need to be built in wetlands, forested/shaded areas, and sloping areas possibly requiring retaining structures and/or railings.

Following is a summary of typical trail maintenance tasks and the anticipated frequency required for each task. Since materials, finishes, infrastructure, and various amenities associated with bridge or tunnel structures are not known at the time of this report, maintenance tasks are limited to trail facilities only. Inspection of trail facilities will be required annually or semiannually to establish the need for conducting each task.

Table 3-3. Typical Trail Maintenance Tasks and Schedule

Task	Schedule
Clean pavement/boardwalk	Spring, biweekly in fall
Repair/replace trail amenities, furnishings	As required based on inspections
Remove flood debris	Late winter, late spring
Repair damage, natural causes or vandalism	Prioritize based on inspections
Replace/repair signs	2-3 years
Seal/repair asphalt pavement	4-12 years
Trim/clear vegetation at trail edge	Early summer, late fall
Remove/dispose trash	Weekly May-Sept., then bimonthly
Replace crosswalk markings	1-3 years
Clear drainage ditches, culverts	As required based on inspections
Maintain animal waste bag dispensers/receptacles	Biweekly

This list includes tasks that occur frequently and does not include major repair or replacement of trail materials that may be required after 15-20 years.

The costs associated with maintenance of trail segments within the Trail Loop project can vary widely depending on the type of trail, amount of use, incidents of vandalism, wildlife and insect activity, decisions about construction materials (for example, conventional asphalt or porous paving), and the actual frequency (versus estimated frequency) that a task is deemed necessary.

That being said, an average level of maintenance can be assumed based on the maintenance history of similar projects and used as a starting point for estimating annual budget level maintenance costs for one mile of trail.

Table 3-4. Average Level of Annual Maintenance Per Mile

Task	Estimated Avg. Annual Cost per Mile
Clean pavement/boardwalk	\$1,500
Repair/replace trail amenities, furnishings	\$1,000
Repair damage, natural causes or vandalism	\$2,000
Replace/repair signs	\$750
Seal/repair asphalt pavement	\$500
Trim/clear vegetation at trail edge	\$2,000
Remove/dispose trash	\$1,500
Repaint crosswalk markings	\$750
Clear drainage ditches, culverts	\$2,000
Maintain animal waste bag dispensers/receptacles	Included in trash disposal above
Total	\$12,000



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STAFF REPORT

IN CONSIDERATION OF RESOLUTION NO. 14-4547, FOR THE PURPOSE OF APPROVING MT. SCOTT/SCOUTERS MOUNTAIN TRAIL LOOP MASTER PLAN

Date: July 10, 2014

Prepared by: Mark Davison, 503-797-1854

BACKGROUND

This resolution would adopt the Mt. Scott/Scouters Mountain Trail Loop Master Plan. The trail was identified in the 1992 Metropolitan Greenspaces Master Plan and Trails System Map, which was adopted by the Metro Council via Resolution No. 92-1637 on July 23, 1992. The City of Happy Valley and Clackamas County recommended and Happy Valley and Metro co-applied for and received a Metropolitan Transportation Improvement Program grant in 2007, to carry out a trails master plan. The planning process began in the fall of 2011 and was completed in late 2013 and the master plan document was released in February 2014. The Mt. Scott/Scouters Mountain Trail Loop Master Plan has been adopted via ordinance by the City of Happy Valley and has been incorporated into its comprehensive plan. The Clackamas County Pedestrian/Bicycle Advisory Committee and North Clackamas Parks and Recreation District Advisory Board approved the master plan and strongly support its implementation. Portland Parks and Recreation also supports the trail plan and the need to design and build it.

The Mt. Scott/Scouters Mountain Trail Loop will be a crucial regional trail linking numerous regional and local trails in the Happy Valley area. This area is a fast growing area and requires alternative and active transportation options such as trails, bike lanes and sidewalks. With nearly 35 miles of proposed routes between I-205 bike/ped path, Springwater Corridor, Clackamas River Bluffs and future Sunrise Corridor and SE 162/172. In many cases, bike lanes and pedestrian pathways are separated because of the need to protect natural areas and sensitive habitat. This trail will be the major trail along with the Springwater Corridor for the southeast quadrant of the region. The future trail will offer opportunities to protect wildlife, sensitive habitat and provide access for people. The trail loop will accommodate both recreational, commuter and general transportation needs. There are numerous local parks and recreational centers, and regionally significant nature parks and natural areas such as Powell Butte, Leach Botanical Garden, Clatsop Buttes, Mt. Scott, Scouters Mountain Nature Park, Mt. Talbert and Hood View Park would all be connected by the trail.

This trail also provides a key link within the overall regional trail system and regional trails plan. The Happy Valley, Pleasant Valley and north Clackamas area are fast growing urban areas with many natural features such as the East Buttes. Metro and local partners have been protecting these buttes for nearly 20 years through acquisition and restoration, and have also been providing access to nature. The proposed trail system will connect these buttes as well as link to regional and town centers, commercial and business districts, stores, schools, and medical centers, thus offering alternative and safe routes to walk and bike.

Much public outreach was conducted, including stakeholder interviews, project advisory committee meetings and public open houses and support for the trail was widespread. More than 120 people attended two public open houses in October 2012 and January 2013 that Metro and local partners hosted. Additionally, numerous stakeholder interviews were conducted and included local neighborhood associations, the David Douglas School District administrative staff, two school principals and Boy Scouts of America staff. The trails planning effort was also highlighted on the Metro and local partner websites and in local newsletters.

Over the next 20-25 years, the trail loop will enter into an implementation phase. Currently, there is no dedicated funding source to design and build the trail. The Mt. Scott/Scouters Mountail Trail Loop Master Plan has garnered support from parks, transportation and planning staff, local parks and trails citizen committees, city councils and other governing boards, as well as the general public, property owners and neighborhood groups.

ANALYSIS/INFORMATION

1. Known Opposition

None

2. Legal Antecedents

Metro Resolution No. 92-1637 For the Purpose of Considering Adoption of the Metropolitan Greenspaces Master Plan, adopted July 23, 1992.

3. Anticipated Effects

A 37.5-mile multi-use regional trail system would be built over many years; 7.4 miles of the trail have been built in Happy Valley and Portland. A more pedestrian and bike friendly community would be created as new development returns to the area. There will also be direct trail connections to Mt. Talbert and Scouters Mountain.

The inclusion of the master plan's recommendations into Happy Valley's Comprehensive Plan will encourage developers to build trails as they develop their land.

The master plan trail alignments will help local partners focus on where to apply for funding for acquiring trail right-of-way and easements, as well as trail design, preliminary engineering and construction.

There are public agencies in the area ready to manage and operate the trail when each segment is built (e.g. Happy Valley, North Clackamas Parks and Recreation District, Portland Parks and Recreation, and Metro).

4. Budget Impacts

Adoption of the resolution to approve the master plan has no budget impact at this time.

RECOMMENDED ACTION

Staff recommends the approval of Resolution No. 14-4547.

Agenda Item No. 6.1

Resolution No. 14-4548, For the Purpose of Approving
Seventh Round Funding for Nature in Neighborhoods Capital
Grants.

*NATURE IN NEIGHBORHOODS CAPITAL AND CONSERVATION
EDUCATION GRANTS PRESENTATION*

Metro Council Meeting
Thursday, July 10, 2014
Metro, Council Chamber

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF APPROVING SEVENTH) RESOLUTION NO. 14-4548
ROUND FUNDING FOR NATURE IN)
NEIGHBORHOODS CAPITAL GRANTS) Introduced by Chief Operating Officer Martha
) Bennett, in concurrence with Council
) President Tom Hughes

WHEREAS, Metro Resolution No. 06-3672B, "For the Purpose of Submitting to the Voters of the Metro Area a General Obligation Bond Indebtedness in the Amount of \$227.4 Million to Fund Natural Area Acquisition and Water Quality Protection," was approved by the Metro Council on March 9, 2006;

WHEREAS, at the election held on November 7, 2006, the voters approved Measure 26-80, the Natural Areas Bond Measure (the "Measure");

WHEREAS, the Measure provided for \$15 million to fund a Nature in Neighborhoods Capital Grants Program (the "Program") to provide opportunities for the community to actively protect fish and wildlife habitat and water quality near where people live and work. The Program can provide funds to purchase lands or easements that increase the presence of natural features and their ecological functions in neighborhoods throughout the region. The Program can also provide funding for projects that recover or create additional plant and animal habitats to help ensure that every community enjoys clean water and embraces nature as a fundamental element of its character and livability;

WHEREAS, the Measure provided for the creation of a grant review committee composed of no fewer than seven members to review grant applications and make grant award recommendations to the Metro Council; and

WHEREAS, the Grants Review Committee reviewed grant proposals throughout the spring of 2014 and is recommending twelve projects that meet the criteria for the Program to the Metro Council for funding; now therefore

BE IT RESOLVED that the Metro Council hereby:

1. Awards Nature in Neighborhoods Capital Grants to the recipients and projects, and for the funding amounts, listed in Exhibit A to this resolution;
2. Authorizes the Chief Operating Officer to enter into an intergovernmental agreement ("IGA") with each of the recipients substantially in conformance with the form of IGA attached to this resolution as Exhibit B;
3. Authorizes the Chief Operating Officer to enter into a grant agreement with the grant recipients that are not governmental agencies substantially in conformance with Exhibit C to this resolution to provide them with such grant funding, and to enter into intergovernmental agreements with the government sponsors for such projects, substantially in conformance with Exhibit D to this resolution, to allow the projects to be completed on public property and to commit to treat such projects as capital assets; and
4. For those projects that are for real property acquisitions, conditions Metro's grant award on the recipient granting a conservation easement to Metro, substantially in the form attached to this resolution as Exhibit E, and authorizes the Chief Operating Officer to accept such conservation easement from each such recipient.

ADOPTED by the Metro Council this _____ day of July, 2014.

Tom Hughes, Council President

Approved as to Form:

Alison R. Kean, Metro Attorney

Nature in Neighborhoods Capital Grants Program
Seventh Round Grant Awards
Grant Review Committee Recommendations to the Metro Council

Total award amount recommended: \$4,501,829

Project: Beaver Creek Fish Passage and Habitat Enhancement
Grant amount: \$ 579,500
Recipient: Multnomah County
Partners: East Multnomah Soil & Water Conservation District, City of Troutdale, Mt. Hood Community College, Northwest Steelheaders, SOLVe, Sandy River Basin Council, and Oregon Department of Fish and Wildlife

This stream restoration project will enhance key spawning and rearing habitat for federally listed salmonids, steelhead trout, and other native fish species by improving three culverts that significantly block fish passage. These culverts, located in a vital stretch of Beaver Creek, disconnect the upper and lower reaches of the watershed. The project will allow fish to reach the upper basin of Beaver Creek where agencies have already been working with property owners to restore stream habitat. There is an extensive array of partners and agencies dedicated to the restoration of the Beaver Creek basin.

Project: Dirksen Nature Park: A Walk Through NW Ecosystems
Grant amount: \$ 390,000
Recipient: City of Tigard
Partners: Tualatin Riverkeepers, Fowler Middle School, Clean Water Services, and Northwest Youth Corps

This project will improve Dirksen Nature Park to enhance visitors' experiences of Northwest ecosystems including: restoring a forested wetland and installing a boardwalk; restoring an oak savannah and installing an overlook; and building two nature play areas.

Metro Council previously invested \$1 million in the acquisition of this property through a capital grant, which closed Dec. 15, 2010. In addition to the acquisition, other deliverables included management and education plans. Both of these plans were developed and approved.

Project: Donald L. Robertson Parks Trail Extension
Grant amount: \$ 22,042
Recipient: City of Wood Village
Partners: Arata School/MESD, Rotarians, and McMEnamin's

This project will construct a new recreational nature trail with a new bridge. It will also extend the recreational trail system to encourage connectivity with other trails, neighborhoods and retail centers.

Project: Gateway Green
Grant amount: \$1,000,000
Recipient: Friends of Gateway Green and Portland Parks & Recreation
Partners: 18 non-profits including the International Mountain Biking Association, Northwest Trail Alliance, and Portland Audubon; 7 private businesses including David Evans Associates, and 8 public agencies including Oregon Department of Transportation.

Gateway Green is a long-fallow, neglected piece of public right-of-way in East Portland located between I-205 and I-84. The project will turn 24-acres of undulating and partially forested land into a regional recreational destination and green space that includes habitat restoration, multi-use trails, a stormwater treatment demonstration feature, a children’s nature play area, interpretive signage, a small field shelter, and access improvements.

Project: Lilly K. Johnson Woods Natural Area Phase II
Grant amount: \$ 136,435
Recipient: Tualatin Hills Park & Recreation District
Partners: Washington County and SOLVe

Funding from Metro will allow THPRD to purchase two properties totaling approximately 1.2 acres that will be desirable additions to Lilly K. Johnson Woods Natural Area, bringing the park to 11.14 acres. Adding these properties will further the District’s goal of creating a larger natural area linked to the nearby Westside Regional Trail. The sites have a secluded feeling that allows people to feel immersed in nature.

Project: Old Town Loop Trail and Restoration Project
Grant amount: \$ 138,000
Recipient: City of Forest Grove
Partners: Pacific University Sustainability Center, Joseph Gale Elementary School, Clean Water Services, and Natural Resource Conservation Service

This project includes construction of 3,500 linear feet (LF) of a paved multi-purpose trail (10-foot wide) along the edge of the Gales Creek Natural Area in Forest Grove. The trail will connect to the existing B-Street and Hwy 47 trails, resulting in a 1.65 mile total loop. This project will occur on Metro property.

Project: One North Community Courtyard
Grant amount: \$ 420,313
Recipient: Catlin Gabel School and the Portland Bureau of Transportation
Partners: Kaiser Group, Inc. and Karuna Properties

The One North Community Courtyard is centrally located in a dense urban area and will offer a neighborhood gathering place surrounded by natural plantings. A public access easement will be placed over the courtyard, making it available for community use at all times. This project demonstrates how redevelopment can provide people with an opportunity to experience urban ecology as our neighborhoods become denser. In addition to constructing the public plaza, the grant will engage the development community and local neighborhood in learning about urban ecology.

Project: Overlook Bluff Oak Savanna Protection
Grant amount: \$ 288,000
Recipient: Friends of Overlook Bluff and Portland Parks & Recreation
Partners: Trust for Public Lands, Portland Bureau of Environmental Services, Overlook Tree Preservation, North Portland Neighborhood Services, SOLVe, and Backyard Habitat Certification Program

The project will allow Portland Parks & Recreation to acquire a 0.83-acre site on the Overlook Bluff in North Portland with a heritage Oregon white oak believed to be around 200 years old. This site is located within corridor of oak and madrone trees that once stretched from Vancouver BC to California. As a public natural area, it will provide continued watershed, wildlife, and community benefits while providing a site for local outdoor education and stewardship projects.

Project: Siskiyou Pathway
Grant amount: \$ 93,780
Recipient: Northwest Zen Sangha DBA "Dharma Rain Zen Center and Portland Parks & Recreation
Partners: Madison South Neighborhood Association, City Repair, Siskiyou Cohousing, LLC, Portland Bureau of Environmental Services

The Siskiyou Pathway will be located on a restored brownfield site and will create a public path for pedestrians linking two nature and recreation sites. It will also help establish a wildlife corridor between two major habitat islands. This pathway will increase neighborhood connectivity, community, safety, access to open space and awareness of stewardship issues. The property owner (Dharma Rain) will grant Portland Parks & Recreation a public access easement.

Project: Site Restoration at the John Inskeep Environmental Learning Center
Grant amount: \$ 868,342
Recipient: Clackamas Community College
Partners: Clackamas Water Environmental Services, City of Oregon City, Clackamas County office of Sustainability, Clackamas River Water Providers, OSU Extension Services, Clackamas Soil & Water Conservation Service, and Great Oregon City Watershed Council

This project will redevelop Clackamas Community College's John Inskeep Environmental Learning Center into an outdoor learning laboratory, demonstration site, and natural area that showcases innovations in stormwater management, landscape design, and sustainable living practices through a partnership of local and state agencies and educational institutions.

This project will enhance water quality in Newell Creek and leverage a network of community partners committed to the health of Newell Creek Canyon. It will also increase the capacity of the Environmental Learning Center to be a valuable education resource for college students, local schools, industry members and families while providing passive recreation for families in the Oregon City area.

Project: Whitaker Ponds Nature Park - Entry, Parking and Access Improvements
Grant amount: \$ 422,667
Recipient: Portland Parks & Recreation
Partners: Columbia Slough Watershed Council and Portland Bureau of Environmental Services

This project will improve safety, ADA accessibility and aesthetics at the park's main entrance on NE 47th Avenue. The project includes an improved, expanded parking area designed with low-impact development techniques, construction of the sidewalk leading to the natural area along NE 47th Avenue, the addition of a small nature play area and increased native plant diversity. The projects will also removal of the fencing along NE 47th Avenue, making the area more welcoming to visitors. A portion of the project will occur on Metro property.

Project: Zenger Farm Urban Grange Courtyard
Grant amount: \$ 142,750
Recipient: Friends of Zenger Farm and the City of Portland Bureau of Environmental Services
Partners: Wisdom of the Elders, Xerces Society, David Douglas School District, PLACE Studios LLC, Dennis' Seven Dees, and Bob's Red Mill

Metro funding will support courtyard improvements associated with the new Urban Grange at Zenger Farms. The improvements will enhance Zenger Farm's ability to provide hands-on experiential learning of stormwater and water quality needs in an urban area. Improvements include infiltration basins, a stormwater conveyance feature, bioswales, and permeable pavers. Site features that will enhance the educational experience for visitors include a meadow, outdoor classroom, and signage.

Project: _____

Contract No. _____

INTERGOVERNMENTAL AGREEMENT
Natural Areas Bond Measure
Capital Grant Award

This Intergovernmental Agreement (this “Agreement”), entered into under the provisions of ORS chapter 190 and effective on the date the Agreement is fully executed (the “Effective Date”), is by and between Metro, a metropolitan service district organized under the laws of the state of Oregon and the Metro Charter, located at 600 N.E. Grand Avenue, Portland, Oregon 97232-2736, and the _____, located at _____ (“Grant Recipient”).

RECITALS

WHEREAS, the electors of Metro approved Ballot Measure 26-80 on November 7, 2006, authorizing Metro to issue \$227.4 million in bonds to preserve natural areas, clean water, and protect fish and wildlife (the “Measure”);

WHEREAS, the Measure allocated \$15 million from bond proceeds to the Nature in Neighborhoods Capital Grants Program to complement the regional and local share portions of the Measure by providing opportunities for the community to actively protect fish and wildlife habitat and water quality in areas where people live and work;

WHEREAS, Metro has determined to make a grant award to Grant Recipient to fund [SPECIFY PROJECT] (the “Project”) as more specifically identified within the Scope of Work attached hereto as Exhibit A (the “Work”);

[IF PROJECT IS PROPERTY ACQUISITION THEN INCLUDE THE FOLLOWING PROVISION:

WHEREAS, the Grant Recipient will become the owner of the property that constitutes the Project, which property is more specifically identified in Exhibit A (the “Property”);]

WHEREAS, this Agreement between Metro and Grant Recipient is now needed to satisfy the terms and conditions of the Nature in Neighborhoods Capital Grants Program as provided for in the Measure; and

WHEREAS, except as specifically provided in this Agreement, including the scope of work attached hereto as Exhibit A, and otherwise notwithstanding any statements or inferences to the contrary, Metro neither intends nor accepts any (1) direct involvement in the Project (2) sponsorship benefits or supervisory responsibility with respect to the Project; or (3) ownership or responsibility for care and custody of the tangible products which result from the Project;

NOW THEREFORE, the parties agree as follows:

1. Purpose; Scope of Work; Limitations

The purpose of this Agreement is to implement the Measure and facilitate the funding of a Nature in Neighborhoods Capital Grants Program project. Grant Recipient shall perform all activities described in the Scope of Work attached hereto as Exhibit A (the “Work”). As a condition precedent to Metro’s agreement to fund the Project, Grant Recipient hereby approves the Project and agrees to comply with the terms and conditions of this Agreement and the applicable provisions of the Measure. At no time will Metro have any supervisory responsibility regarding any aspect of the Work. Any indirect or direct involvement by Metro in the Work shall not be construed or interpreted by Grant Recipient as Metro’s assumption of a supervisory role.

2. Declaration of Capital Project

In accordance with the Measure, Metro may only provide funds to Grant Recipient for the Project so long as such funds are exclusively used for capital expenses. Grant Recipient hereby confirms that the Project will result in the creation of a capital asset to be owned by Grant Recipient. Grant Recipient covenants that it will (a) own and hold all such capital improvements and real property interests acquired pursuant to this Agreement, and (b) record the asset created by the Project as a fixed, capital asset in Grant Recipient’s audited financial statement, consistent with Generally Accepted Accounting Principles (“GAAP”) and with Grant Recipient’s financial bookkeeping of other similar assets.

3. Contract Sum and Terms of Payment

Metro shall compensate Grant Recipient for performance of the Work as described in Exhibit A. Metro shall not be responsible for payment of any materials, expenses or costs other than those that are specifically described in Exhibit A.

4. Limitations on Use of the Capital Asset That Results from the Project

Throughout the term of this Agreement, Grant Recipient shall maintain and operate the capital asset that results from the Project in a manner consistent with one or more of the following intended and stated purposes of the Measure (the “Nature in Neighborhood Approved Purposes”):

- To safeguard water quality in local rivers and streams;
- To protect and enhance fish and wildlife habitats;
- To promote partnerships that protect and enhance nature in neighborhoods; and
- To increase the presence of ecological systems and plant and animal communities in nature deficient and other disadvantaged neighborhoods;

Grant Recipient may not sell, use, or authorize others to use such capital asset in a manner inconsistent with such purposes.

Notwithstanding the foregoing, secondary uses that arise as a result of such capital asset being used primarily in accordance with the Nature in Neighborhood Approved Purposes will be permitted, but only to the extent such secondary uses affect a *de minimis* portion of such capital asset or are necessary in order to facilitate the primary Nature in Neighborhood Approved Purposes. For example, if, as part of a land use review proceeding initiated to obtain the necessary approvals to operate such capital asset consistent with the Nature in Neighborhood Approved Purposes, a portion of such capital asset was required to be dedicated as a road, such road dedication would be a permitted secondary use.

If the Work is the acquisition of real property, then Grant Recipient shall satisfy the requirements in this section of the Agreement by granting to Metro a conservation easement substantially comparable to the form of conservation easement approved by the Metro Council at the time the Metro Council approved the grant award to Grant Recipient.

5. Funding Recognition

Grant Recipient shall recognize in any publications, media presentations, or other presentations referencing the Project produced by or at the direction of Grant Recipient, including, without limitation, any on-site signage, that funding for the Project came from the Metro Natural Areas Bond Measure's Nature in Neighborhoods Capital Grants Program. Such recognition shall comply with the recognition guidelines detailed in the Measure. The Grant Recipient shall place at or near the Project's location signage that communicates that funding for the Project came from the Metro Natural Areas Bond Measure's Nature in Neighborhoods Capital Grants Program.

6. Term

It is the intent of the parties for the Project to have been completed, and for all Metro funding to have been provided to Grant Recipient prior to [INSERT PROJECT DEADLINE]. Notwithstanding the forgoing, all provisions set forth in this Agreement, and the obligations of Grant Recipient hereunder, shall continue in effect after the completion of the Project until June 30, 2027.

7. Termination for Cause

A. Subject to the notice provisions set forth in Section 7.B below, Metro may terminate this Agreement, in full or in part, at any time during the term of the Agreement if Metro reasonably determines that Grant Recipient has failed to comply with any provision of this Agreement and is therefore in default.

B. Prior to terminating this Agreement in accordance with Section 7.A above, Metro shall provide Grant Recipient with written notice that describes the reason(s) that Metro has concluded that Grant Recipient is in default and includes a description of the steps that Grant Recipient shall take to cure the default. From the date that such notice of default is received by Grant Recipient, Grant Recipient shall have 30 days to cure the default. In the event Grant Recipient does not cure the default within the 30-day period, Metro may terminate all or any part of this Agreement, effective on any date that Metro chooses following the 30-day period. Metro shall notify Grant Recipient in writing of the effective date of the termination.

C. Grant Recipient shall be liable to Metro for all reasonable costs and damages incurred by Metro as a result of and in documentation of the default. Following such termination, should Metro later determine or a court find that Grant Recipient was not in default or that the default was excusable (e.g. due to a labor strike, fire, flood, or other event that was not the fault of, or was beyond the control of, Grant Recipient) this Agreement shall be reinstated or the parties may agree to treat the termination as a joint termination for convenience whereby the rights of Grant Recipient shall be as set forth below in Section 8.

8. Joint Termination for Convenience

Metro and Grant Recipient may jointly terminate all or part of this Agreement based upon a determination that such action is in the public interest. Termination under this provision shall be effective only upon the mutual, written termination agreement signed by both Metro and Grant Recipient.

9. Oregon Constitution and Tax Exempt Bond Covenants

Grant Recipient acknowledges that Metro's source of funds for the Nature in Neighborhoods Capital Grants Program is from the sale of voter-approved general obligation bonds that are to be repaid using ad valorem property taxes exempt from the limitations of Article XI, sections 11, 11b, 11c, 11d, and 11e of the Oregon Constitution, and that the interest paid by Metro to bond holders is currently exempt from federal and Oregon income taxes. Grant Recipient covenants that it will take no actions that would cause Metro not to be able to maintain the current status of the real property taxes imposed to repay these bonds as exempt from Oregon's constitutional property tax limitations or the income tax exempt status of the bond interest under IRS rules. In the event Grant Recipient breaches this covenant, Grant Recipient shall undertake whatever remedies are necessary to cure the default and to compensate Metro for any loss it may suffer as a result thereof, including, without limitation, reimbursing Metro for any Projects funded under this Agreement that resulted in Grant Recipient's breach of its covenant described in this Section.

10. Liability and Indemnification

As between Metro and Grant Recipient, Grant Recipient assumes full responsibility for the performance and content of the Work; provided, however, that this provision is not intended

to, and does not, create any rights by third parties. To the extent permitted by Oregon law, and subject to the limitations and conditions of the Oregon Tort Claims Act, ORS chapter 30, and the Oregon Constitution, Grant Recipient shall indemnify, defend, and hold Metro and Metro's agents, employees, and elected officials harmless from any and all claims, demands, damages, actions, losses, and expenses, including attorney's fees, arising out of or in any way connected with the performance of this Agreement by Grant Recipient or Grant Recipient's officers, agents, or employees. Grant Recipient is solely responsible for paying Grant Recipient's contractors and subcontractors. Nothing in this Agreement shall create any contractual relationship between Metro and any such contractor or subcontractor.

11. Contractors' Insurance

A. Grant Recipient shall require all contractors performing any of the Work to purchase and maintain at each contractor's expense, the following types of insurance covering the contractor, its employees and agents:

1. Commercial general liability insurance covering personal injury, property damage, and bodily injury with automatic coverage for premises and operation and product liability shall be a minimum of \$1,000,000 per occurrence. The policy must be endorsed with contractual liability coverage. Grant Recipient and Metro, and their elected officials, departments, employees and agents, shall be named as additional insureds.

2. Automobile bodily injury and property damage liability insurance. Insurance coverage shall be a minimum of \$1,000,000 per occurrence. Grant Recipient and Metro, and their elected officials, departments, employees, and agents, shall be named as additional insureds. Notice of any material change or policy cancellation shall be provided to Grant Recipient thirty (30) days prior to the change.

B. This insurance required by Grant Recipient, as well as all workers' compensation coverage for compliance with ORS 656.017, must cover all contractors' operations under this Agreement, whether such operations are by a contractor, by any subcontractor, or by anyone directly or indirectly employed by any contractor or subcontractor.

C. Grant Recipient shall require all contractors performing any of the Work to provide Grant Recipient with a certificate of insurance complying with this section and naming Grant Recipient and Metro as additional insureds within fifteen (15) days of execution of a

contract between Grant Recipient and any contractor or twenty-four (24) hours before services such contract commence, whichever date is earlier.

D. In lieu of the insurance requirements in Sections 11.A through 11.D, above, Grant Recipient may accept evidence of a self-insurance program from any contractor. Such contractor shall name Grant Recipient and Metro as additional insureds within fifteen (15) days of execution of a contract between Grant Recipient and any contractor or twenty-four (24) hours before services such contract commence, whichever date is earlier.

12. Safety

Grant Recipient shall take all necessary precautions for the safety of employees, volunteers and others in the vicinity of the Work and the Project, and shall comply with all applicable provisions of federal, state and local safety laws and building codes, including the acquisition of any required permits.

13. Metro's Right to Withhold Payments

Metro shall have the right to withhold from payments due Grant Recipient such sums as necessary, in Metro's sole opinion, to protect Metro against any loss, damage or claim which may result from Grant Recipient's performance or failure to perform under this Agreement or the failure of Grant Recipient to make proper payment to any suppliers, contractors or subcontractors. All sums withheld by Metro under this Section shall become the property of Metro and Grant Recipient shall have no right to such sums to the extent that Grant Recipient has breached this Agreement.

14. Project Records, Audits, and Inspections

A. For the term of this Agreement, Grant Recipient shall maintain comprehensive records and documentation relating to the Project and Grant Recipient's performance of this Agreement (hereinafter "Project Records"). Project Records shall include all records, reports, data, documents, systems, and concepts, whether in the form of writings, figures, graphs, or models, that are prepared or developed in connection with any Project.

B. In accordance with Section 2 above, Grant Recipient shall maintain all fiscal Project Records in accordance with GAAP. In addition, Grant Recipient shall maintain any other records necessary to clearly document:

(i) Grant Recipient's performance of its obligations under this Agreement, its compliance with fair contracting and employment programs, and its compliance with Oregon law on the payment of wages and accelerated payment provisions;

(ii) Any claims arising from or relating to (a) Grant Recipient's performance of this Agreement, or (b) any other contract entered into by Grant Recipient that relates to this Agreement or the Project;

(iii) Any cost and pricing data relating to this Agreement; and

(iv) Payments made to all suppliers, contractors, and subcontractors engaged in any work for Grant Recipient related to this Agreement or the Project.

C. Grant Recipient shall maintain Project Records for the longer period of either (a) six years from the date the Project is completed, or (b) until the conclusion of any audit, controversy, or litigation that arises out of or is related to this Agreement or the Project and that commences within six years from the date the Project is completed.

D. Grant Recipient shall make Project Records available to Metro and its authorized representatives, including, without limitation, the staff of any Metro department and the Metro Auditor, within the boundaries of the Metro region, at reasonable times and places, regardless of whether litigation has been filed on any claims. If the Project Records are not made available within the boundaries of Metro, Grant Recipient agrees to bear all of the costs incurred by Metro to send its employees, agents, or consultants outside the region to examine, audit, inspect, or copy such records, including, without limitation, the expense of travel, per diem sums, and salary. Such costs paid by Grant Recipient to Metro pursuant to this Section shall not be recoverable costs in any legal proceeding.

E. Grant Recipient authorizes and permits Metro and its authorized representatives, including, without limitation, the staff of any Metro department and the Metro Auditor, to inspect, examine, copy, and audit the books and Project Records of Grant Recipient, including tax returns, financial statements, other financial documents relating to this Agreement or the Project. Metro shall keep any such documents confidential to the extent permitted by Oregon law, subject to the provision of Section 12(F) below.

F. Grant Recipient agrees to disclose Project Records requested by Metro and agrees to the admission of such records as evidence in any proceeding between Metro and Grant Recipient, including, but not limited to, a court proceeding, arbitration, mediation or other alternative dispute resolution process.

G. In the event the Project Records establish that Grant Recipient owes Metro any sum of money or that any portion of any claim made by Grant Recipient against Metro is not warranted, Grant Recipient shall pay all costs incurred by Metro in conducting the audit and inspection.

15. Public Records

All Project Records shall be public records subject to the Oregon Public Records Law, ORS 192.410 to 192.505. Nothing in this Section shall be construed as limiting Grant Recipient's ability to consider real property transactions in executive session pursuant to ORS 192.660(1)(e) or as requiring disclosure of records that are otherwise exempt from disclosure pursuant to the Public Records Law (ORS 192.410 to 192.505) or Public Meetings Law (ORS 192.610 to 192.690).

16. Law of Oregon; Public Contracting Provisions

The laws of the state of Oregon shall govern this Agreement and the parties agree to submit to the jurisdiction of the courts of the state of Oregon. All applicable provisions of ORS chapters 187, 279A, 279B, and 279C, and all other terms and conditions necessary to be inserted into public contracts in the state of Oregon, are hereby incorporated as if such provisions were a part of this Agreement. Specifically, it is a condition of this Agreement that Grant Recipient and all employers working under this Agreement are subject to and will comply with ORS 656.017 and that, for public works subject to ORS 279C.800 to 279C.870 pertaining to the payment of prevailing wages as regulated by the Oregon Bureau of Labor and Industries, Grant Recipient and every contractor and subcontractor shall comply with all such provisions, including ORS 279C.836 by filing a public works bond with the Construction Contractors Board before starting work on the project, unless exempt under that statute.

17. Notices and Parties' Representatives

Any notices permitted or required by this Agreement shall be addressed to the other party's representative(s) as set forth below and shall be deemed received (a) on the date they are personally delivered, (b) on the date they are sent via facsimile, or (c) on the third day after they are deposited in the United States mail, postage fully prepaid, by certified mail return receipt requested. Either party may change its representative(s) and the contact information for its representative(s) by providing notice in compliance with this Section of this Agreement.

Grant Recipient's Designated Representatives:

Fax _____

Metro's Designated Representatives:

Natural Areas Program Director
Metro Regional Center
600 N.E. Grand Ave.
Portland, OR 97223
Fax (503)-797-1849

with copy to:

Metro Attorney
600 N.E. Grand Ave.
Portland, OR 97223
Fax (503) 797-1792

18. Assignment

Grant Recipient may not assign any of its responsibilities under this Agreement without prior written consent from Metro, which consent shall not be unreasonably withheld.

19. Severability

If any term or provision in this Agreement shall be adjudged invalid or unenforceable, such adjudication shall not affect the validity or enforceability of the remainder of the

Agreement, which remaining terms and provisions shall be valid and be enforced to the fullest extent permitted by law.

20. No Waiver of Claims; Modifications

Metro’s failure to enforce any provision of this Agreement shall not constitute a waiver by Metro of that or any other provision of this Agreement. This Agreement may be amended only by written instrument signed by both Metro and Grant Recipient and no waiver, consent, or change of terms of this Agreement shall bind either party unless in writing and signed by both parties.

21. Integration of Agreement Documents

All of the provisions of any proposal documents including, but not limited to, Requests for Proposals, Grant Proposals and Scopes of Work that were utilized in conjunction with the award of this Grant are hereby expressly incorporated herein by reference; provided, however, that the terms described in Sections 1 through 21 of this Agreement and in Exhibit A shall control in the event of any conflict between such terms and such other incorporated documents. Otherwise, this Agreement represents the entire and integrated agreement between Metro and Grant Recipient and supersedes all prior negotiations, representations or agreements, either written or oral. The law of the state of Oregon shall govern the construction and interpretation of this Agreement. The Parties, by the signatures below of their authorized representatives, hereby acknowledge that they have read this Agreement, understand it, and agree to be bound by its terms and conditions.

IN WITNESS WHEREOF, the parties hereto have set their hands on the day and year indicated below.

[Name of City/County/District]

METRO

Signature

Martha Bennett
Metro Chief Operating Officer

Print Name: _____

Title: _____

Date: _____

Date: _____

APPROVED AS TO FORM BY:

Signature

[Name]
Senior Assistant Metro Attorney

Print Name: _____

Title: _____

Date: _____

Date: _____

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Grant Agreement

Metro Contract No:

NATURAL AREAS BOND MEASURE CAPITAL GRANT AWARD

THIS Contract is entered into between Metro, an Oregon municipal corporation, located at 600 Northeast Grand Avenue, Portland, Oregon 97232-2736, and NAME, located at ADDRESS, Portland, Oregon 972--, hereinafter referred to as the "Contractor."

Metro has established the Nature in Neighborhoods Capital Grants program with the purpose of funding capital projects throughout the metropolitan region. Except as specifically provided in this Contract, including the scope of work attached hereto as Exhibit A, and otherwise notwithstanding any statements or inferences to the contrary, Metro neither intends nor accepts any (1) direct involvement in these projects (2) sponsorship benefits or supervisory responsibility with respect to the projects; or (3) ownership or responsibility for care and custody of the tangible products which result from the projects.

THE PARTIES AGREE AS FOLLOWS:

1. SCOPE OF WORK

Contractor shall perform all activities described in the Scope of Work attached hereto as Exhibit "A" (the "Work"). Contractor shall not commence or undertake any of the Work unless and until Metro and the public entity that owns the real property where the Work will occur (the "Local Government Sponsor") have entered into a separate intergovernmental agreement in a form acceptable to Metro requiring, in part, that the Local Government Sponsor commit to treat the Work as a capital improvement.

2. TERM OF AGREEMENT

The term of this Contract shall be for a period commencing upon contract execution through and including XXX-END DATE. Metro may, at its discretion, grant a single six month extension of the Contract term provided that Contractor provides to Metro a written extension request, submitted not later than 30 days prior to the expiration date of this Contract, demonstrating a compelling need for such extension.

3. CONTRACT SUM AND TERMS OF PAYMENT

Metro shall compensate the Contractor for performance of the Work as described in Exhibit "A." Metro shall not be responsible for payment of any materials, expenses or costs other than those that are specifically described in Exhibit "A."

4. LIABILITY AND INDEMNITY



Grant Agreement

Contractor is an independent contractor and assumes full responsibility for the performance of the Work and the content of its work and performance of Contractor's labor, and assumes full responsibility for all liability for bodily injury or physical damage to person or property arising out of or related to this Contract. Contractor shall indemnify and hold harmless Metro and Metro's agents and employees, from any and all claims, demands, damages, actions, losses, and expenses, including attorneys' fees, arising out of or in any way connected with Contractor's performance of this Contract. Contractor is solely responsible for paying Contractor's subcontractors. Nothing in this Contract shall create any contractual relationship between any subcontractor and Metro.

5. TERMINATION

Metro may, in its discretion, terminate this Contract at any time upon giving Contractor seven (7) days written notice. Without limiting the foregoing, if Metro concludes, in its discretion, that Contractor has failed to make substantial progress toward completing the Work at any time after one year following the effective date of this Contract then Metro will terminate this Contract as provided in the preceding sentence. In the event of termination, Contractor shall be entitled to payment for work performed prior to the date of termination. Metro shall not be liable for indirect or consequential damages. Termination by Metro will not waive any claim or remedies that Metro may have against the Contractor.

6. INSURANCE

Contractor shall purchase and maintain at Contractor's expense, the following types of insurance covering the Contractor, its employees and agents.

A. Commercial general liability insurance covering personal injury, property damage, and bodily injury with automatic coverage for premises and operation and product liability shall be a minimum of \$1,000,000 per occurrence. The policy must be endorsed with contractual liability coverage. **Metro, its elected officials, departments, employees and agents shall be named as an ADDITIONAL INSURED.**

B. Automobile bodily injury and property damage liability insurance. Insurance coverage shall be a minimum of \$1,000,000 per occurrence. **METRO, its elected officials, departments, employees, and agents shall be named as an ADDITIONAL INSURED.** Notice of any material change or policy cancellation shall be provided to METRO thirty (30) days prior to the change.

This insurance as well as all workers' compensation coverage for compliance with ORS 656.017 must cover Contractor's operations under this Contract, whether such operations are by Contractor, by any subcontractor, or by anyone directly or indirectly employed by Contractor or any subcontractor.

Contractor shall provide METRO with a certificate of insurance complying with this section and naming METRO as an additional insured within fifteen (15) days of execution of this Contract or twenty-four (24) hours before services under this Contract commence, whichever date is earlier.



Grant Agreement

In lieu of the above, Metro will accept evidence of a self-insurance program. Contractor shall name METRO as an additional insured within (15) days of execution of this Contract or twenty-four (24) hours before services under this Contract commence, whichever date is earlier.

Contractor shall not be required to provide the liability insurance described in this section only if an express exclusion relieving Contractor of this requirement is contained in the Scope of Work.

7. MAINTENANCE OF RECORDS

[IF GRANT AWARD IS FOR LESS THAN \$50,000 USE THE FOLLOWING TEXT]

Contractor and subcontractors shall maintain all records relating to the Work in accordance with generally accepted accounting principles and shall allow Metro the opportunity to inspect and/or copy such records at a convenient place during normal business hours. All required records shall be maintained by Contractor and subcontractors for six years after Metro makes final payment and all other pending matters are closed.

[IF GRANT AWARD IS FOR \$50,000 OR MORE USE THE FOLLOWING TEXT]

Contractor and subcontractors shall:

- A. Maintain all records relating to the Work in accordance with generally accepted accounting principles.
- B. Maintain all records relating to the Work necessary to clearly document:
 - (1) The performance of the contractor, including but not limited to the contractor's compliance with contract plans and specifications, compliance with fair contracting and employment programs, compliance with Oregon law on the payment of wages and accelerated payment provisions; and compliance with any and all requirements imposed on the contractor or subcontractor under the terms of the contract or subcontract;
 - (2) Any claims arising from or relating to the performance of the contractor or subcontractor under a public contract;
 - (3) Any cost and pricing data relating to the contract; and
 - (4) Payments made to all suppliers and subcontractors.
- C. Maintain all records for the longer period of (a) six years from the date of final completion of the contract to which the records relate or (b) until the conclusion of any audit, controversy or litigation arising out of or related to the contract.



Grant Agreement

D. Make all records relating to the Work available to Metro and its authorized representatives, including but not limited to the staff of any Metro department and the staff of the Metro Auditor, within the boundaries of the Metro region, at reasonable times and places regardless of whether litigation has been filed on any claims. If the records are not made available within the boundaries of Metro, the Contractor or subcontractor agrees to bear all of the costs for Metro employees, and any necessary consultants hired by Metro, including but not limited to the costs of travel, per diem sums, salary, and any other expenses that Metro incurs, in sending its employees or consultants to examine, audit, inspect, and copy those records. If the Contractor elects to have such records outside these boundaries, the costs paid by the Contractor to Metro for inspection, auditing, examining and copying those records shall not be recoverable costs in any legal proceeding.

E. Authorize and permit Metro and its authorized representatives, including but not limited to the staff of any Metro department and the staff of the Metro Auditor, to inspect, examine, copy and audit the books and records of Contractor or subcontractor, including tax returns, financial statements, other financial documents and any documents that may be placed in escrow according to any contract requirements. Metro shall keep any such documents confidential to the extent permitted by Oregon law, subject to the provisions of subsection F of this section.

F. Disclose any records related to the Work as requested by Metro and agree to the admission of such records as evidence in any proceeding between Metro and the Contractor or subcontractor, including, but not limited to, a court proceeding, arbitration, mediation or other alternative dispute resolution process.

G. Pay all costs incurred by Metro in conducting any audit and inspection that reveals that records related to the Work disclose that Metro is owed any sum of money or establish that any portion of any claim made against Metro is not warranted. Metro may withhold such costs from any sum that is due or that becomes due from Metro.

8. PUBLIC CONTRACTS

Contractor shall comply with all applicable provisions of ORS Chapters 187, 279A, 279B and 279C. All conditions and terms required to be inserted into public contracts in the state of Oregon pursuant to any provisions of ORS Chapters 279A, 279B and 279C are hereby inserted by reference into this Contract and made requirements of this Contract as if such provisions were separately enumerated herein.

In particular, for public works subject to ORS 279C.800 to 279C.870 pertaining to the payment of prevailing wages as regulated by the Oregon Bureau of Labor and Industries, Contractor and every subcontractor shall comply with all such provisions, including ORS 279C.836 by filing a public works bond with the Construction Contractors Board before starting work on the project, unless exempt under that statute.



Grant Agreement

9. ATTORNEY'S FEES

In the event of any litigation concerning this Contract, the prevailing party shall be entitled to reasonable attorneys' fees and court costs, including fees and costs on appeal to any appellate courts.

10. SUBCONTRACTORS

Contractor shall notify Metro prior to negotiating any subcontracts. Metro reserves the right to reasonably reject any subcontractor or supplier and no increase in the Contractor's compensation shall result thereby. All subcontracts related to this Contract shall include the terms and conditions of this Contract. Contractor shall be fully responsible for all of its subcontractors as provided in Section 4.

11. RIGHT TO WITHHOLD PAYMENTS

Metro shall have the right to withhold from payments due Contractor such sums as necessary, in Metro's sole opinion, to protect Metro against any loss, damage or claim which may result from Contractor's performance or failure to perform under this Contract or the failure of Contractor to make proper payment to any suppliers or subcontractors. If a liquidated damages provision is contained in the Scope of Work and if Contractor has, in Metro's opinion, violated that provision, Metro shall have the right to withhold from payments due Contractor such sums as shall satisfy that provision. All sums withheld by Metro under this Section shall become the property of Metro and Contractor shall have no right to such sums to the extent that Contractor has breached this Contract.

12. SAFETY

If services of any nature are to be performed pursuant to this Contract, Contractor shall take all necessary precautions for the safety of employees, volunteers and others in the vicinity of the services being performed and shall comply with all applicable provisions of federal, state and local safety laws and building codes, including the acquisition of any required permits.

13. INTEGRATION OF CONTRACT DOCUMENTS

All of the provisions of any proposal documents including, but not limited to, Requests for Proposals, Proposals and Scopes of Work that were utilized in conjunction with the award of this Contract are hereby expressly incorporated herein by reference; provided, however, that the terms described in sections 1 through 15 of this Contract and in Exhibit "A" shall control in the event of any conflict between such terms and such other incorporated documents. Otherwise, this Contract represents the entire and integrated agreement between Metro and Contractor and supersedes all prior negotiations, representations or agreements, either written or oral. This Contract may be amended only by written instrument signed by both Metro and Contractor. The law of the state of Oregon shall govern the construction and interpretation of this Contract.

14. NO WAIVER OF CLAIMS.



Grant Agreement

Metro's failure to enforce any provision of this Contract shall not constitute a waiver by Metro of that or any other provision of this Contract.

15. ASSIGNMENT

Contractor shall not assign any rights or obligations under or arising from this Contract without prior written consent from Metro.

NAME

METRO

Signature

Signature

Print Name and Title

Print Name and Title

Date

Date

Project: _____

Contract No. _____

INTERGOVERNMENTAL AGREEMENT
Natural Areas Bond Measure
Capital Grants Government Sponsor

This Intergovernmental Agreement (this “Agreement”), entered into under the provisions of ORS chapter 190 and effective on the date the Agreement is fully executed (the “Effective Date”), is by and between Metro, a metropolitan service district organized under the laws of the state of Oregon and the Metro Charter, located at 600 N.E. Grand Avenue, Portland, Oregon 97232-2736, and the _____, located at _____ (the “Government Sponsor”).

RECITALS

WHEREAS, the electors of Metro approved Ballot Measure 26-80 on November 7, 2006, authorizing Metro to issue \$227.4 million in bonds to preserve natural areas, clean water, and protect fish and wildlife (the “Measure”);

WHEREAS, the Measure allocated \$15 million from bond proceeds to the Nature in Neighborhoods Capital Grants Program to complement the regional and local share portions of the Measure by providing opportunities for the community to actively protect fish and wildlife habitat and water quality in areas where people live and work;

WHEREAS, Metro has determined to make a grant award to [SPECIFY GRANT APPLICANT] (the “Grant Recipient”) to fund a [SPECIFY PROJECT] (the “Project”) in accordance with a grant agreement between Metro and the Grant Recipient, the form of which agreement is attached hereto as Exhibit A (the “Grant Agreement”);

WHEREAS, the Government Sponsor, a local government jurisdiction, is the owner of certain property where the Project is to occur and be located, which property is more specifically identified in the Grant Agreement (the “Property”); and

WHEREAS, the Government Sponsor has approved of the Project and an agreement between Metro and the Government Sponsor is now needed to satisfy the terms and conditions of the Nature in Neighborhoods Capital Grants Program as provided for in the Measure.

NOW THEREFORE, the parties agree as follows:

1. Government Sponsor's Consent and Agreement

The Government Sponsor hereby approves the Project described in the Grant Agreement and authorizes such project to take place on the Property. As a condition precedent to Metro's agreement to fund the Project, the Government Sponsor hereby agrees to comply with the terms and conditions of this Agreement, the applicable provisions of the Measure, and the attached Grant Agreement.

2. Declaration of Capital Project

In accordance with the Measure, Metro may only provide funds to the Grant Recipient for the Project so long as such funds are exclusively used for capital expenses. The Government Sponsor hereby confirms that the Project will result in the creation of a capital asset as specifically described in the Grant Agreement to be owned by the Government Sponsor. The monetary value of the Project that is recorded as a capital asset shall be no less than the amount of the grant award that is actually provided to the grant recipient. The Government Sponsor covenants that it will (a) own and hold all such capital improvements and real property interests acquired pursuant to this Agreement, and (b) record the asset created by the Project as a fixed, capital asset in the Government Sponsor's audited financial statement, consistent with Generally Accepted Accounting Principles ("GAAP") and with the Government Sponsor's financial bookkeeping of other similar assets.

3. Funding

Metro has no financial obligation to the Government Sponsor under this Agreement. Metro's funding is being provided to the Grant Recipient pursuant to the Grant Agreement between Metro and the Grant Recipient.

4. Purpose; Limitations

A. The purpose of this Agreement is to implement the Measure and facilitate the funding of a Nature in Neighborhoods Capital Grants Program project on the Property.

B. At no time will Metro have any supervisory responsibility regarding any aspect of the Project or the Property. Any indirect or direct involvement by Metro in the Project shall not be construed or interpreted by the Government Sponsor as Metro's assumption of a supervisory role.

5. Term

It is the intent of the parties for the Project to have been completed, and for all Metro funding to have been provided to Grant Recipient prior to [INSERT PROJECT DEADLINE]. Notwithstanding the forgoing, all provisions set forth in this Agreement, and the obligations of the Government Sponsor hereunder, shall continue in effect after the completion of the Project until June 30, 2027.

6. Limitations on Use of Property

A. Real Property and Associated Buildings and Improvements

Throughout the term of this Agreement, the portion of the Property upon which the Project will be located (the "Project Area") shall be maintained and operated in a manner consistent with one or more of the following intended and stated purposes of the Measure (the "Nature in Neighborhood Approved Purposes"):

- To safeguard water quality in local rivers and streams;
- To protect and enhance fish and wildlife habitats;
- To promote partnerships that protect and enhance nature in neighborhoods; and
- To increase the presence of ecological systems and plant and animal communities in nature deficient and other disadvantaged neighborhoods;

Notwithstanding the forgoing, secondary uses that arise as a result of the Project Area being used primarily in accordance with the Nature in Neighborhood Approved Purposes will be permitted, but only to the extent such secondary uses affect a *de minimis* portion of the Project Area or are necessary in order to facilitate the primary Nature in Neighborhood Approved Purposes. For example, if, as part of a land use review proceeding initiated to obtain

the necessary approvals to operate the Project Area consistent with the Nature in Neighborhood Approved Purposes, a portion of the Project Area was required to be dedicated as a road, such road dedication would be a permitted secondary use of the Project Area.

B. Construction of Buildings or Other Capital Improvements

All buildings and other capital improvements constructed on the Property using funds provided by Metro pursuant to the Grant Agreement shall be maintained in accordance with the Nature in Neighborhood Approved Purposes. The Government Sponsor may not sell, use, or authorize others to use such buildings or improvements in a manner inconsistent with the intended and stated purposes of the Measure.

7. Oregon Constitution and Tax Exempt Bond Covenants

The Government Sponsor acknowledges that Metro's source of funds for the Nature in Neighborhoods Capital Grants Program is from the sale of voter-approved general obligation bonds that are to be repaid using ad valorem property taxes exempt from the limitations of Article XI, sections 11, 11b, 11c, 11d, and 11e of the Oregon Constitution, and that the interest paid by Metro to bond holders is currently exempt from federal and Oregon income taxes. The Government Sponsor covenants that it will take no actions that would cause Metro not to be able to maintain the current status of the real property taxes imposed to repay these bonds as exempt from Oregon's constitutional property tax limitations or the income tax exempt status of the bond interest under IRS rules. In the event the Government Sponsor breaches this covenant, the Government Sponsor shall undertake whatever remedies are necessary to cure the default and to compensate Metro for any loss it may suffer as a result thereof, including, without limitation, reimbursing Metro for any Projects funded under this Agreement that resulted in the Government Sponsor's breach of its covenant described in this Section.

8. Funding Recognition

The Government Sponsor shall recognize in any publications, media presentations, or other presentations referencing the Project produced by or at the direction of the Government Sponsor, including, without limitation, any on-site signage, that funding for the Project came from the Metro Natural Areas Bond Measure's Nature in Neighborhoods Capital Grants Program. Such recognition shall comply with the recognition guidelines detailed in the Measure. The Government Sponsor shall also permit the Grant Recipient to place at or near the Project's

location signage that communicates that funding for the Project came from the Metro Natural Areas Bond Measure's Nature in Neighborhoods Capital Grants Program.

9. Termination for Cause

A. Subject to the notice provisions set forth in Section 9B below, Metro may terminate this Agreement, in full or in part, at any time during the term of the Agreement if Metro reasonably determines that the Government Sponsor has failed to comply with any provision of this Agreement and is therefore in default.

B. Prior to terminating this Agreement in accordance with Section 9A above, Metro shall provide the Government Sponsor with written notice that describes the reason(s) that Metro has concluded that the Government Sponsor is in default and includes a description of the steps that the Government Sponsor shall take to cure the default. The Government Sponsor shall have 30 days from the date such notice is received of default to cure the default. In the event the Government Sponsor does not cure the default within the 30-day period, Metro may terminate all or any part of this Agreement. Following such termination, Metro shall notify the Government Sponsor in writing of effective date of the termination.

C. The Government Sponsor shall be liable to Metro for all reasonable costs and damages incurred by Metro as a result of and in documentation of the default. Following such termination, should Metro later determine or a court find that the Government Sponsor was not in default or that the default was excusable (e.g. due to a labor strike, fire, flood, or other event that was not the fault of, or was beyond the control of the Government Sponsor) this Agreement shall be reinstated or the parties may agree to treat the termination as a joint termination for convenience whereby the rights of the Government Sponsor shall be as set forth below in Section 10.

10. Joint Termination for Convenience

Metro and the Government Sponsor may jointly terminate all or part of this Agreement based upon a determination that such action is in the public interest. Termination under this provision shall be effective only upon the mutual, written, signed agreement of both Metro and the Government Sponsor.

11. Mutual Indemnification

The Government Sponsor shall indemnify, defend, and hold Metro and Metro’s agents, employees, and elected officials harmless from any and all claims, demands, damages, actions, losses, and expenses, including attorney's fees, arising out of or in any way connected with the performance of this Agreement by the Government Sponsor or the Government Sponsor’s officers, agents, or employees, subject to the limitations and conditions of the Oregon Tort Claims Act, ORS chapter 30. Metro shall indemnify, defend, and hold the Government Sponsor and the Government Sponsor’s agents, employees, and elected officials harmless from any and all claims, demands, damages, actions, losses, and expenses, including attorney's fees, arising out of or in any way connected with the performance of this Agreement by Metro or Metro’s officers, agents, or employees, subject to the limitations and conditions of the Oregon Tort Claims Act, ORS chapter 30.

12. Project Records, Audits, and Inspections

A. For the term of this Agreement, the Government Sponsor shall maintain comprehensive records and documentation relating to the Project and the Government Sponsor’s performance of this Agreement (hereinafter “Project Records”). Project Records shall include all records, reports, data, documents, systems, and concepts, whether in the form of writings, figures, graphs, or models, that are prepared or developed in connection with any Project.

B. In accordance with Section 2 above, the Government Sponsor shall maintain all fiscal Project Records in accordance with GAAP. In addition, the Government Sponsor shall maintain any other records necessary to clearly document:

(i) The Government Sponsor’s performance of its obligations under this Agreement, its compliance with fair contracting and employment programs, and its compliance with Oregon law on the payment of wages and accelerated payment provisions;

(ii) Any claims arising from or relating to (a) the performance of the Government Sponsor under this Agreement, (b) Government Sponsor’s relationship with the Grant Recipient, or (c) any other contract entered into by the Government Sponsor that relates to this Agreement or the Project;

(iii) Any cost and pricing data relating to this Agreement; and

(iv) Payments made to all suppliers and subcontractors engaged in any work for the Government Sponsor related to this Agreement or the Project.

C. The Government Sponsor shall maintain Project Records for the longer period of either (a) six years from the date the Project is completed, or (b) until the conclusion of any audit, controversy, or litigation that arises out of or is related to this Agreement or the Project and that commences within six years from the date the Project is completed.

D. The Government Sponsor shall make Project Records available to Metro and its authorized representatives, including, without limitation, the staff of any Metro department and the Metro Auditor, within the boundaries of the Metro region, at reasonable times and places, regardless of whether litigation has been filed on any claims. If the Project Records are not made available within the boundaries of Metro, the Government Sponsor agrees to bear all of the costs incurred by Metro to send its employees, agents, or consultants outside the region to examine, audit, inspect, or copy such records, including, without limitation, the expense of travel, per diem sums, and salary. Such costs paid by the Government Sponsor to Metro pursuant to this Section shall not be recoverable costs in any legal proceeding.

E. The Government Sponsor authorizes and permits Metro and its authorized representatives, including, without limitation, the staff of any Metro department and the Metro Auditor, to inspect, examine, copy, and audit the books and Project Records of the Government Sponsor, including tax returns, financial statements, other financial documents relating to this Agreement or the Project. Metro shall keep any such documents confidential to the extent permitted by Oregon law, subject to the provision of Section 12(F) below.

F. The Government Sponsor agrees to disclose Project Records requested by Metro and agrees to the admission of such records as evidence in any proceeding between Metro and the Government Sponsor, including, but not limited to, a court proceeding, arbitration, mediation or other alternative dispute resolution process.

G. In the event the Project Records establish that the Government Sponsor owes Metro any sum of money or that any portion of any claim made by the Government Sponsor

against Metro is not warranted, the Government Sponsor shall pay all costs incurred by Metro in conducting the audit and inspection.

13. Public Records

All Project Records shall be public records subject to the Oregon Public Records Law, ORS 192.410 to 192.505. Nothing in this Section shall be construed as limiting the Government Sponsor's ability to consider real property transactions in executive session pursuant to ORS 192.660(1)(e) or as requiring disclosure of records that are otherwise exempt from disclosure pursuant to the Public Records Law (ORS 192.410 to 192.505) or Public Meetings Law (ORS 192.610 to 192.690).

14. Law of Oregon; Public Contracting Provisions

The laws of the state of Oregon shall govern this Agreement and the parties agree to submit to the jurisdiction of the courts of the state of Oregon. All applicable provisions of ORS chapters 187, 279A, 279B, and 279C, and all other terms and conditions necessary to be inserted into public contracts in the state of Oregon, are hereby incorporated as if such provisions were a part of this Agreement. Specifically, it is a condition of this Agreement that the Government Sponsor and all employers working under this Agreement are subject to and will comply with ORS 656.017 and that, for public works subject to ORS 279C.800 to 279C.870 pertaining to the payment of prevailing wages as regulated by the Oregon Bureau of Labor and Industries, the Government Sponsor and every contractor and subcontractor shall comply with all such provisions, including ORS 279C.836 by filing a public works bond with the Construction Contractors Board before starting work on the project, unless exempt under that statute.

15. Notices and Parties' Representatives

Any notices permitted or required by this Agreement shall be addressed to the other party's representative(s) as set forth below and shall be deemed received (a) on the date they are personally delivered, (b) on the date they are sent via facsimile, or (c) on the third day after they are deposited in the United States mail, postage fully prepaid, by certified mail return receipt requested. Either party may change its representative(s) and the contact information for its representative(s) by providing notice in compliance with this Section of this Agreement.

Government Sponsor’s Designated Representatives:

Fax _____

Metro’s Designated Representatives:

Natural Areas Bond Program Manager
Metro Regional Center
600 N.E. Grand Ave.
Portland, OR 97223
Fax (503)-797-1849

with copy to:

Metro Attorney
600 N.E. Grand Ave.
Portland, OR 97223
Fax (503) 797-1792

16. Assignment

The Government Sponsor may not assign any of its responsibilities under this Agreement without prior written consent from Metro, which consent shall not be unreasonably withheld.

17. Severability

If any term or provision in this Agreement shall be adjudged invalid or unenforceable, such adjudication shall not affect the validity or enforceability of the remainder of the Agreement, which remaining terms and provisions shall be valid and be enforced to the fullest extent permitted by law.

18. Entire Agreement; Modifications

This Agreement constitutes the entire agreement between the parties. No waiver, consent, modification, or change of terms of this Agreement shall bind either party unless in writing and signed by both parties. Such waiver, consent, modification, or change, if made, shall be effective only in the specific instance and for the specific purpose given. There are no

understandings, agreements, or representations, oral or written, not specified herein regarding this Agreement. The Parties, by the signatures below of their authorized representatives, hereby acknowledge that they have read this Agreement, understand it, and agree to be bound by its terms and conditions.

IN WITNESS WHEREOF, the parties hereto have set their hands on the day and year indicated below.

[Name of City/County/District]

METRO

Signature

Michael Jordan

Metro Chief Operating Officer

Print Name: _____

Title: _____

Date: _____

Date: _____

APPROVED AS TO FORM BY:

Signature

Paul A. Garrahan

Senior Assistant Metro Attorney

Print Name: _____

Title: _____

Date: _____

Date: _____

After recording return to:

Office of Metro Attorney
600 NE Grand Avenue
Portland, OR 97232-2736

CONSERVATION EASEMENT

THIS CONSERVATION EASEMENT (the “Easement”) is entered into this _____ day of _____, 200__, by and between _____, _____ (“Grantor”) and Metro, an Oregon municipal corporation (“Grantee”).

RECITALS

A. Grantor is the fee simple owner of that certain real property approximately _____ acres in size located in the County of [County], State of Oregon, commonly known as [address], and more particularly described on the attached Exhibit A (the “Property”).

B. On November 7, 2006, the voters approved Ballot Measure 26-80 (the “2006 Natural Areas Bond Measure”), which provided Grantee with funds for the acquisition of natural areas from willing sellers. The 2006 Natural Areas Bond Measure (the “Bond Measure”) was designed to provide Grantee with the ability to protect the region’s significant natural areas, fish and wildlife habitat, greenways, water quality, and lands near rivers and streams. The Bond Measure allocated \$15 million from bond proceeds to the Nature in Neighborhoods Capital Grants Program (the “Metro Grants Program”) to provide opportunities for the community to actively protect fish and wildlife habitat and water quality in areas where people live and work.

C. Grantor was able to acquire the Property in part by using funds provided by the Metro Grants Program. A condition of Grantor’s receipt of such funds from Metro was its agreement to grant this conservation easement.

D. In order to preserve the natural features of the Property that provide significant wildlife habitat values and contribute to water quality, Grantor desires to grant to Grantee, and Grantee desires to accept from Grantor, a conservation easement over the Property.

For valuable consideration, the receipt of which is hereby acknowledged by Grantor, and the mutual covenants, terms, conditions, and restrictions contained herein, the parties hereby agree as follows:

AGREEMENT

1. Grant of Conservation Easement. For and in consideration of the sum of _____ (\$_____) and of the mutual promises, terms, conditions, restrictions and undertakings herein set forth, Grantor hereby voluntarily grants to Grantee a perpetual, non-possessory conservation easement, in gross, on, over, under, and across the Property. This Easement is being created and acquired in accordance with ORS 271.715 to 271.795, and the provisions herein shall be construed and applied accordingly.

2. Purpose.

(a) General Purpose. The general purposes of this Easement are to ensure that the Property will be retained forever predominantly in its natural condition for: [INCLUDE ONLY APPROPRIATE AND RELEVANT BULLETS FROM BELOW—AT LEAST ONE FROM FEDERAL CITATIONS AND RELEVANT PART OF STATE CITATION]

- “The protection of a relatively natural habitat of fish, wildlife, or plants, or similar ecosystem” (as that phrase is used in 26 U.S.C. §170(h)(4)(A)(ii));
- “The preservation of land areas for outdoor recreation by, or the education of, the general public” (as that phrase is used in 26 U.S.C. §170(h)(4)(A)(i));
- “The preservation of certain open space (including farmland and forest land) where such preservation is (I) for the scenic enjoyment of the general public, or (II) pursuant to a clearly delineated Federal, State, or local governmental conservation policy, and will yield a significant benefit” (as that phrase is used in 26 U.S.C. §170(h)(4)(A)(iii)); and
- “Protecting natural, scenic, or open space values of real property, ensuring its availability for agricultural, forest, recreational, or open space use, protecting natural resources, maintaining or enhancing air or water quality, or preserving the historical, architectural, archaeological, or cultural aspects of real property” (as that phrase is used in ORS 271.715(1)).

(b) Specific Purpose; Protection of Conservation Values. The more specific purpose of this Easement is to prevent any use or occupancy of, or activity on, the Property that will impair or interfere with the Conservation Values, as identified in that certain Nature In Neighborhoods Capital Grant Agreement between Grantor and Metro, dated [INSERT DATE] (the “Grant Agreement”), on file at the offices of the Grantee.

3. Prohibited and Permitted Uses. Subject to encumbrances of record on the Property, Grantor shall not engage in any activity on, or use of, the Property that is inconsistent with the terms of this Easement or materially interferes with or impairs the Conservation Values of the Property. Without limiting the generality of the forgoing, the activities and uses described on the attached Exhibit B are expressly prohibited. Grantor reserves all rights accruing from its ownership of the Property, including the right to engage in or permit or invite others to engage in all uses of the Property that are not inconsistent with the terms of this Easement or expressly prohibited herein. Grantor shall provide Grantee with not less than thirty (30) days written notice prior to (a) applying for any grading, tree removal, building, or construction permit, and (b) undertaking any activity that could materially interfere with or impair the Conservation Values of the Property.

4. Baseline Documentation. The current condition of the Property is documented in the Grant Agreement. an inventory of relevant features of the Property, dated _____, 200__, on file at the offices of Grantee (the “Baseline Documentation”). The parties agree that the Baseline Documentation provides an accurate representation and description of the Property at the time of this grant. The Baseline Documentation is intended to serve as an objective, although not exclusive, information baseline for monitoring compliance with the terms of this Easement. Grantee shall have the right to access the Property at any time for the purpose of monitoring compliance with the terms of this Easement.

5. Enforcement and Remedies.

(a) Notice of Violation. Grantee shall have the right to prevent any use of, or activity on, the Property that is inconsistent with the purpose and terms of this Easement. If Grantee determines that Grantor, or third parties under Grantor’s authority or permission, are in violation of the terms of this Easement, Grantee shall give written notice to Grantor of such violation and demand corrective action sufficient to cure the violation. In the event that such violation involves injury to the Property resulting from any use or activity inconsistent with the purpose and terms of this Easement, such notice shall demand that Grantor, at Grantor’s sole cost and expense, restore the portion of the Property so injured to its prior condition in accordance with a plan approved by Grantee.

(b) Failure to Cure. If Grantor fails to cure a violation within 30 days after Grantor’s receipt of notice thereof from Grantee, or under circumstances where the violation cannot reasonably be cured within a 30-day

period, fails to begin curing the violation within the 30-day period, Grantee may bring an action at law or in equity to (i) enforce the terms of this Easement, (ii) enjoin the violation by a temporary, preliminary, and/or permanent injunction, (iii) recover any damages to which Grantee may be entitled for such violation of the terms of this Easement, and (iv) require the restoration of the Property to the condition and appearance that existed prior to such violation.

(c) Emergency Enforcement. If Grantee, in its sole discretion, reasonably determines that the circumstances require immediate action to prevent or mitigate significant damage to the Property, Grantee may enter the Property to prevent or mitigate further damage to or alteration of the Property necessary to protect the Conservation Values or otherwise pursue its remedies under this Section 5 without prior notice to Grantor and without waiting for the expiration of the cure period set forth above in subsection 5(b).

(d) Nature of Remedies. Grantee shall have available all legal and equitable remedies to enforce Grantor's obligations hereunder. Grantor agrees that Grantee's remedies at law for any violation of the terms of this Easement are inadequate, and that Grantee shall be entitled to injunctive relief, both prohibitive and mandatory, in addition to such other relief to which Grantee may be entitled, including without limitation specific performance of the terms of this Easement, without the necessity of proving either actual damages or the inadequacy of otherwise available legal remedies. Grantee's rights under this Section 5 shall be cumulative, in addition to all remedies now or hereafter existing at law or in equity, and apply equally in the event of either actual or threatened violations of the terms of this Easement.

(e) Costs of Enforcement. Grantor shall reimburse Grantee for any costs or expenses incurred by Grantee in enforcing the terms of this Easement necessitated by Grantor's violation of the terms of this Easement including, without limitation, all reasonable court costs, attorney fees, expert witness fees, and costs of restoration mitigation.

(f) Grantee's Discretion to Enforce. Enforcement of the terms of this Easement is at the discretion of Grantee. Any forbearance by Grantee to exercise its rights under this Easement in the event of any breach of any terms of this Easement by Grantor, its agents, employees, contractors, family members, invitees, or licensees shall not be deemed or construed to be a waiver by Grantee of such term under this Easement. No delay or omission by Grantee in the exercise of any right or remedy upon any breach by Grantor shall impair such right or remedy or be construed as a waiver.

(g) Waiver of Certain Defenses. Grantor acknowledges that it has carefully reviewed this Easement and has had the opportunity to consult with and been advised by legal counsel of its terms and requirements. In full knowledge of the provisions of this Easement, Grantor hereby waives any claim or defense it may have against Grantee or its successors or assigns under or pertaining to this Easement based upon waiver, laches, estoppel, adverse possession, or prescription.

(h) Acts Beyond Grantor's Control. Nothing contained in this Easement shall be construed to entitle Grantee to bring any action against Grantor to abate, correct, or restore any condition on the Property or to recover damages for any injury to, or change in, the Property resulting from (1) causes beyond Grantor's control including, without limitation, natural changes, fire, flood, storm or earth movement, acts of trespassers, or (2) any reasonable and prudent action taken by Grantor under emergency conditions to prevent, abate, or mitigate significant injury to the Property resulting from such causes.

6. Liability and Indemnification.

(a) Liability. The parties acknowledge and agree that because Grantor is the fee owner of the Property, except as specifically provided for under subsection (b) below, the general liability for risks, damages, injuries, claims, or costs arising by virtue of Grantor's ownership and use of the Property shall remain with Grantor as a

normal and customary incident of the right of Property ownership. Nothing in this Easement shall be construed as giving rise to any right or ability of Grantee to become an “owner” or “operator” of the Property within the meaning of the Comprehensive Environmental Response, Compensation and Liability Act of 1980, as amended, or ORS Chapters 465 and 466, as amended.

(b) Indemnification. Grantor shall indemnify, defend, and hold harmless Grantee (and Grantee’s officers, employees and agents) from and against all claims, suits, actions, losses, damages, liabilities, costs and expenses of any nature whatsoever resulting from, arising out of, or relating to the activities of Grantor and Grantor’s invitees on the Property. To the extent permitted by Article XI, Section 7 of the Oregon Constitution and the Oregon Tort Claims Act, ORS 30.260 to 30.300, Grantee shall indemnify, defend, and hold harmless Grantor from and against all claims, suits, actions, losses, damages, liabilities, costs and expenses of any nature resulting from, arising out of, or relating to the activities of Grantee (or Grantee’s officers, employees and agents) on the Property, except to the extent such damages are due to Grantor’s or Grantor’s invitees’ negligence or willful misconduct, or to any breach of this Easement by Grantor or Grantor’s invitees.

7. Covenants Running With the Land. The parties acknowledge and agree that the covenants and agreements set forth in this Easement are intended to bind Grantor, Grantee, and their respective successors and assigns. The Property and the Property shall be held, conveyed, mortgaged, pledged as security for a debt, leased, used, and occupied subject to the covenants, conditions, restrictions, and other limitations set forth in this Easement (the “Restrictions”). All and each of the Restrictions are imposed as equitable servitudes upon the Property and every part thereof shall run with the land. Furthermore, all and each of the Restrictions shall be binding upon and burden, and shall inure to the benefit of, all persons having or acquiring any right, title, or interest to either the Property or the Property.

8. Amendment. Grantor and Grantee may mutually agree in writing to amend this Easement; provided that no amendment shall be allowed that will affect the qualification of this Easement or the status of Grantee under any applicable laws, including 26 U.S.C. § 170(h), as amended (or any successor provision(s) then applicable), and ORS 271.715-795. In no event shall the "economic hardship" of Grantor constitute a changed circumstance that would allow Grantor to unilaterally amend this Easement.

9. Assignment. This Easement is transferable by Grantee, but Grantee may only assign its rights and obligations hereunder to an organization that is a “qualified organization” at the time of the transfer under 26 U.S.C. § 170(h)(3) (or any successor provision then applicable) and authorized to acquire and hold conservation easements under ORS 271.715 to 271.795 (or any successor provisions then applicable). Grantee shall notify Grantor in writing, at Grantor’s last known address, in advance of such assignment. In the event that an assignee assumes the obligations of Grantee hereunder, then Grantee shall have no further liability with respect to this Easement.

10. Recording. Grantor shall immediately record this instrument, and any amendment agreed to pursuant to Section 8, in the official records of the county within which the Property is located, and in any other appropriate jurisdictions, and Grantee may re-record it at any time as may be required to preserve Grantee’s rights in this Easement.

11. Notice and Addresses. Any notice, demand, request, consent, approval, or communication that either party desires or is required to give to the other shall be in writing and either served personally or sent by mail, postage prepaid, to the address set forth below. Any party may change the address to which its notices are to be sent by duly giving notice pursuant to this Section.

To Grantor: _____

To Grantee: Metro
Natural Areas Program Director
600 NE Grand Avenue
Portland, OR 97232

With a copy to: Office of Metro Attorney
600 NE Grand Avenue
Portland, OR 97232

12. General Provisions.

(a) Governing Law. The interpretation and performance of this Easement shall be governed by the laws of the State of Oregon.

(b) Liberal Construction and Conservation Intent. Any general rule of construction to the contrary notwithstanding, this Easement shall be liberally construed in favor of the grant to effect the Purpose of this Easement and the policy and purpose of ORS Chapter 271. If any provision in this instrument is found to be ambiguous, an interpretation consistent with the Purpose of this Easement that would render the provision valid shall be favored over any interpretation that would render it invalid. Any ambiguities in this Easement shall be construed in a manner which best effectuates the Conservation Values for the Property.

(c) Changed Circumstances. Grantor and Grantee acknowledge that future conditions may change in the areas neighboring the Property and the Property, including without limitation, increased development, land use, and zoning changes. Grantor and Grantee further acknowledge that such future conditions may result in various hardships to Grantor by virtue of the restrictions contained in this Easement, including without limitation, restrictions on the ability to develop the Property and the Property. However, Grantor and Grantee expressly intend that this Easement continue in perpetuity regardless of such changes conditions and circumstances and regardless of hardship, whether such hardship is economic or otherwise. In no event shall the hardship of Grantor constitute a changed circumstance that would allow Grantor to unilaterally terminate this Easement.

(d) Severability. If any provision of this Easement, or its application to any person, entity, or circumstance, is found to be invalid, the remainder of the provisions of this Easement, or the application of such provision to persons or circumstances other than those as to which it is found to be invalid, as the case may be, shall not be affected.

(e) Entire Agreement. This instrument sets forth the entire agreement of the parties with respect to the Property and supersedes all prior discussions, negotiations, understandings, or agreements relating to the Property, all of which are merged into this Easement. No alteration or variation of this instrument shall be valid or binding unless contained in an amendment that complies with Section 8.

(f) Termination of Rights and Obligations. A party's rights and obligations under this Easement terminate upon assignment of that party's interest in the Easement or transfer of the Property, except that liability for acts or omissions occurring prior to transfer shall survive assignment or transfer.

IN WITNESS WHEREOF, the parties have executed this Easement as of the date first set forth above.

GRANTEE:
METRO, an Oregon municipal corporation

GRANTOR:

By: _____
Martha Bennett, Chief Operating Officer

[name]

[name]

State of OREGON
County of MULTNOMAH

This instrument was acknowledged before me on _____, 20____ by Martha Bennett as Chief Operating Officer of Metro.

Notary Public - State of Oregon

State of OREGON
County of _____

This instrument was acknowledged before me on _____, 20____ by [name].

Notary Public - State of Oregon

State of OREGON
County of _____

This instrument was acknowledged before me on _____, 20____ by [name].

Notary Public - State of Oregon

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Exhibit A

Property Description

Exhibit B

Grantor's Prohibited Uses and Activities

1. The partition, division, subdivision, or *de facto* division of the Property.
2. Residential, commercial, or industrial use, activities, improvements, or development of any kind.
3. The excavating, draining, dredging, mining, drilling, removing or exploring for or extracting of minerals, oil, gas, coal, and other hydrocarbons, soils, sands, gravel, rocks or any other materials on or below the surface of the Property.
4. The manipulation or alteration, diminution, or drainage of any natural water course, wetland, stream bank, riparian area, shoreline, or body of water on the Property, any activity that causes or is likely to cause significant pollution of any surface of subsurface waters, or any use or activity that causes or is likely to cause significant soil degradation or erosion.
5. Agricultural activities of any kind, including, without limitation, the establishment and maintenance of a livestock corral, personal gardens, row crops, haying, grazing, livestock watering, or other pasture uses.
6. The placing, filling, storing, processing, disposing, dumping, depositing, abandonment, discharging, or release of any gaseous, liquid, solid, or hazardous wastes, substances, materials, trash, or debris of whatever nature on, in, over, or under the ground or into the surface or ground water of the Property.
7. The introduction or planting of any non-native, noxious, or invasive species.

STAFF REPORT

IN CONSIDERATION OF RESOLUTION NO. 14-4548, FOR THE PURPOSE OF APPROVING SEVENTH ROUND FUNDING FOR NATURE IN NEIGHBORHOODS CAPITAL GRANTS

Date: July 10, 2014

Prepared by: Heather Nelson Kent, 503-797-1739
Mary Rose Navarro, 503-797-1781

BACKGROUND

Funded by the voter-approved 2006 Natural Areas bond measure, Metro's Nature in Neighborhoods capital grants program complements the bond program's regional and local elements by supporting innovative ways to help nature thrive at a neighborhood scale. Grants are awarded based on their ability to meet the program criteria and deliver strong community benefits.

Program history & status

The Capital Grants program was first announced in September of 2007. The Metro Council has previously approved six rounds of grants, awarding \$7,602,995 to the following projects:

Land Acquisition

- Nadaka Nature Park acquisition
- White Oak Savanna acquisition
- Baltimore Woods connectivity corridor
- Baltimore Woods phase II
- Summer Creek natural area acquisition
- Lilly K Johnson Woods expansion
- White Oak Savanna phase II

Restoration

- Crystal Springs Partnership
- Boardman Creek fish habitat restoration
- Klein Point overlook and habitat enhancement
- Mount Scott Creek restoration
- Wapato Marsh wetland restoration
- Trillium Creek restoration
- Stone Bridge restoration State Park
- Rock Creek confluence project
- Spring Park natural area enhancement

Urban Transformation

- Greening the Interstate 205 corridor
- Re-greening Park Avenue park and ride
- Green Alley at Virginia Garcia Memorial Health Clinic
- Hall Creek Restoration

Neighborhood Livability

- Nature play at Westmorland Park
- Conservation Corner
- Hawthorne Grove Park
- Humboldt Learning Garden
- Wildside Boardwalk at Pleasant Valley School
- Nadaka Nature Park and Garden
- Let Us Build Cully Park!
- April Hill Park Improvements

Of these 28 projects:

- Nine (9) are completed
- Fifteen (15) are in progress
- One (1) is still raising matching
- Three (3) projects were withdrawn

Grant Evaluation Criteria

The Metro Council defined seven key criteria for evaluating capital grants in the 2006 Natural Areas bond:

- "Re-nature" neighborhoods by increasing the presence and function of ecological processes
- "Re-green" urban neighborhoods to enrich peoples' experience of nature and help strengthen a physical connection to the region's ecology
- Demonstrate multiple benefits for people and natural systems
- Demonstrate cost-efficient ecological design solutions

- Increase the region's fish and wildlife inventory
- Restore and/or improve habitats of concern
- Provide universal access to the public.

Application/Review Process

Potential applicants begin the process by submitting a Letter of Interest. Letters are reviewed by staff to evaluate how strongly a potential project meets the grant criteria. Staff provides applicants with technical support, feedback and suggestions about ways to strengthen a project before inviting full applications. The Grant Review Committee, appointed by Council, reviews all full applications based on the above evaluation criteria. The Grant Review Committee engages in a thoughtful review of each application that includes staff assessments, site visits and a minimum of two committee meetings to arrive at recommendations for funding. The committee works with staff to develop performance measures and conditions of approval in order to reduce project risks and strengthen project outcomes. The Metro Council decides all final grant awards.

Current recommendation and program financial status

The Grant Review Committee recommends that the Metro Council award funding to the twelve projects described in Attachment A for a total of \$4,501,829 from the Nature in Neighborhoods Capital Grants Program.

While the resolution referring the 2006 Natural Areas bond measure to the voters, approved by Metro Council, seeks the development of a program that “limits the expenditure of funds to no more than 15% of the total program amount in any given year,” past funding cycles have not attracted enough eligible projects to award more than an average of 8.5% of funding. Therefore, Council has directed staff and the committee to consider funding all projects that can strongly meet the program’s criteria.

With this recommendation \$11,447,617 of the \$15 million will be expended or committed to approved projects. This leaves \$3,552,383 available for future funding.

2014 Recommendation

The committee met four times this spring and conducted site visits for each project in order to review and recommend these projects to the Metro Council. This thoughtful review process allowed the committee to identify the compelling qualities of each project in order to guide future applicants. The committee’s feedback to applicants included conditions of approval that shaped the outcomes of the projects to better achieve the goals of the grant program. In addition, the committee put specific timelines for projects to address these conditions in order to allow a final funding round in 2016.

This group of projects address the goals of the Natural Areas bond measure and meet the intent of the Nature in Neighborhoods Capital Grants program because they:

- Invest in existing community efforts and build upon success
- Provide critical seed money to that will allow project to achieve their full potential
- Protect and restore essential habitat features and functions
- Connect people with natural areas in their neighborhoods
- Enhance opportunities for conservation education throughout the region
- Engage diverse partners.

Precedent setting decisions

This review cycle attracted applications that raised new questions for the committee to discuss. These include projects on Metro land, access to private land, and trail development.

Resolution 13-4486, “For the Purpose of Confirming Eligibility of Projects on Metro Lands for the Nature in Neighborhoods Capital Grants Program,” adopted on December 19, 2013, refined the applicant

eligibility criteria in Exhibit C of the Bond Resolution to allow the use of Nature in Neighborhood grant funds on Metro land for community-driven projects. As a result, two of the projects being recommended will occur on Metro land. Both of these sites are managed through an IGA with the local jurisdictions and the projects are entirely locally-driven. One of these projects will be improving the entry, parking and access to Whitaker Ponds in North Portland and the other will be improving access to nature by constructing a loop trail at the Gales Creek Natural Area in Forest Grove.

Two of the projects recommended in this review cycle will be built on private land where the property owners will be granting an access easement to a public agency. In both of these projects the committee carefully assessed how visible and welcoming the sites would be to the public and how this public access would be maintained. These unique public-private partnerships are creating new ways of providing access to nature in our densifying neighborhoods, and the committee feels it is worth investing in these innovative approaches.

This review cycle also gave the committee the opportunity to consider how the Capital Grants program could support local trail connections. Three of the projects recommended construct a trail segment that connects existing natural areas, provides a loop trail through nature, or enhances current demand trails to improve user experience.

Model for urban redevelopment

The One North Community Courtyard is being recommended as a learning opportunity. The goal is to learn how intentional efforts between a local jurisdiction, a developer, and a community organization can make the experience of urban ecology meaningful. Therefore, in addition to building an attractive urban plaza and public gathering place, the project team will assess how the plant palette attracts pollinators and birds, whether the neighborhood residents embrace the space, and if education programs can effectively use the space to teach about urban ecology.

ANAYSIS/INFORMATION

1. Known Opposition

None.

2. Legal Antecedents

Resolution No. 06-3672B, "For the Purpose of Submitting to the Voters of the Metro Area A General Obligation Bond Indebtedness in the Amount of \$227.4 Million to Fund Natural Area Acquisition and Water Quality Protection" was adopted March 9, 2006.

Ordinance No. 07-1163, "Amending Metro Code Chapter 2.19 to Establish the Nature in Neighborhoods Capital Grants Review Committee, and Declaring an Emergency" was adopted November 1, 2007.

Metro Code Section 2.19.230, "Nature in Neighborhoods Capital Grants Review Committee," establishing the committee and prescribing its authority to review capital grants applications and make grant funding recommendations to the Metro Council.

Resolution No. 08-3965, "Approving First Round Funding for Nature in Neighborhoods Capital Grants" was adopted August 7, 2008.

Resolution No. 09-4050, "Approving Second Round Funding for Nature in Neighborhoods Capital Grants" was adopted on August 13, 2009.

Resolution No. 10-4134, "Approving Third Round Funding for Nature in Neighborhoods Capital Grants" was adopted on March 18, 2010.

Resolution No. 11-4256, "Approving Fourth Round Funding for Nature in Neighborhoods Capital Grants" was adopted on May 19, 2011.

Resolution No 12-4343, “Approving Fifth Round Funding for Nature in Neighborhoods Capital Grants” was adopted on May 17, 2012.

Resolutions - 13-4434, “For the Purpose of Approving Sixth Round Funding for Nature in Neighborhoods Capital Grants” was adopted on December 19, 2013.

3. Anticipated Effects

This Resolution awards Nature in Neighborhoods capital grants and begins the individual contract award process for the selected grant applicants. Projects are from one to three years in length.

4. Budget Impacts

The resolution referring the 2006 Natural Areas bond measure to voters, approved by the Metro Council, authorized spending up to \$15 million toward this program. This is the seventh round of grants recommended for funding. The adopted FY 2014-15 budget includes the necessary appropriation authority for reimbursement of these grants.

RECOMMENDED ACTION

The Chief Operating Officer recommends adoption of Resolution No. 14-4548.

Agenda Item No. 6.2

Resolution No. 14-4549, For the Purpose of Approving 2014
Nature in Neighborhoods Conservation Education Community
Grants.

*NATURE IN NEIGHBORHOODS CAPITAL AND CONSERVATION
EDUCATION GRANTS PRESENTATION*

Metro Council Meeting
Thursday, July 10, 2014
Metro, Council Chamber

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF APPROVING 2014) RESOLUTION NO. 14-4549
NATURE IN NEIGHBORHOODS)
CONSERVATION EDUCATION COMMUNITY) Introduced by Chief Operating Officer Martha
GRANTS) Bennett in concurrence with Council President
) Tom Hughes

WHEREAS, in 2005, the Metro Council established an initiative designed to protect and restore our region’s significant fish and wildlife habitat and connect people with nature as provided in Resolution No. 05-3574A, “Establishing a Regional Habitat Protection, Restoration and Greenspaces Initiative called Nature in Neighborhoods,” adopted May 12, 2005;

WHEREAS, the Metro Council established the Nature in Neighborhoods grant program in 2005 to provide local communities support to fulfill this regional initiative (Resolution No. 05-3580A);

WHEREAS, in May 2013, voters in the Metro region approved a 5-year local option levy for Metro’s parks and natural areas including new and expanded funding for what were referred to in the levy as Nature in Neighborhoods community grants;

WHEREAS, the Metro Council reiterated the community grant program’s purpose, eligibility and funding criteria via Resolution No. 12-4398 referring the 5-year local option levy to the voters, and called for the creation of a committee to review grant applications and make award recommendations to the Metro Council;

WHEREAS, Metro has solicited and received applications for 2014 Nature in Neighborhoods community grants, now known as “Conservation Education” grants, and the grant review committee has identified the proposals which best meet the grant criteria and the goals of Nature in Neighborhoods grant program;

WHEREAS, the Metro Council adopted Resolution No. 14-4515 approving \$700,000 in the FY 2014-15 Budget and Appropriation Schedule for 2014 Nature in Neighborhoods Conservation Education community grants; now therefore

BE IT RESOLVED that the Metro Council hereby approves the award of the 2014 Nature in Neighborhoods Conservation Education community grants to those recipients listed in Exhibit A and for the amounts listed for each individual award.

ADOPTED by the Metro Council this ____ day of July, 2014.

Tom Hughes, Council President

Approved as to Form:

Alison R. Kean, Metro Attorney

2014 Nature in Neighborhoods Conservation Education Grants
Review Committee Recommendations to the Metro Council

Total award amount recommended: \$699,498

RECOMMENDATIONS

The Nature in Neighborhoods conservation education grant review committee recommends the following 15 proposals for funding (\$699,498). They are listed in alphabetical order by the name of the applicant(s) in the small and large grant categories.

SMALL GRANTS

Building Environmental Capacity in Communities of Color: *Knowledge, Research and Discourse*
Coalition of Communities of Color
\$20,000

This project will 1) build the environmental knowledge of organizations of color by implementing an environmental education training series; 2) produce community-specific environmental indicators; and 3) provide a community of color vision of conservation that prioritizes environmental initiatives in communities of color.

Creating Change Agents for Inclusion during Restoration
Friends of Trees
\$19,130

Friends of Trees, Johnson Creek Watershed Council and Center for Diversity and the Environment would like to bring together restoration-focused non-profits to participate in a 2.5 day retreat to broaden the reach of these non-profits to diverse ethnic, cultural and economic groups.

IRCO Intergenerational Community Gardens Project
Immigrant and Refugee Community Organization (IRCO)
\$25,000

The IRCO Intergenerational Community Gardens Project will pilot a culturally relevant curriculum centered on native and edible plant gardening activities to unite underserved, intergenerational communities in watershed health education, sustainable and organic gardening, and conservation leadership.

An Online Regional Trail Map for People with Disabilities
Independent Living Resources/Access Recreation
\$25,000

Access Recreation will develop an online, regional trail map that will provide information, through descriptions, photos and videos that will provide people with disabilities – people of all abilities – information needed to know whether a trail will meet their abilities and expectations even before they arrive at the trail.

Northwest Youth Corps' East Metro Stewardship Project

Northwest Youth Corps (NYC)
\$15,000

Northwest Youth Corps requests \$15,000 to support 18 teens in conservation projects in the East Metro area during the summer of 2014. Project will equip participants to become conservation leaders in their communities, as we improve water quality, fish and wildlife habitat and connect people with nature.

Siskiyou Field Laboratory

Northwest Zen Sangha, Inc., (dba Dharma Rain Zen Center)
\$25,000

Five educational institutions will incorporate field studies at a local brownfield into their curriculum. Younger students will restore habitat and perform simple monitoring activities. Older students will develop and apply research questions relating to environmental remediation and ecological restoration. Substantial mentoring across institutions is emphasized.

Oakquest: collaborative mapping and stewardship of Oregon white oak

Urban Greenspaces Institute
\$24,776

Oakquest will enable 50+ citizen scientists to become active stewards in the mapping and conservation of imperiled Oregon white oak habitat. This effort will fill a critical information gap identified in the Regional Conservation Strategy and support career training in natural resources for two Native American college-age students.

Sense of Place: Engaging Indigenous Peoples

Urban Greenspaces Institute (fiscal sponsor)
\$25,000

PSU's Indigenous Nations Studies program, including one Native graduate assistant and 150 college students, will engage tribal and urban Native communities within The Intertwine region to strengthen ongoing partnerships, collaboration and communication regarding eco-restoration, conservation education, and Indigenous stewardship practices among The Intertwine Alliance partners.

The Wisdom Project

Wisdom of the Elders, Inc.
\$25,000

This Native youth leadership initiative provides Native American youth with hands-on outdoor conservation restoration and service learning during daily field trips to place-based natural areas. Paid peer mentors will develop leadership skills and career pathways while helping middle school youth at summer field science camp.

LARGE GRANTS

Environment 2042 Environmental Education (E42 EE) Leadership Program

Center for Diversity & the Environment
\$100,000

The E42 EE Leadership Program will create a cadre of change agents that will build a more diverse, equitable and inclusive culture in the environmental movement while advancing equity and building more diverse leaders in the environmental education field.

STEAM (Science, Technology, Engineering, Arts, and Mathematics)

Centro Cultural of Washington County

\$100,000

STEAM is an after school/summer program that provides educational supports for Latino youth who are struggling with core academic subjects. Centro seeks to enhance the environmental science component of STEAM through partnerships with Clean Water Services, Pacific University, and several school districts in Washington County.

Nadaka 2020 Conservation, Education and Stewardship Programming

Columbia Slough Watershed Council (fiscal agent)

\$61,000

Integrate and expand multicultural environmental education and social service delivery of eight collaborating organizations as part of a 3-year programming and operations and maintenance plan at Nadaka Nature Park and Garden. Programming will serve diverse youth and low-income residents throughout West Gresham and include a natural history ambassador program.

Slough School Community Engagement Project

Columbia Slough Watershed Council (Slough School)

\$66,963

The Slough School Community Engagement Project prepares the next generation of watershed stewards through hands-on ecological programming for elementary through college students in North and Northeast Portland, North Gresham, and Fairview while also connecting citizens to their local natural areas through community-based stewardship projects.

Building a Comprehensive Regional Leadership Model for Conservation Education

The Environmental Education Association of Oregon (EEAO)

\$100,000

The Environmental Education Association of Oregon will hire a Regional Coordinator to lead development and implementation of an inclusive, lasting regional conservation education leadership model that represents a diverse cross-sector of individuals and organizations working together to build a healthy, just, and thriving Portland--Metro region.

PMSP E-STEM Connections

Impact NW, fiscal sponsor of the Portland Metro STEM Partnership

\$67,629

Teacher teams from four local elementary schools will collaborate with four community conservation/environmental STEM (E-STEM) education organizations to enhance and implement place-based and service-learning experiences for students that demonstrate the synergy between the Oregon Environmental Literacy Plan and the Next Generation Science Standards.

STAFF REPORT

IN CONSIDERATION OF RESOLUTION 14-4549, FOR THE PURPOSE OF APPROVING 2014 NATURE IN NEIGHBORHOODS CONSERVATION EDUCATION COMMUNITY GRANTS

Date: July 10, 2014

Prepared by: Heather Nelson Kent, 503-797-1739
Crista Gardner, 503-797-1627

BACKGROUND

For nearly two decades, the Metro Council has provided funding for grants to community groups, non-profits, local governments and other organizations designed to improve water quality and wildlife habitat and give people of all ages opportunities to learn about and connect with nature.

In May 2013, voters approved Measure 26-152, providing new funding for Metro's parks and natural areas and providing increased funding for Nature in Neighborhoods community grants. Grant program staff used the framework provided by Metro Council in Resolution No. 12-4398 to develop an outreach plan, application materials and evaluation criteria for these community grants, referred to as Conservation Education grants, as outlined in the approved work plan. Staff aligned Metro's Conservation Education grant criteria with state, regional and community initiatives in order to achieve multiple benefits.

Grant Evaluation Criteria

The Conservation Education grant criteria focused on three program categories for funding:

Community Partnerships (capacity building, collaboration, activities across the conservation education sector)

Environmental Literacy (access to nature education and programs for all ages, integration with formal education, increased knowledge and engagement about the environment and natural systems)

Develop Conservation Leaders (leadership development, mentorship, workforce training).

The community response to the funding opportunity was tremendous. Metro received 74 pre-applications totaling nearly \$4 million in requests for the \$700,000 in available funding. More than 450 individual organizations were listed in the applications as partners or participants.

A (voluntary) demographic survey of applicants and their partners revealed that efforts to reach community based organizations that have not historically accessed these funds were effective. One third of the applications came from a culturally specific organization or included such an organization as a key partner. More than half of the proposals focused primarily on underserved communities, defined by the Metro Council resolution (Res. No. 12-4398) as low-income children and communities of color.

Application review and selection

Participation on the grant review committee is by application, open and advertised to all community members. Natural Areas Program Director Kathleen Brennan-Hunter selected this year's review committee from a pool of applicants, including local experts in education program management, philanthropy, grant management, fundraising, community partnership development and volunteer management. The committee included conservation education practitioners and those involved in planning, program evaluation and policy development. Committee members declared any direct conflict of interest in the proposals and did not score or participate directly in the discussion or ranking of application where there was a conflict. Perceived conflicts were also noted and recorded in meeting minutes.

Due to the large number of applications, Metro’s Nature in Neighborhoods Conservation Education community grant program follows a two-step process. The review committee evaluated pre-applications based on the information submitted by applicants, the stated evaluation criteria, and the review committee’s professional and collective judgment. The purpose of the pre-application review is to determine the best proposals to invite for full applications.

After reviewing the 74 pre-applications submitted, the review committee invited 26 to submit full applications. The same committee reviewed the final proposals using the same evaluation criteria and recommended 15 for funding by the Metro Council (see Exhibit A).

2014 Nature in Neighborhoods Conservation Education Grant Review Committee

Lara Christensen, Gray Family Foundation

Tony DeFalco, Verde

Sheilagh Diez, Columbia Slough Watershed Council

Megan Hanson, City of Portland Bureau of Environmental Services

Kristen Harrison, STEM Partnership

Stephanie Puhl, Tualatin Riverkeepers

Neil Schulman, Confluence Environmental Center

Kim Silva, Friends of Outdoor School

Grant Spickelmier, Metro

Elizabeth Williams, Community Member

2014 Conservation Education Awards

In reviewing this year’s group of conservation education proposals, the review committee found most compelling those applications that had the potential to deliver long-term, transformational impacts.

Building organizational capacity, furthering regional or statewide conservation education efforts, supporting systemic change within the sector or providing data about the value of conservation education were of particular interest to the committee. Training on diversity, equity and inclusion in the environmental field and programs using traditional mentorship models to “train the trainer” were also highly rated.

Additionally, the review committee found compelling existing, proven programs that serve as regional models along with programs delivered in a culturally relevant manner. They focused on proposals that met the Council’s stated goals of increasing access to nature-based education programs for low-income youth and communities of color and increasing the capacity of all communities to participate in designing and delivering these programs.

Total award amount recommended is \$699,498. Grant projects will begin July 1, 2014. Grant applicants may have up to three years to complete their projects.

ANALYSIS/INFORMATION

1. Known Opposition

None.

2. Legal Antecedents

Resolution No. 12-4398, For the Purpose of Referring to the Voters of the Metro Area a Local Option Levy for the Purpose of Preserving Water Quality, Fish and Wildlife Habitat and Maintaining Metro’s Parks and Natural Areas for the Public.

Resolution No. 05-3574A, Establishing a Regional Habitat Protection, Restoration and Greenspaces Initiative called Nature in Neighborhoods.

Resolution 05-3580A, Transferring \$1,250,000 from the Balance of the FY 2004-05 Recovery Rate Stabilization Reserve to a General Fund Reserve for Nature in Neighborhoods Restoration Projects.

Ordinance No. 07-1160B, Transferring \$250,000 from the Recovery Rate Stabilization Reserve Fund for Nature in Neighborhoods Restoration Projects.

Ordinance No. 09-1215B, Approving \$92,500 in the FY 2009-10 Budget and Appropriation Schedule for an additional round of Nature in Neighborhoods Restoration and Enhancement grants.

Ordinance No. 10-1235B, Approving \$150,000 in the FY 2010-11 Budget and Appropriation Schedule for an additional round of Nature in Neighborhoods Restoration and Enhancement grants.

Ordinance No. 12-1274A, Approving \$200,000 in the FY 2012-13 Budget and Appropriation Schedule for an additional round of Nature in Neighborhoods Restoration and Enhancement grants.

3. Anticipated Effects

This Resolution approves the award of 2014 Nature in Neighborhood Conservation Education community grants and begins the individual contract award process for the selected grant applicants with an anticipated project start date on or after July 1, 2014. Projects may be up to three years in length.

4. Budget Impacts

This Resolution authorizes award of contracts in an amount previously identified by the Metro Council in the budget for this purpose. The adopted FY 2014-15 budget includes the necessary appropriation authority for reimbursement of these grants.

RECOMMENDED ACTION

The Chief Operating Officer recommends adoption of Resolution No. 14-4549.

Agenda Item No. 7.1

Ordinance No. 14-1339, for the Purpose of Amending Metro
Code 7.03 (investment policy) for Fiscal Year 2014-2015.

ORDINANCES – FIRST READ

Metro Council Meeting
Thursday, July 10, 2014
Metro, Council Chamber

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF AMENDING METRO)
CODE 7.03 (INVESTMENT POLICY) FOR)
FISCAL YEAR 2014-2015)
ORDINANCE NO. 14-1339
Introduced by Martha Bennett, Chief
Operating Office in concurrence with
Council President Tom Hughes

WHEREAS, Metro Code Section 7.03 contains the investment policy which applies to all cash-related assets held by Metro; and

WHEREAS, the Investment Advisory Board annually reviews and approves the Investment Policy for submission to Metro Council; and

WHEREAS, the Investment Coordinator has proposed several minor changes to the Investment Policy; and

WHEREAS, the changes are a result of a review of Metro’s investment policy by the Oregon Short Term Fund (OSTF) board and include a more robust section on internal controls; clarification on maximum percentages that exposure applied to both corporate debt and commercial paper and not singular to each category; addition of a better benchmark for yield comparisons; and extension of the maximum maturity limit in the short term fund to include the long term fund; and.

WHEREAS, the Investment Advisory Board on January 16, 2014 voted to recommend these changes, to Metro Code 7.03 and submit to the Metro Council for approval and adoption; now therefore,

THE METRO COUNCIL ORDAINS AS FOLLOWS:

- 1. That Metro Code Chapter 7.03 is hereby amended as attached hereto in Exhibit A to this ordinance.
- 2. That this Ordinance being necessary for the health, safety, or welfare of the Metro area, for the reason that the new fiscal year begins, July 1, 2014 and Oregon Budget Law requires the adoption of a budget prior to the beginning of the fiscal year, and that re-adoption of the Investment Policy should coincide with the adoption of the annual budget, an emergency is declared to exist and this Ordinance shall take effect immediately, pursuant to Metro Charter Section 39(1).

ADOPTED by the Metro Council this 17th day of July 2014.

Tom Hughes, Council President

Attest:

Approved as to Form:

Troy Rayburn, Recorder

Alison Kean Campbell, Metro Attorney

EXHIBIT A
CHAPTER 7.03

INVESTMENT POLICY**

SECTIONS	TITLE
7.03.010	Scope
7.03.020	General Objectives
7.03.030	Standards of Care
7.03.040	Safekeeping and Custody
7.03.050	Suitable and Authorized Investments
7.03.060	Investment Parameters
7.03.070	Reporting
7.03.080	Policy Adoption and Re-Adoption
7.03.090	List of Documents Used in Conjunction with this Policy

**Former Chapter 2.06 (readopted April 9, 1998; amended December 10, 1998; readopted April 15, 1999; readopted April 27, 2000; readopted December 11, 2001; readopted October 3, 2002; renumbered by Ordinance No. 02-976, Sec. 1; readopted June 12, 2003; amended and readopted April 7, 2005, by Ordinance No. 05-1075; readopted April 20, 2006; readopted June 21, 2007; amended and readopted June 26, 2008, by Ordinance No. 08-1190; amended and readopted June 25, 2009, by Ordinance No. 09-1216; amended and readopted June 17, 2010, by Ordinance No. 10-1243; readopted June 23, 2011, by Resolution No. 11-4272; amended and readopted June 21, 2012 by Ordinance No. 12-1280; and amended and readopted May 9, 2013 by Ordinance No. 13-1303).

7.03.010 Scope

These investment policies apply to all cash-related assets included within the scope of Metro's audited financial statements and held directly by Metro.

Funds held and invested by trustees or fiscal agents are excluded from these policies; however, such funds are subject to ORS Chapter 294.052.~~the regulations established by the state of Oregon.~~

Funds of Metro will be invested in compliance with the provisions of ORS 294.035 to 294.048; ORS 294.125 to 294.145; ORS 294.810; and other applicable statutes. Investments will be in accordance with these policies and written administrative procedures. Investment of any tax-exempt borrowing proceeds and of any debt service funds will comply with the 1986 Tax Reform Act provisions and any subsequent amendments thereto.

(Ordinance No. 90-365. Amended by Ordinance No. 97-684, Sec. 1; Ordinance No. 02-976, Sec. 1; Ordinance No. 05-1075; and Ordinance No. 09-1216, Sec. 1.)

7.03.020 General Objectives

Due to Metro's fiduciary responsibility, safety of capital and availability of funds to meet payment requirements are the overriding objectives of the investment program. Investment yield targets are secondary.

(a) Safety. Investments shall be undertaken in a manner that seeks to ensure the preservation of principal in the overall portfolio and security of funds and investments. The objective will be to mitigate credit risk and interest rate risk.

(1) Credit Risk. Metro will minimize credit risk, the risk of loss due to the financial failure of the security issuer or backer, by:

- Limiting exposure to poor credits and concentrating the investments in the safest types of securities.
- Pre-qualifying the financial institutions, broker/dealers, and advisers with which Metro will do business.
- Diversifying the investment portfolio so that potential losses on individual securities will be minimized. For securities not backed by the full faith and credit of the federal government, diversification is required in order that potential losses on individual securities would not exceed the income generated from the remainder of the portfolio.
- Actively monitoring the investment portfolio holdings for ratings changes, changing economic/market conditions, etc.

(2) Interest Rate Risk. Metro will minimize the risk that the market value of securities in the portfolio will fall due to changes in general interest rates by:

- Structuring the investment portfolio so that securities mature to meet cash requirements for ongoing operations, thereby avoiding the need to sell securities on the open market prior to maturity.
- Investing operating funds primarily in shorter-term securities or short-term investment pools.

(b) Liquidity. The investment officer shall assure that funds are constantly available to meet immediate payment requirements, including payroll, accounts payable and debt service.

(c) Yield. The investment portfolio shall be designed with the objective of regularly exceeding the average return on 90-day U.S. Treasury Bills. The investment program shall seek to augment returns above this level, consistent with risk limitations described in this policy and prudent investment principles.

This policy shall not preclude the sale of securities prior to their maturity in order to improve the quality, net yield, or maturity characteristic of the portfolio.

(d) Legality. Funds will be deposited and invested in accordance with statutes, ordinances and policies governing Metro.

(Ordinance No. 87-228, Sec. 3. Amended by Ordinance No. 90-365; Ordinance No. 02-976, Sec. 1; Ordinance No. 05-1075.)

7.03.030 Standards of Care

(a) Prudence. The standard of prudence to be applied by the investment officer shall be the "prudent personinvestor" rule": "Investments shall be made with judgment and care, under circumstances then prevailing, which persons of prudence, discretion and intelligence exercise in the management of their own affairs, not for speculation, but for investment, considering the probable safety of their capital as well as the probable income to be derived." The prudent investor rule shall be applied in the context of managing the overall portfolio.

(b) Delegation of Authority. The Chief Operating Officer is the investment officer of Metro. The authority for investing Metro funds is vested with the investment officer, who, in turn, designates the investment manager to manage the day-to-day operations of Metro's investment portfolio, place purchase orders and sell orders with dealers and financial institutions, and prepare reports as required.

(c) Investment Advisory Board (IAB). There shall be an investment advisory board composed of five (5) members.

- (1) Terms of Service. The term of service for citizens appointed to the IAB shall be three (3) calendar years. The term of appointment shall be staggered so that not more than two (2) members' terms expire in any calendar year.

(2) Appointment. The investment officer shall recommend to the Council for confirmation the names of persons for appointment to the IAB.

(3) Duties. The IAB shall meet quarterly. The IAB will serve as a forum for discussion and act in an advisory capacity for investment strategies, banking relationships, the legality and probity of investment activities and the establishment of written procedures for the investment operations.

(d) Quarterly Reports. At each quarterly meeting, a report reflecting the status of the portfolio will be submitted for review and comment by at least three (3) members of the IAB. Discussion and comment on the report will be noted in minutes of the meeting. If concurrence is not obtained, notification will be given to the investment officer, including comments by the IAB.

(e) Monitoring the Portfolio. The investment manager will routinely monitor the contents of the portfolio comparing the holdings to the markets, relative values of competing instruments, changes in credit quality, and benchmarks. If there are advantageous transactions, the portfolio may be adjusted accordingly.

(f) Indemnity Clause. Metro shall indemnify the investment officer, chief financial officer, investment manager, staff and the IAB members from personal liability for losses that might occur pursuant to administering this investment policy.

The investment officer, acting in accordance with written procedures and exercising due diligence, shall not be held personally responsible for a specific security's credit risk or market price changes, provided that these deviations are reported to the council as soon as practicable.

(g) Accounting Method. Metro shall comply with all required legal provisions and Generally Accepted Accounting Principles (GAAP). The accounting principles are those contained in the pronouncements of authoritative bodies, including, but not necessarily limited to, the American Institute of Certified Public Accountants (AICPA); the Financial Accounting Standards Board (FASB); and the Government Accounting Standards Board (GASB).

(Ordinance No. 05-1075.)

7.03.040 Safekeeping and Custody

(a) Authorized Financial Dealers and Institutions. The investment officer shall maintain a listing of all authorized dealers and financial institutions that are approved for

investment purposes. Financial institutions must have a branch in Oregon. Any firm is eligible to apply to provide investment services to Metro and will be added to the list if the selection criteria are met. Additions or deletions to the list will be made by the investment officer and reviewed by the IAB. At the request of the investment officer, the firms performing investment services for Metro shall provide their most recent financial statements or Consolidated Report of Condition (call report) for review. Further, there should be in place proof as to all the necessary credentials and licenses held by employees of the broker/dealers who will have contact with Metro, as specified by but not necessarily limited to the Financial Industry Regulatory Authority (FINRA)~~National Association of Securities Dealers (NASD)~~, Securities and Exchange Commission (SEC), etc. At minimum, the investment officer and the IAB shall conduct an annual evaluation of each firm's qualifications to determine whether it should be on the authorized list.

Securities dealers not affiliated with a Qualified Financial Institution, as defined in ORS 294.035, will be required to have headquarters located in the states of Oregon, Washington or Idaho and, if not headquartered in the state of Oregon, to have an office located in Oregon. Notwithstanding the above, securities dealers who are classified as primary dealers with the New York Federal Reserve Bank are also eligible.

(b) Internal Controls. The investment officer shall maintain a system of written internal controls, which shall be reviewed annually by the IAB and the independent auditor. The controls shall be designed to prevent loss of public funds due to fraud, error, misrepresentation or imprudent actions.

Metro's independent auditor at least annually shall audit investments according to generally accepted auditing standards and this ordinance. Quarterly the IAB will review for compliance with the investment policy to include control of collusion, custodial safekeeping, avoidance of physical delivery of securities, clear delegation of authority, review with staff of control procedures to include standards of care under section 7.03.030(b).

(c) Delivery vs. Payment. All securities purchased pursuant to this investment policy will be delivered by either book entry or physical delivery to a third party for safekeeping by a bank designated as custodian. Purchase and sale of all securities will be on a payment versus delivery basis. Delivery versus payment will also be required for all repurchase transactions and with the collateral priced and limited in maturity in compliance with ORS 294.035(2)(j).

(d) Safekeeping. The trust department of the bank designated as custodian will be considered to be a third party for the purposes of safekeeping of securities purchased from that bank. The custodian shall issue a safekeeping receipt to Metro listing the specific instrument, rate, maturity and other pertinent information.

Notwithstanding the preceding, an exception to the delivery versus payment policy is made when purchasing State and Local Government Series Securities (SLGS) from the United States Treasury's Bureau of Public Debt to satisfy arbitrage yield restriction requirements of the Internal Revenue Code for tax-exempt bond issues.

(Ordinance No. 05-1075.)

7.03.050 Suitable and Authorized Investments

(Definitions of terms and applicable authorizing statutes are listed in the "Summary of Investments Available to Municipalities" provided by the State Treasurer).

(a) Investment Types. The following investments are permitted by this policy and ORS 294.035 and 294.810.

- (1) U.S. Treasury Bills, Notes, Bonds, Strips (Separate Trading of Registered Interest and Principal of Securities) and/or State and Local Government Series Securities (SLGS)
- (2) Securities of U.S. Government Agencies and U.S. Government Sponsored Enterprises
- (3) Certificates of Deposit (CD) from commercial banks in Oregon and insured by the Federal Deposit Insurance Corporation (FDIC)
- (4) Repurchase Agreements (Repo's)
- (5) Banker's Acceptances (BA)
- (6) Commercial Paper (CP) issued by a financial institution, commercial, industrial or utility business enterprise. Also Corporate promissory notes with long term minimum ratings of Aa (Moody's) or AA (S&P) or equivalent by any nationally recognized statistical rating organization. If a corporation has a split rating the most recent rating would be used for decision-making purposes.
- (7) State of Oregon and Local Government Securities with A ratings or better; also debt obligations of the States of California, Idaho and Washington and their political subdivisions with a long-term

rating of AA or better or the highest category for short term municipal debt.

(8) State of Oregon Investment Pool

(9) Market Interest Accounts and Checking Accounts

(b) Collateralization. Deposit-type securities (i.e., Certificates of Deposit) and all bank deposits for any amount exceeding FDIC coverage shall be collateralized through the Public Funds Collateralization Program as required by ORS Chapter 295. ORS Chapter 295 governs the collateralization of Oregon public funds and provides the statutory requirements for the Public Funds Collateralization Program. Bank depositories are required to pledge collateral against any public funds deposits in excess of deposit insurance amounts. ORS [Chapter](#) 295 sets the specific value of the collateral, as well as the types of collateral that are acceptable.

(Ordinance No. 05-1075. Amended by Ordinance No. 09-1216, Sec. 1; Ordinance No. 12-1280, Sec. 1; and by Ordinance No. 13-1303).

7.03.060 Investment Parameters

(a) Diversification by Maturity. Only investments which can be held to maturity shall be purchased. Investments shall not be planned or made predicated upon selling the security prior to maturity. This restriction does not prohibit the use of repurchase agreements under ORS 294.135(2).

Maturity limitations shall depend upon whether the funds being invested are considered short-term or long-term funds. All funds shall be considered short-term, except those reserved for capital projects (e.g., bond sale proceeds).

(1) Short-Term Funds.

(A) Investment maturities for operating funds and bond reserves shall be scheduled to meet projected cash flow needs. Funds considered short-term will be invested to coincide with projected cash needs or with the following serial maturity:

25% minimum to mature under three months

75% minimum to mature under 18 months

100% minimum to mature under five years

(B) Investments may not exceed five (5) years. Investment maturities beyond 18 months may be made when supported by cash flow projections which reasonably demonstrate that liquidity requirements will be met.

(2) Long-Term Funds.

(A) Maturity scheduling shall be timed according to anticipated need. ORS 294.135 permits investment beyond 18 months for any bond proceeds or funds accumulated for any purpose that the district is permitted by state law to accumulate and hold funds for a period exceeding one (1) year. The maturities should be made to coincide as nearly as practicable with the expected use of the funds. Investments may not exceed five (5) years.

(B) Investment of capital project funds shall be timed to meet projected contractor payments. The drawdown schedule used to guide the investment of the funds shall evidence the approval of the investment officer and review of the Chief Financial Officer.

(b) Diversification by Investment. The investment officer will diversify the portfolio to avoid incurring unreasonable risks inherent in over-investing in specific instruments, individual financial institutions, or maturities.

The maximum percentages of the portfolio and the maximum maturities for investments are as follows:

Security	Maximum Percent of Portfolio	Maximum Maturity
U.S. Treasury Bills, Notes, Bonds, Strips and/or State and Local Government Series (SLGS)	100%	
Securities of U.S. Government Agencies and U.S. Government Sponsored Enterprises	100%	
Certificates of Deposit (CD) Commercial Banks in Oregon Insured by FDIC	100%	
Repurchase Agreements (Repo's)	50%	90-day maturity
Banker's Acceptances (BA)	25%	
Commercial Paper (CP) - Issued by a financial institution, commercial, industrial, or utility business enterprise. For a corporation headquartered in Oregon	35%	A-1 and P-1 only, 90-day maturity; A-2 and P-2, A-1/P-2, or A-2/P1,

Security	Maximum Percent of Portfolio	Maximum Maturity
<p>For a corporation headquartered outside of Oregon.</p> <p>Corporate promissory notes that have a long term minimum ratings of Aa (Moody's) or AA (S&P) or equivalent by a nationally recognized statistical rating organization.</p>	<p>25%</p> <p><u>Limit of 35% in total of exposure between both CP and Corporate notes</u></p>	<p>60-day maturity</p> <p>A-1 and P-1 only;</p> <p>90-day maturity</p> <p>AA (Moody's) or AA (S&P) Maximum maturity of three years. See 7.03.060(c)(2) for concentration maximums.</p>
<p>State of Oregon and Local Government Securities with A ratings or better; also States of California, Idaho and Washington and political subdivisions with a long term AA or better and short-term in the highest category for short term debt.</p>	<p>25%</p>	
<p>State of Oregon Investment Pool</p>	<p><u>Maximum allowed by ORS 294.810</u></p> <p><u>100%</u></p>	
<p>Market Interest Accounts and Checking Accounts</p>	<p>Minimum necessary for daily cash management efficiency</p>	

(c) Diversification by Financial Institution.

(1) Qualified Institutions. The investment officer shall maintain a listing of financial institutions and securities dealers recommended by the IAB. Any financial institution and/or securities dealer is eligible to make an application to the investment officer and upon due consideration and approval hold available funds.

A listing of the eligible institutions shall be held by the investment officer and provided any fiduciary agent or trustee.

(2) Diversification Requirements. The combination of investments in Certificates of Deposit and Banker's Acceptances invested with any one institution shall not exceed 25 percent of the

total available funds or 15 percent of the equity of the institution.

The following limitations avoid over-concentration in securities from a specific issuer or business sector:

Type of Security	Limitation
U.S. Government Treasuries	No limitations
U.S. Government Agencies	Securities of U.S. Government Agencies and U.S. Government Sponsored Enterprises as defined under ORS 294.035 and/or 294.040. No more than 40 percent of the portfolio in any one agency.
Certificates of Deposit - Commercial Banks	No more than the lesser of 25 percent of the total available funds or 15 percent of the equity of the financial institution may be invested with any one institution.
Repurchase Agreements	<p>May be purchased from any qualified institution provided the master repurchase agreement is effective and the safekeeping requirements are met. All repurchase agreements will be fully collateralized by general obligations of the U.S. Government, the agencies and instrumentalities of the United States or enterprises sponsored by the United States government, marked to market.</p> <p>The investment officer shall not enter into any reverse repurchase agreements.</p>
Banker's Acceptances	<p>Must be guaranteed by, and carried on the books of, a qualified financial institution whose short-term letter of credit rating is rated in the highest category by one or more nationally recognized statistical rating organizations.</p> <p>Qualified institution means: A financial institution that is located and licensed to do banking business in the state of Oregon; or A financial institution located in the states of California, Idaho, or Washington that is wholly owned by a bank holding company that owns a financial institution that is located and licensed to do banking business in the state of Oregon.</p> <p>No more than the lesser of 25 percent of the total available funds or 15 percent of the equity of the financial institution may be invested with any one institution.</p>
Commercial Paper, Corporate	<p>No more than 5 percent of the total portfolio with any one corporate entity.</p> <p><u>Maximum exposure no more than 35% between both CP</u></p>

Type of Security	Limitation
Promissory notes	and Corporate promissory notes.
State and Local Government Securities; also California, Idaho and Washington	No more than 15 percent of the total portfolio in any one local entity.
State of Oregon Investment Pool	Not to exceed the maximum amount established in accordance with ORS 294.810, with the exception of pass-through funds (in and out within 10 days).

(d) Total Prohibitions. The investment officer may not make a commitment to invest funds or sell securities more than 14 business days prior to the anticipated date of settlement of the purchase or sale transaction and may not agree to invest funds or sell securities for a fee other than interest. Purchase of standby or forward commitments of any sort are specifically prohibited.

(e) Adherence to Investment Diversification. Diversification requirements must be met on the day an investment transaction is executed. If due to unanticipated cash needs, investment maturities or marking the portfolio to market, the investment in any security type, financial issuer or maturity spectrum later exceeds the limitations in the policy, the investment officer is responsible for bringing the investment portfolio back into compliance as soon as is practical.

(f) Competitive Selection of Investment Instruments. Before the investment officer invests any surplus funds, a competitive offering solicitation shall be conducted orally, or alternatively through an electronic competitive bidding platform that compares several offers of the same security class like commercial paper, new issue GSE's and treasury issues. Offerings will be requested from financial institutions for various options with regards to term and instrument. The investment officer will accept the offering, which provides the highest rate of return within the maturity required and within the prudent ~~person~~investor rule. Records will be kept of offerings and the basis for making the investment decision, and in keeping with the guidelines in 7.03.20.

(Ordinance No. 05-1075. Amended by Ordinance No. 08-1190 and by Ordinance No. 13-1302).

7.03.070 Reporting

(a) Methods. A transaction report shall be prepared by the investment manager not later than one business day after the transaction, unless a trustee, operating under a trust agreement, has executed the transaction. The trustee agreement shall provide for a report of transactions to be submitted by the trustee on a monthly basis.

Quarterly reports shall be prepared for each regular meeting of the IAB to present historical information for the past 12-month period. Copies shall be provided to the Chief Operating Officer and the Metro Council.

(b) Performance Standards. The overall performance of Metro's investment program is evaluated quarterly by the IAB using the objectives outlined in this policy. The quarterly report which confirms adherence to this policy shall be provided to the Metro Council as soon as practicable.

The performance of Metro's portfolio shall be measured by comparing the average yield of the portfolio at month-end against the performance of the 90-day U.S. Treasury Bill issue maturing closest to 90 days from month-end and the Local Government Investment Pool's monthly average yield, ~~and the Multnomah County Portfolio results plus the Barclays US Governments 1-3 year yield.~~

(Ordinance No. 05-1075.)

7.03.080 Policy Adoption and Re-adoption

(a) The investment policy must be reviewed by the IAB and the Oregon Short-Term Fund Board prior to adoption by the Metro Council. Adoption of this policy supersedes any other previous Council action or policy regarding Metro's investment management practices.

(b) This policy shall be subject to review and re-adoption annually by the Metro Council in accordance with ORS 294.135.

(Ordinance No. 05-1075.)

7.03.090 List of Documents Used in Conjunction with this Policy

The following documents are used in conjunction with this policy and are available from the investment manager upon request:

- List of Authorized Brokers and Dealers
- List of Primary Dealers
- Calendar of Federal Reserve System Holidays
- Calendar of Local Government Investment Pool Holidays
- Broker/Dealer Request for Information

- Oregon State Treasury's Summary of Liquid Investments Available to Local Governments for Short-Term Fund Investment
- Oregon State Treasury's U.S. Government and Agency Securities for Local Government Investment Under ORS [Chapter](#) 294.035 and 294.040
- Oregon State Treasury's List of Qualified Depositories for Public Funds
- Attorney General's letter of advice: Certificates of Deposit, ORS 294.035 and ORS 295
- Oregon Revised Statute Chapter 294 - County and Municipal Financial Administration
- Oregon Revised Statute Chapter 295 - Depositories of Public Funds and Securities
- Government Finance Officers Association Glossary of Cash Management Terms

(Ordinance No. 05-1075.)

STAFF REPORT

IN CONSIDERATION OF ORDINANCE NO. 14-1339 FOR THE PURPOSE OF AMENDING AND RE-ADOPTING METRO CODE 7.03 (INVESTMENT POLICY) FOR FISCAL YEAR 2014-2015 AND DECLARING AN EMERGENCY

Date: April 25, 2014

Prepared by: Calvin Smith
Telephone: 503-797-1612

BACKGROUND

Metro Code, Chapter 7.03 contains the Investment Policy that applies to all cash-related assets held by Metro. Metro code requires the annual review and readopting with the assistance of the Investment Advisory Board who are appointed on staggered terms by the Council President. This Investment Policy is being submitted to Council for review and re-adoption in accordance with Section 7.03.080 of Metro Code.

The format of Metro's Investment Policy conforms to the Oregon State Treasury's Sample Investment Policy for Local Governments and the Government Finance Officers Association's (GFOA) Sample Investment Policy. This allows Metro's policy to be readily compared to investment policies of other local governments that have adopted the same GFOA format.

The changes to the Metro Investment Policy this year all relate to the response letter from our Director of Finance Tim Collier to the Oregon Short Term Fund (OSTF) board that addressed the OSTF last review of Metro's Investment Policy. While none of the changes that were suggested by the OSTF were deemed a material issue, the items noted were good areas to tighten up our wording and clarify the Metro Investment Policy. All the adjustments to the Metro Investment Policy were reviewed by the Metro Investment Advisory Board (IAB). Areas that were updated in the policy included; A more robust section on internal controls (Section 7.03.040(b)); clarification on maximum percentages that exposure applied to both corporate debt and commercial paper and not singular to each category; adding a better benchmark for yield comparisons; extending the maximum maturity limit in the short term fund to include the long term fund. The Investment Advisory Board (IAB) members reviewed recommendations by the Director of Finance and the Investment Coordinator and agreed to all changes. The IAB recommends Council amend the code for these items and readopt the code as amended.

ANALYSIS/INFORMATION

1. **Known Opposition:** None.
2. **Legal Antecedents:** Metro Code, Chapter 7.03, Investment Policy, Section 7.030.080(b) proscribes that the policy shall be subject to review and re-adoption annually by the Metro Council in accordance with ORS 294.135.

Chapter 7.03 was formerly Chapter 2.06 (readopted April 9, 1998; amended December 10, 1998; readopted April 15, 1999; readopted April 27, 2000; readopted December 11, 2001; readopted October 3, 2002; renumbered by Ordinance No. 02-976, Sec. 1; readopted June 12, 2003; amended and readopted April 7, 2005, by Ordinance No. 05-1075; readopted April 20, 2006, by Ordinance 06-1114; readopted June 21, 2007 by Ordinance 07-1149; readopted June 26, 2008 by Ordinance 08-1190; readopted June 25, 2009 by Ordinance 09-1216.;readopted June 17, 2010 by Ordinance 10-

1243; readopted by Resolution 11-4272 June 23,2011; readopted by Ordinance 12-1280 June 21, 2012; readopted by Ordinance 13-1303 May 2.2013.)

3. Anticipated Effects: N/A

4. Budget Impacts: N/A

RECOMMENDED ACTION: Staff recommends re-adoption as amended of Metro Code Chapter 7.03 by Resolution No. 14-1339.

Agenda Item No. 7.2

Ordinance No. 14-1340, For the Purpose of Amending the 2035 Regional Transportation Plan to Comply with Federal and State Law; and to Amend the Regional Framework Plan.

ORDINANCES – FIRST READ

Metro Council Meeting
Thursday, July 10, 2014
Metro, Council Chamber

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF AMENDING THE 2035) Ordinance No. 14-1340
REGIONAL TRANSPORTATION PLAN TO)
COMPLY WITH FEDERAL AND STATE LAW; AND) Introduced by Chief Operating Officer
TO AMEND THE REGIONAL FRAMEWORK PLAN) Martha Bennett with the Concurrence of
Council President Tom Hughes

WHEREAS, the Regional Transportation Plan (RTP) is the federally recognized transportation policy for the metropolitan region, and must be updated every four years; and

WHEREAS, the RTP fulfills statewide planning requirements to implement Goal 12 Transportation, as implemented through the Transportation Planning Rule, and must be updated every 5-7 years; and

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

WHEREAS, the most recent update to the RTP was completed in June 2010 and approved and acknowledged by US Department of Transportation and US Environmental Protection Agency on September 20, 2010; and

WHEREAS, on September 12, 2013 the Metro Council and the Joint Policy Advisory Committee on Transportation approved the proposed 2014 RTP work program identified as Exhibit A; and

WHEREAS, subsequent to adoption of the work program Metro solicited projects pursuant to the criteria included in the work program; and

WHEREAS, a 45-day public comment period on the 2014 RTP was provided from March 21 to May 5, 2014; and

WHEREAS, Metro Council held a public hearing on May 8, 2014 and accepted the 2014 RTP project list for purpose of air quality conformity determination by Resolution No. 14-4527; and

WHEREAS, the Metro Council adopted the Regional Active Transportation Plan (ATP) by Resolution No. 14-4526 on July 17, 2014 and the 2014 RTP includes updated bicycle and pedestrian policies and maps that reflect direction from the ATP; and

WHEREAS, the Metro Council adopted the Environmental Justice and Title VI Assessment for the 2014 RTP and 2015-2018 MTIP by Resolution No. 14-4533 on July 17, 2014; and

WHEREAS, the Metro Council adopted a substitution for the transit Transportation Control Measure as part of the state air quality strategy and the region's Air Quality Conformity Determination by Resolution No. 13-4490 on December 19, 2013, which was later approved by the U.S. Environmental Protection Agency (EPA); and

WHEREAS, the Metro Council adopted the joint Air Quality Conformity Determination for the 2014 RTP and 2015-2018 MTIP by Resolution No. 14-4534 on July 17, 2014 ; and

WHEREAS, the adopted joint Air Quality Conformity Determination reflects the substitute transit Transportation Control Measure as part of the state air quality strategy adopted by the Metro

Council by Resolution No. 13-4490 on December 19, 2013 and concurred by the U.S. Environmental Protection Agency (EPA); and

WHEREAS, the Metro Council, the Joint Policy Advisory Committee on Transportation (“JPACT”), the Metro Policy Advisory Committee (“MPAC”), the Metro Technical Advisory Committee (“MTAC”), the Transportation Policy Advisory Committee (“TPAC”), the Federal Highway Administration and the Federal Transit Administration, and other elected officials and advocates assisted in the development of the 2014 RTP and provided comment on the RTP throughout the planning process; and

WHEREAS, JPACT and MPAC have recommended approval of the 2014 RTP by the Council; and

WHEREAS, the Metro Council held a public hearing on the 2014 RTP and its components identified in Exhibit A, Exhibit B, Exhibit C, and Exhibit D, on July 17, 2014; now, therefore,

THE METRO COUNCIL ORDAINS AS FOLLOWS:

1. The 2035 Regional Transportation Plan is hereby amended to become the 2014 Regional Transportation Plan (RTP), as indicated in Exhibit A and Appendices and the addendum to Exhibit A, attached and incorporated into this ordinance.
2. Chapter 2 (Transportation) of Metro’s Regional Framework Plan is hereby amended, as indicated in Exhibit B, attached and incorporated into this ordinance, to reflect the updated transportation policies in the 2014 RTP in Exhibit A.
3. The “Summary of Comments Received and Recommended Actions,” attached as Exhibit C, is incorporated by reference and any amendments based on these comments are included in Exhibit A.
4. The Findings of Fact and Conclusions of Law in Exhibit D, attached and incorporated into this ordinance, explain how these amendments comply with the Regional Framework Plan, statewide planning laws and the Oregon Transportation Plan and its applicable components.
5. Staff is directed to submit this ordinance and exhibits to the Land Conservation and Development Commission (LCDC).
6. The 2014 RTP is hereby adopted as the federally-recognized metropolitan transportation plan and shall be transmitted to the U.S. Department of Transportation.

ADOPTED by the Metro Council this 17th day of July, 2014.

Tom Hughes, Council President

Attest:

Approved as to form:

Troy Rayburn, Recording Secretary

Alison Kean, Metro Attorney

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Technical appendix for the

.....
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EXHIBIT B TO ORDINANCE NO. 14-1340

CHAPTER 2

REGIONAL FRAMEWORK PLAN

The policies of Chapter 2, Transportation, are amended as follows:

Goal 1: Foster Vibrant Communities and Efficient Urban Form

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

- **Objective 1.1 Compact Urban Form and Design** - Use transportation investments to reinforce growth in and multi-modal access to 2040 Target Areas and ensure that development in 2040 Target Areas is consistent with and supports the transportation investments.
- **Objective 1.2 Parking Management** – Minimize the amount and promote the efficient use of land dedicated to vehicle parking.
- **Objective 1.3 Affordable Housing** – Support the preservation and production of affordable housing in the region.

Goal 2: Sustain Economic Competitiveness and Prosperity

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

- **Objective 2.1 Reliable and Efficient Travel and Market Area Access** - Provide for reliable and efficient multi-modal regional, interstate and intrastate travel and market area access through a seamless and well-connected system of throughways, arterial streets, freight services, transit services and bicycle and pedestrian facilities.
- **Objective 2.2 Regional Passenger Connectivity** – Ensure reliable and efficient connections between passenger intermodal facilities and destinations in and beyond the region to improve non-auto access to and from the region and promote the region’s function as a gateway for tourism.
- **Objective 2.3 Metropolitan Mobility** - Maintain sufficient total person-trip and freight capacity among the various modes operating in the Regional Mobility Corridors to allow reasonable and reliable travel times through those corridors.
- **Objective 2.4 Freight Reliability** –Maintain reasonable and reliable travel times and access through the region as well as between freight intermodal facilities and destinations within and beyond the region to promote the region’s function as a gateway for commerce.
- **Objective 2.5 – Job Retention and Creation** – Attract new businesses and family-wage jobs and retain those that are already located in the region.

Goal 3: Expand Transportation Choices

Multi-modal transportation infrastructure and services provide all residents of the region with affordable and equitable options for accessing housing, jobs, services, shopping, educational,

EXHIBIT B TO ORDINANCE NO. 14-1340

cultural and recreational opportunities, and facilitate competitive choices for goods movement for all businesses in the region.

- **Objective 3.1 Travel Choices** - Achieve modal targets for increased walking, bicycling, use of transit and shared ride and reduced reliance on the automobile and drive alone trips.
- **Objective 3.2 Vehicle Miles of Travel** - Reduce vehicle miles traveled per capita.
- **Objective 3.3 Equitable Access and Barrier Free Transportation** - Provide affordable and equitable access to travel choices and serve the needs of all people and businesses, including people with low income, children, elders and people with disabilities, to connect with jobs, education, services, recreation, social and cultural activities.
- **Objective 3.4 Shipping Choices** – Support multi-modal freight transportation system that includes air cargo, pipeline, trucking, rail, and marine services to facilitate competitive choices for goods movement for businesses in the region.

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

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

- **Objective 4.1 Traffic Management** – Apply technology solutions to actively manage the transportation system.
- **Objective 4.2 Traveler Information** – Provide comprehensive real-time traveler information to people and businesses in the region.
- **Objective 4.3 Incident Management** – Improve traffic incident detection and clearance times on the region’s transit, arterial and throughways networks.
- **Objective 4.4 Demand Management** – Implement services, incentives and supportive infrastructure to increase telecommuting, walking, biking, taking transit, and carpooling, and shift travel to off-peak periods.
- **Objective 4.5 Value Pricing** – Consider a wide range of value pricing strategies and techniques as a management tool, including but not limited to parking management to encourage walking, biking and transit ridership and selectively promote short-term and long-term strategies as appropriate.

Goal 5: Enhance Safety and Security

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

- **Objective 5.1 Operational and Public Safety** - Reduce fatalities, and severe injuries and crashes per capita for all modes of travel.
- **Objective 5.2 Crime** - Reduce vulnerability of the public, goods movement and critical transportation infrastructure to crime.
- **Objective 5.3 Terrorism, Natural Disasters and Hazardous Material Incidents** - Reduce vulnerability of the public, goods movement and critical transportation infrastructure to acts of terrorism, natural disasters, hazardous material spills or other hazardous incidents.

Goal 6: Promote Environmental Stewardship

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

EXHIBIT B TO ORDINANCE NO. 14-1340

- **Objective 6.1 Natural Environment** – Avoid or minimize undesirable impacts on fish and wildlife habitat conservation areas, wildlife corridors, significant flora and open spaces.
- **Objective 6.2 Clean Air** – Reduce transportation-related vehicle emissions to improve air quality so that as growth occurs, the view of the Cascades and the Coast Range from within the region are maintained.
- **Objective 6.3 Water Quality and Quantity** – Protect the region’s water quality and natural stream flows.
- **Objective 6.4 Energy and Land Consumption** - Reduce transportation-related energy and land consumption and the region’s dependence on unstable energy sources.
- **Objective 6.5 Climate Change** – Reduce transportation-related greenhouse gas emissions.

Goal 7: Enhance Human Health

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

- **Objective 7.1 Active Living** – Provide safe, comfortable and convenient transportation options that support active living and physical activity to meet daily needs and access services.
- **Objective 7.2 Pollution Impacts** – Minimize noise, impervious surface and other transportation-related pollution impacts on residents in the region to reduce negative health effects.

Goal 8: Ensure Equity

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

- **Objective 8.1 Environmental Justice** – Ensure benefits and impacts of investments are equitably distributed by population demographics and geography.
- **Objective 8.2 Coordinated Human Services Transportation Needs** - Ensure investments in the transportation system provide a full range of affordable options for people with low income, elders and people with disabilities consistent with the Tri-County Coordinated Human Services Transportation Plan (CHSTP).
- **Objective 8.3 Housing Diversity** - Use transportation investments to achieve greater diversity of housing opportunities by linking investments to measures taken by the local governments to increase housing diversity.
- **Objective 8.4 Transportation and Housing Costs**– Reduce the share of households in the region spending more than 50 percent of household income on housing and transportation combined.

Goal 9: Ensure Fiscal Stewardship

Regional transportation planning and investment decisions ensure the best return on public investments in infrastructure and programs [and are guided by data and analyses.](#)

EXHIBIT B TO ORDINANCE NO. 14-1340

- **Objective 9.1 Asset Management**– Adequately update, repair and maintain transportation facilities and services to preserve their function, maintain their useful life and eliminate maintenance backlogs.
- **Objective 9.2 Maximize Return on Public Investment** - Make transportation investment decisions that use public resources effectively and efficiently, using performance-based planning approach supported by data and analyses that include all transportation modes.
- **Objective 9.3 Stable and Innovative Funding** – Stabilize existing transportation revenue while securing new and innovative long-term sources of funding adequate to build, operate and maintain the regional transportation system for all modes of travel at the federal, state, regional and local level.

Goal 10: Deliver Accountability

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

- **Objective 10.1 Meaningful Input Opportunities** - Provide meaningful input opportunities for interested and affected stakeholders, including people who have traditionally been underrepresented, resource agencies, business, institutional and community stakeholders, and local, regional and state jurisdictions that own and operate the region’s transportation system in plan development and review.
- **Objective 10.2 Coordination and Cooperation** - Ensure representation in regional transportation decision-making is equitable from among all affected jurisdictions and stakeholders and improve coordination and cooperation among the public and private owners and operators of the region’s transportation system so the system can function in a coordinated manner and better provide for state and regional transportation needs.

Exhibit C to Ordinance No. 14-1340.
2014 Regional Transportation Plan (RTP) Summary of Comments Received and Recommended Actions
 (comments received March 21 - May 5, 2014)

Highlighted comments are recommended changes to March 21,2104 Public Review Draft RTP

#	Comment	Source(s)	Date	TPAC Recommendation	Relevant RTP project
1	More funding should be spent on bus service. There is good guidance and flexibility in the ATP. This will be necessary as jurisdictions are faced with restricted funding.	Karen Buehrig	3/21/2014	No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	
2	Stop wasting our money on roads and car traffic infrastructure. It's a dead end.	Glen Ropella	3/21/2014	No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	
3	the funds should be used maintain and improve operations on the existing system. Bike lanes and sidewalk should be added as the region upgrades the existing system. How can we support more bike lanes and sidewalks if we cannot maintain the existing system.(all aspects). Also more attention is needed within the suburban areas not Portland	Ronald Weinman	3/21/2014	No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	
4	Moving percent of funding closer to actual percent of total number of projects. I would like to see the Sullivan's Gulch Trail get some attention. I will work to see that it is understood and gets some support.	Brittain Brewer	3/22/2014	No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	
5	Reduce transit spend to 10%: Serves a lot less of the population. Very expensive to operate. Tri-met cuts service. Not accessible / useful to majority of population (no service provided and doesn't take people to where they need to go). Increase roads and bridges (to 43%) & throughways (to 36%): serves the most people, provides access from 'any point' to 'any point'. Reduce Active Transportation to 5%: surprisingly high percentage, esp. considering that the roads/bridges also includes active transportation improvements. Serves a very small slice of the population. Too much focus on transportation modes that are used by very small parts of the population. It is unrealistic to believe that transportation issues/needs will be met by walking, biking and mass transit.	Sam Jones	3/22/2014	No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	
6	Put buses back on out lining areas. Like South End in Ore. City. Use the money and do the projects right the first time and not make it a project that has to be added to years later. more buses for those that need it, and longer hours.	K H	3/22/2014	No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	
7	As the left pie chart shows, the lion's share of the money continues to go for more auto capacity. There continues to be a significant disconnect between the policy summarized in question 1 and where the money actually goes. Until this changes, this is a Regional Transportation Fantasy, which really offers lots of talk about big shifts to walk, bike, and transit, GHG reductions, Climate Smart Communities, blah, blah, blah, but the region fails to put its money where its mouth is. Align the transportation improvement investments with the policy. I realize easy to say and harder to do with most regional communities not really buying into the RTP - they really want more road capacity.	Keith Liden	3/22/2014	No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	
8	Roads and Bridges 75%. Hwy 217 in a couple of decades! get real do it now. NOW.	Jim M Alder	3/23/2014	No change recommended. This comment has been forwarded to Washington County, Tigard, Beaverton, and ODOT.	10599: Hwy 217/72nd Ave. Interchange Improvements; 11582: Hwy. 217 Capacity Improvements; 11439: Southbound Hwy 217 Allen/Denny Split Diamond Interchange; 11400: OR 217: Southbound Auxiliary Lane; 11302: I-5/OR 217 Interchange Phase 2 - southbound OR 217 to southbound I-5 entrance ramp; southbound I-5 exit to Kruse Way loop ramp; 10747: Hwy. 217 Overcrossing - Cascade Plaza; 10596: Scholls Ferry Rd. Improvements;

Exhibit C to Ordinance No. 14-1340.
2014 Regional Transportation Plan (RTP) Summary of Comments Received and Recommended Actions

(comments received March 21 - May 5, 2014)

Highlighted comments are recommended changes to March 21,2104 Public Review Draft RTP

#	Comment	Source(s)	Date	TPAC Recommendation	Relevant RTP project
9	Transit should be receiving more funds, and growing. I think ALL discretionary funds should be put toward Transit, and, after Transit is fully funded, toward Active Transportation. Roads and freight investments should be made using the dedicated taxes (gas taxes & auto fees) and not discretionary funds. If there's not enough money for Roads & Freight from these sources (that our constitution dedicates to them), then these dedicated taxes should be increased.	Carl VanderZanden	3/24/2014	No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	
10	Overall, I support spending for active and public transit. As a resident of Lake Oswego who works, volunteers, and pursues entertainment in Portland, I'd like to see a safer bicycling route between the two, and better transit options on the weekends. Generally speaking, I support using public funds to get more cars off the road by increasing public and active transit options.	Nicholas Tahrán	3/24/2014	No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	
11	More improvements needed in the active transportation funding section to increase walking and biking...to make healthier people and to get more cars off the road.	Liz Jones	3/24/2014	No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	
12	I would like to see expansion of throughways, specifically the Abernathy Bridge I-205 Willamette River crossing. An additional bridge from Lake Oswego to Milwaukie or West Linn to Milwaukie would be most helpful. Many of the projected needs for roads from 20 years ago should be dismissed, adopting a new transportation plan would be wise. The active transportation plan is good, I would like to see some additions to rural areas to provide bike/pedestrian access to rural towns.	Levi Manselle	3/24/2014	No change recommended. This comment has been forwarded to Lake Oswego, Oregon City, Clackamas County, and ODOT.	11585: I-205 Southbound and Northbound Abernathy Bridge widening; 10144 (related): SB 99E/I-205 Interchange Access; 11305: I-205 operational improvements; 11497: I-205. 10085: Lake Oswego Milwaukie Bike Ped Bridge Over the Willamette River
13	The spending is way off kilter, the bids system is tainted by people pushing expensive requirements from the start. We have spent so much and except occasional use these are not being used. A once or twice a year usage scale is not validating the costs.	Michael Harrington	3/24/2014	No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	
14	Throughways come with an added cost to communities. For example, I do not benefit at all from the several lanes of congested car traffic that clog up McLoughlin Blvd for miles. But my neighbors and I do pay the price for it. Rather than building more and safer bike and pedestrian crossing along that throughway to help remedy a problem it created, ODOT erected a "safety screen" and demanded that TriMet close two bus stops. When building a throughway that cuts through dense residential neighborhoods like Ardenwald-Johnson Creek and Sellwood-Moreland, there should be requirements that facilities guaranteeing safe crossing and access be included in the funding.	Angelene Falconer	3/24/2014	No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	
15	Emphasis should be on expanding the bus system into underserved neighborhoods. Freight transfer can be centralized at a city's periphery. Creation of a "ring road" such as exist in Europe would speed freight delivery while easing the wear-and-tear on the city streets. Do not widen any roads as an answer to congestion.; Reward drivers who take transit to work by lowering their taxes. Reward parents who send children to school on public transit by lowering their taxes. Give free bus passes to middle-school children (you already give passes to high schoolers). Pave streets and trails where pedestrians walk. When planning to put in a greenway project, first notify the homeowners. Too much emphasis is placed on a rail system. Perhaps \$100 million is too much for the PMLR; there's no reason to emphasize light rail as is currently being done. Some of that money should go to neighborhood new bus service.	Gerri Lent	3/25/2014	No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	
16	Roads and bridges are top. There needs to be budgeted \$ for yearly issues: potholes, etc. Can't improve throughways without also doing roads/bridges. They go together. Transit to outlying areas is also important as the Metro region continues to grow.	Saly Quimby	3/25/2014	No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	
17	Stay far away from TriMet. I have very little regard for this agency. After spending time in NY, Wash DC, I admired how easy, CLEAN, and SAFE their transportation systems were. TriMet is incapable of doing anything similar. I also pay the same as folks living in the metro area with very little and inconvenient service.	Peggy Powell	3/26/2014	No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	

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#	Comment	Source(s)	Date	TPAC Recommendation	Relevant RTP project
18	Higher funding for transit for both capital and operating expenses, at the expense of spending to support automobiles (throughways). We have to face up to the problems of automobile traffic in urban Portland. The only hope I see is through emphasis on public transit (expand it and make it free, increasing business and property taxes to make up for the lost fare revenue, and to support bonds for transit capital expenses). I pay about \$20000 in property tax in Portland, and would be happy to pay more if spent in this way.	Robert Lee	3/26/2014	No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	
19	Less transit more on roads and bridges	Jerad Hampton	3/26/2014	No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	
20	I support this plan and its focus on more sustainable types of transportation. I hope that the elderly and disabled and their unique transportation needs are being considered in the planning process.	Marilyn Veomett	3/26/2014	No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	
21	All plans to do with motor vehicle infrastructure should be solely for maintenance, not expansion. If anything, as mass and active transport infrastructures improve, motor vehicle use should be targeted for gradual draw-down. (inevitable anyway, so sooner and more voluntarily the better) Freight is tricky and is a nation wide disaster; basically insane for a semi to drive from NY to LA. VAST majority of long haul freight should be by rail, with truck only final connection from local rail head to destination. You know the increases in road use being advocated by trucking lobby - absolutely unsustainable and seriously deluded in feasibility. Cost in dollars, safety, quality of life, environmental toll is beyond reason.	Ed Rae	3/26/2014	No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	
22	2014 RTP #10772 David Hill connection to Hwy 47 involve upgrading a driveway connection to Hwy 47 to a street connection without ODOT review. There is NO public ROW at that location, needs to be reviewed. #10774, 23rd Avenue Extension intersection rework proposed design ISOLATES the existing Industrial zone on 24th Avenue from access to Hwy 47. Wrong location, should connect to 23rd not Martin Rd. #10780 Hwy 47/Pacific Avenue Intersection Improvements - totally within the Forest Grove city limits - but the proposed improvements do not address 2020 peak East-West traffic demand, multi-signal queue delay, queuing into adjacent intersection at Poplar, left turn traffic using the median as a traffic lane, pedestrian crossing at Poplar or Rose Garden mobile estates, etc. It is a flawed design at the busiest and most accident prone intersection in the city. A different design is needed. #10788 10th Avenue - the intersections of 10th/Adair and 10th/Baseline should have ALL left turns replaced by right turns at 10th with J-turns at 9th and 11th to allow North-South traffic to have two through lanes, with the East-West turn traffic removed from the volume. #11380 Yew St/Adair St Intersection Improvements. Second most accident prone intersection in the city. It needs a light that is synchronized with the lights on Adair in Cornelius to preserve flow while increasing safety for cross traffic and pedestrians. All of Adair/Baseline should have timed flow. #11661 Hwy 47/Martin Road Intersection Improvements - the Holiday connection will delay the construction. The 24th connection will isolate the 23rd Industrial zone. Bad design. #11663 Hwy 47/Purdin Rd. Intersection Improvements - absolutely necessary! #11672 Holladay Ext(West) requires a road outside the UGB. A shorter route exists within the UGB by connecting to 23rd Avenue. Need to extend 19th from Oak through Quince to rebuild Hwy 8 & Hwy 47 to the same design as Hwy 8 and Hwy 219 in Hillsboro, a major highway as a one-way couplet crossing a lessor highway. That Pacific/19th couplet should extend to the Cornelius city limits to join Adair/Baseline with timed progression, three travel lanes, and safer pedestrian crossings.	David Morelli	3/26/2014	No change recommended. This comment has been forwarded to Forest Grove, Cornelius and ODOT.	10772: David Hill; 10774: 23rd Avenue Extension; 10780: Hwy 47/ Pacific Avenue Intersection Improvements; 10788: 10th Ave; 11380: Yew St / Adair St Intersection Improvements; 11661: Hwy 47/ Martin Road Intersection Improvements; 11663: Hwy 47/ Purdin Rd. Intersection Improvements; 11672: Holladay Ext (west)
23	because older folk do not ride bikes i find them distracting, arrogant, and a way for thugs to get around. less bikes and more cops on max.	John Kleev	3/26/2014	No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	

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24	Privatize mass transit. If it can't support itself, then close it down. Don't steal from the taxpayers to support your egos.	Richard Whitehead	3/26/2014	No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	
25	Maintaining our existing roads is most vital. I'm less open to adding bike lanes at the expense of vehicular lanes as has been proposed along Barbur Blvd. All planning should focus on making neighborhood town centers into vibrant live/work centers.	Thomas Riese	3/26/2014	No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	
26	It looks like a good mix (maybe more on roads and bridges. Like, fix potholes so drivers stop whining about them (I'm not a driver myself; I'm trying to be a little more balanced here).	Dona Hertel	3/26/2014	No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	
27	Increase freight at the expense of active transportation. Active transportation projects take 11% of the budget but only used for 3-5% of transportation mode used.	Stuart Long	3/26/2014	No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	
28	We spend too much on bike lanes. Use bike boulevards instead. I am also not a huge proponent of light rail. Many of the metro counties do not want it. Listen to them. You need to invest in freight more so or else Portland will be a service society of low wage jobs. When you look at the percent of people in the metro area that actually use Trimet versus those who do not, what is the cost benefit analysis? I would wager that we pay a lot of money per tax payer for a system that few use. We are not going to be Europe. The West Coast was developed with the car. Embrace that fact. Try to get more metro driver's into electric cars or smaller cars. Assess a tax that is based on the number of miles driven per year multiplied by the weight of the vehicle. Use GPS tracking to toll people going over bridges, which cost a lot of money to maintain.	Greg Wilhelm	3/26/2014	No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	
29	I appreciate all the active transportation projects. It doesn't cost much to make big improvements to quality of life this way.	Mary Jean Williams	3/26/2014	No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	
30	It is unclear if the connection of sidewalks/bikeways will be supported anywhere outside of the downtown area. The unincorporated areas of Portland 97229 has a huge need for sidewalks/bikeways. If this plan includes all areas that is great if not please consider including areas not connected with downtown Portland.	Paige Dickson	3/26/2014	No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	
31	Freight and transit should be a higher priority over Active transportation as I see that is where the biggest problems and congestion are.	Rick Scrivns	3/26/2014	No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	
32	Drop the spending on bike painting paths, Green boxes, re striping and spend it on bridge and road infrastructure. Government run a-muck. You are not listening to your voters and residence	Kelly Sweeney	3/26/2014	No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	
33	Increase Transit & include increasing routes/frequency. After the Milw Max is completed - no more new Max or Streetcar lines.	Susan O'Neill	3/26/2014	No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	
34	Cut back active transportation and put more into roads and bridges. Active transportation is a nice idea that is not grounded in reality. Very few people do it nor will many ever do it. Our population is aging and the elderly will not use bikes or trails. There is only one convenient way to get things like groceries to homes - autos. To think that people can be driven out of their cars is a pipe dream. Weather alone argues heavily against this. Most bike use today is for recreation and fitness, not commuting.	Gerald Good	3/26/2014	No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	
35	Bridges need to be maintained and updated for seismic. My understanding is that while many of our bridges are updated -- the approaches are not -- hence we need to have these critical links updated seismically. We need to continue to increase the use of mass transit over individual vehicle trips. This is a paradigm shift in thinking for Oregonians and Americans in general -- away from the "individual" and convenience to "community" and shared resources.	Nancy Gibson	3/26/2014	No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	
36	I think that the focus should be on regional bottlenecks whether freight, transit, or auto to maximize the use of the system. For instance it makes little sense to expand capacity over the Columbia river only to hit bottlenecks on either.	Rick Michaelson	3/26/2014	No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	

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37	More funding \$\$ for roads and bridges, less for transit. For Throughways to take 26% of the funding but only 3% of the projects indicate that much higher cost of these projects. Although necessary, some outside review may be necessary to ensure the funds are going to needed projects. I didn't see any HWY 26 and connecting projects. The East-West traffic flow between Multnomah and Washington County needs improving. It won't be long before the Vista Ridge Tunnel needs augmenting with additional lanes or another route for commuters. Current options include Cornell Rd and Barnes/Burnside - neither are preferred high traffic alternatives.	John Metcalf	3/26/2014	No change recommended. This comment has been forwarded to Hillsboro, Portland, Washington County, and ODOT.	10558; Cornell Rd. Improvements; 10559; Cornell Improvements; 10873; US 26W: Widen highway to 6 lanes; 11275; Walker Rd. Extension; 11279; US26/185th Interchange Refinement Plan and Implementation; 11359; Northbound Cornelius Pass Road to US 26 Eastbound; 11365; Brookwood Parkway; 11367; Cornelius Pass Road; 11368; US 26 Westbound Off Ramp; 11393; US 26; 10547; 173rd/174th Under Crossing Improvement; 11574; Cornell Road; 10166; NW Burnside at Skyline Rd.;
38	To much money is being spent on bike lanes and not enough to support the road repairs and maintenance	John Atherton	3/26/2014	No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	
39	All transit investments in planning of future Light Rail expansion should ended, until TriMet is in an accrual sound financial footing. Unfunded TriMet obligations must reflect 25% reductions over the next 5-year and again another 25% reduction over the subsequent next 5-years. These planned reductions in TriMet obligations must be verified and come from an Independently Auditing Entity - Source. Active Transportation investments should be reduced in half. Freight movement investments should double, plus some. Strategic incremental improvements in the elimination of "Choke Points" on our roads, that can Improve our Economy and Create JOB's, must the highest prioritization - in weighted value. Fund road maintenance, to where we are holding our own, at that point where the lack of funding - maintenance, is reverses to a point where the cost of deferred maintenance, does not cause us to lose ground annually, in financial terms. We are cutting our own throats in this degree of prioritization given to Active Transportation and Transit within a regional perspective. The City of Portland and most local governmental entity must step to the plate, (not federal or state dollars) to back fill funding, the Active Transportation Model/Plan. We have to create "sustainability of funding and taxation" and that takes a more rapidly expanded economic footprint and our current and planned road infrastructure does not support, economic expansion. That has to change.	Paul Edgar	3/26/2014	No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	
40		Larry Conrad	3/26/2014	<i>No comments submitted by Larry Conrad. There was a formatting error for the three comments above (Larry Metcalf, John Atherton, Paul Edgar) which inadvertently caused part of Paul Edgar's comment to be attributed to Larry Conrad in the 6/10/14 version of this comment log.</i>	

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41	Not another dime for light rail. Or street cars, which are even worse. They are expensive and the result is we get more in-street rails which create a hazard for bicyclists. And the resulting "trains" are a whole 1 or 2 cars long. If you want to build a subway, build a real subway, with grade separated rails that don't cross streets, and minimum 6 car trains. Otherwise, don't bother with rail-based transit. Emphasize better bus service. As far as what to spend the money on, FIX THE GAPS IN THE EXISTING BICYCLE INFRASTRUCTURE. That is, twist ODOTs arm and get them to either widen the bridges on Barbur or put Barbur on a road diet so that we can have continuous bike lanes. Similarly, fix the gaps in the bike lane on Hall Blvd. in Beaverton where it goes over 217 and at Allen. AND MOST OF ALL FIX CRASH CORNER: Beaverton-Hillsdale, Oleson and Scholls. I took a look at the Active Transportation Plan map. The graphic artist who did those needs to be fired. The legends or the decoration on the corners obscure important parts of the map. For example, crash corner, also known as the intersection of Beaverton-Hillsdale, Oleson, and Scholls, is obscured. So I have no idea what you have planned to fix that. So it's hard to comment on it when I can't see it. The other thing I noticed was what happens to Capitol Highway between Wilson High School and Barbur? Do I lose my bike lanes there? I don't want to be relegated to some trail that SWNI thinks is a nice idea but which will be crowded with dog walkers and joggers and force me to ride my bike at 3 mph. No thanks. I'd rather ride on Capitol.	Seth Alford	3/26/2014	No change recommended. This comment has been forwarded to Portland, Tigard, Beaverton, Washington County, ODOT, and TriMet.	BARBUR - 10282: Barbur/ Capitol/ Huber/Taylor's Ferry, SW: Intersection Improvements; 10283: Barbur Blvd, SW (3rd - Terwilliger): Multi-modal Improvements; 11324: Barbur Bridges; 11351 (related): SW Multnomah Blvd. (Barbur Blvd. to 45th Ave.); 11412 (related): Corridor Safety and Access to Transit: Barbur-99W; 11564: Barbur Demonstration Project 19th Ave. to 26th Ave.; 11571 (related): Barbur/99W Corridor Safety and Access to Transit; 10277 (related): Bertha, SW (B-H Hwy - Barbur): Multi-modal Improvements; HALL BLVD - 11220: Hall Blvd. Improvements; 10633: Allen Blvd. safety, bicycle and pedestrian improvements; 11439: Southbound Hwy 217 Allen/Denny Split Diamond Interchange; 10747: Hwy. 217 Overcrossing - Cascade Plaza; BEAVERTON-HILLSDALE HWY/OLESON/SCHOLLS - 10545: OR 10: Oleson Rd. Improvement; 11460: OR 10: Oleson Rd. Improvement; CAPITOL HIGHWAY - 10273: Capitol Hwy, SW (Terwilliger - Sunset): Multi-modal Improvements;
42	Funding of roads and bridges should be decreased. Per capita vehicle miles have been steadily declining for more than a decade and it's time for Metro to acknowledge this long-term demographic trend in their priorities and planning. Funding for public transport, active transport, and efficient movement of freight should be increased and funding for any new throughways should be eliminated. Funding for road and bridge maintenance should focus on making essential repairs only. Long-term cost savings via decommissioning of unnecessary roads and highways should be sought.	Soren Impey	3/26/2014	No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	
43	Would like to see automated traffic enforcement managed by PBOT not the police. Being OK at active transportation is a far cry from being the best, when we are talking about Portland's ability to attract top talent in cutting edge industries.	J Chris Anderson	3/26/2014	No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	
44	Residents of East Multnomah County moved to this area because it was the "suburbs", not the inner City. We did not expect sidewalks, bicycle lanes, stores that we could all walk to. The residents of inner city would expect those, not us. But, thanks to Urban renewal the inner city neighborhoods have been updated and now attract the younger families.....property values increased.....therefore lower income families, people, have now moved out of the inner city neighborhoods to the NE and SE areas east of 82nd Avenue. Therefore, we now have gang activity, high crime rates, tagging on abandoned buildings. As far as I am concerned the Urban Renewal policies have ruined my neighborhood and lowered my property values and have created a unsafe neighborhood, which used to be very safe.	Darlene Bensin	3/26/2014	No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	
45	You have shoved mass transit down our throats, including building a light rail to Milwaukie that was voted down twice. People in Oregon don't seem to use mass transit as you envisioned. Fix the roads and bridges. Instead of crowding out vehicles, plan for their continued use.	Michael Halloran	3/26/2014	No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	
46	I would like to see public transit receive higher priority	Barbara Walden	3/26/2014	No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	

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47	Transit expenditures are out of hand and reflect an irresponsible use of available funding when the critical infrastructure of roads and bridges are falling apart. Active transportation expenditures are also higher than needed.	Robert Bachelder	3/26/2014	No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	
48	I support the balance (relative proportion) of investments on the "percent of funding" left chart. I would change how the "Transit" budget was spent - we still do not have light rail down to Oregon City.	Helen Hays	3/26/2014	No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	
49	Improved ... Frequency and speed in Sw	Don Darby	3/27/2014	No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	
50	Less investment in mass transit and more on new and expanded roads. The group needs to take a comprehensive view and also look at housing locations and densities. There needs to be lower housing density in the outlying areas (particularly SW/Beaverton/Tigard). Creating a lower population density would decrease the timing and amount of traffic on the roads. The group should also decrease its focus on mass transit and increase focus on new and expanded roads.	P McKnight	3/27/2014	No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	
51	Increase Freight decrease Transit.	D H	3/27/2014	No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	
52	Not enough for roads and bridges in the city of bridges. Have you determined off truly effective transit is here?	Randall Murray	3/27/2014	No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	
53	I would increase the funding for roads and bridges by decreasing the funding for active transportation. Frankly, we need a bigger pool to draw from. I would be in favor of increasing the mass transit district tax, gas tax, and any other method for increasing transportation and infrastructure investments.	Daniel Hauser	3/27/2014	No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	
54	agree with percent of funding, It is hard to judge bang for the buck with the number of projects	Dennis Hodge	3/27/2014	No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	
55	The money is still weighted heavily in the direction of supporting individual drivers (i.e.. roads and bridges) when the need in the future is for us to be decreasing our dependence on fossil fuels and developing a more sustainable and green culture. Like the emphasis on supporting walking and biking. (Does this mean sidewalks will get some attention in Lents? :->)	Mary Lou Bonham	3/27/2014	No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	
56	More Transit funding.	Mark Rogers	3/27/2014	No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	
57	I support the focus on infrastructure and transit. Please consider restricting truck and commuter traffic from neighborhood streets.	Kathleen Sharp	3/27/2014	No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	
58	So, 58% spent on roads and freeways? That is shocking for this place and this day and age. That is a we-are-in-denial level of funding. It should be 58% on transit/active transportation, and 35% on roads, bridges and freeways, if even that much. Just because we inherited a big crumbling mansion of an automotive transportation system that we can neither make the payments on nor afford to maintain doesn't mean we should keep trying to maintain it. At some point, we are going to have to move out, and stop killing ourselves trying to keep it up.	Michelle Poyourow	3/27/2014	No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	
59	More emphasis on Transit and Active Transportation is always welcome.	Kathleen Anson	3/27/2014	No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	
60	I would put most of the money into public transport, buses and light rail. Please make Tri-met more affordable. It is less expensive for me to drive downtown even with parking than it is to take the bus. That isn't right. I would like to see the bus and light rail be free.	Natalie Leavenworth	3/27/2014	No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	

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61	I don't think roads should be widened for cars. It is unfortunate that the "Roads and bridges" category lumps together required bridge repair with "new connections for automobiles."	Lisa Caballero	3/27/2014	No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	
62	More funding for active transportation and less for throughways. regional bicycle connections should be a priority, either through trails or neighborhood greenways.	Timur Ender	3/27/2014	No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	
63	ODOT does not have any planned investment for N. Lombard (HWY 30 BYP) and it should. The street is in disrepair and doesn't safely accommodate all modes of traffic or provide safe crossings.	Clinton Doxsee	3/27/2014	No change recommended. This comment has been forwarded to Portland and ODOT.	10299: Lombard, N (I-5 - Denver): Street Improvements; 10332: Lombard, N/NE (MLK Jr - Philadelphia) (US 30): ITS
64	the investments made in bicycle projects (in dollars) should be closer to 30%. It is the least-built-out of our networks and is the best bang for our transportation buck. [The RTP] doesn't include enough bicycle projects.	Allan Rudwick	3/27/2014	No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	
65	Prioritize people by prioritizing the walking and bicycling networks to be built first. Build the entire active transportation system now, get it complete, and then look at widening of roads for vehicles. Active transportation represents 32 percent of total number of projects, yet receives only 11 percent of funding. We already have a system that serves private vehicle drivers very well, and yes it needs maintenance, but our active transportation system comes nowhere near to being well-connected and complete for bicyclists, pedestrians, and transit users. Build the entire active transportation system now, get it complete, and then look at widening of roads for vehicles. The RTP and the ATP state that the region won't reach our targets for mode-share if we stay on our current path that provides only 11% of funding to active transportation; if we were to prioritize the active transportation system by building the entire walking and bicycling network in the next 5 years, there's a pretty good chance we'll meet those targets. That would also go a long way towards reaching greenhouse gas reduction targets from vehicle emissions. Finally, a completed active transportation network would allow our children to safely access schools with their own two feet or wheels, instead of having to be driven by an adult because there are not sidewalks around too many schools.	Kari Schlosshauer	3/27/2014	No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	
66	Investments should be made where most needed, regardless of what category they fall into	Mare Stern	3/27/2014	No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	
67	I do not support light rail. Improve, resurface, widen, make safer our roads and bridges, but stop wasting money on light rail...it serves a minority of travelers...more buses for those who want public transportation, but no more light rail. Light rail does nothing to foster vibrant communities...it turns the areas into ghettos...who wants to live near that??? It's good to look towards the future but stop trying to turn the suburbs into high density housing nightmares...we live in the suburbs by choice and we prefer to drive our personal cars wherever we need to go.	Carolyn Scrutton	3/28/2014	No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	
68	I would support more allocation to active transportation and sincerely appreciate the investment in expanding transit options in our region	Joe Hardman	3/28/2014	No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	
69	I support the Active Transportation projects. I think we should increase Freight projects. In the long run it will help regional economics. The RTP is a good long term plan to strive to meet. The Active Transportation Plan is important to made sure we consider all modes of	Sandra Doubleday	3/28/2014	No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	
70	I encourage investment in transportation alternatives that do not involve burning carbon. I encourage extending community partnerships beyond the Metro area to include Yamhill County, Salem, and Lincoln City and the coast communities (the 99E side to Salem, and the 99W side to Hwy 18 to the coast).	Jim Diamond	3/28/2014	No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	

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(comments received March 21 - May 5, 2014)

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71	Implement the South Portland Circulation Study! Use it as the basis for all work in the SW Portland corridor -- it is a completed and approved project that would greatly benefit all of us! The streets in Portland need to be repaved and re-stripped to make all of us much safer. Fixing existing roads should take precedence over new construction. Bike lanes need to be expanded and made safer. There is too much emphasis on new construction and car traffic. What we have in place now needs to be properly maintained. Our bridges are in desperate need of repair. The South Portland Circulation Study needs to be implemented right now. We have waited far too long for this solution to multiple traffic problems in SW Portland.	Cheryl McDowell	3/28/2014	No change recommended. This comment has been forwarded to Portland and ODOT	SOUTH PORTLAND CIRCULATION STUDY - 10235: South Portland Improvements, SW
72	quit wasting our money. total waste	David Goliath	3/28/2014	No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	
73	Seems reasonable but you are asking for support of some pretty general priorities. I would like to see more emphasis on connectivity for walking, biking and parking. I would definitely like to see more "big picture" approach to these things, where you are proactively looking ahead and not doing projects that are micro in focus. Don't put getting money in front of public safety. Don't put more parking ahead of protecting our environment. And why the heck are there so many parking spots for battery cars when in Oregon, we really don't have very many of those cars? What a waste of money. Frustrates me to see all those parking spots empty, and right by the doors to places, while I have to park blocks away. I would also like to see some support for equestrian trails or shared trails, within the metropolitan area. Please always think big picture and don't play politics. Make the right choices not the convenient choices. Look out for the little guy. Enforce the "left lane for passing only" rule and ticket people who drive poorly.	Kristi Beyer	3/29/2014	No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	
74	I would at least triple the investment in transit - not into rail-base modes but into bus routes.	Cliff Lehman	3/29/2014	No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	
75	light rail is a black hole for money, is expensive to run and maintain. Invest in efficient buses that have many more transportation options .Fares and payroll taxes are not enough. Tri-met is poorly run. better roads, the majority of our population gets around via automobile and wants the option to continue to do so on roads that can handle the growth Metro jams down our	Richard Smith	3/29/2014	No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	
76	More money for public transit	Jennifer Cobb	3/29/2014	No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	
77	Two projects that should be moved to the FC list are #10235 and #10247, and given earlier timeframes for implementation. Both these projects would greatly improve access to alternative modes and reduce VMT and emissions by strengthening close-in neighborhoods. Some projects that could be removed from the RTP include #10216, 11192, 11323, 11361, and 11639. These serve limited purposes and do little to improve the system's efficiency.	Jim Gardner	3/29/2014	No change recommended. This comment has been forwarded to Portland and ODOT.	10235: South Portland Improvements, SW; 10247: Corbett/Hood/Sheridan, SW; Pedestrian and Bike Improvements; 10216: Smart Trips Portland, a city-wide individualized marketing strategy; 11192: Streetcar Planning/ Alternatives Analysis; 11323: Sullivan's Gulch; 11361: Portland Bike Share; 11639: Johns Landing Streetcar
78	Not enough allocated for local auto Max electric rails to connect to major arteries. People need to be able to walk no more than a block to get to a mini-max and then be able to reach a weather safe waiting/connect to next artery mini-max. Local communities like Sherwood have not used the online feed-back and review format; thus the participation rate is too low and too	Kurt Kristensen	3/29/2014	No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	
79	Drop transit 24% and active transportation 11%. That would give us almost twice as much money for roads which is what over 90% of people use.	Travis Camp	3/29/2014	No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	

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80	I think there should be more of a transit focus to make transit more accessible, frequent and affordable rather than widening roads that encourages more people to drive rather than take transit. I still agree with improving our streets to meet safety standards. I fully agree with the Active transportation goal and the transit goal.	Nolan Plese	3/29/2014	No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	
81	Bike riders create unsafe driving conditions. They need to have mandatory insurance, they need mandatory seat belts, basically paying for transportation. To much spent on Active transportation. Walking paths are ok. Bike paths no. The majority of bike riders do not know or follow driving laws. They must pay their way and they must be licensed to ride a bike, that meaning they know the rules of the road. I live on a road that bike riders think they own. Keeping traffic backed up. They seem to think they own the roads.	K D	3/29/2014	No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	
82	Where are Interstate Noise Barriers in the funding? It is essential to the neighborhoods that there be allocations for these. Freight = 4%. Ensure that the safety and integrity of the impacted neighborhoods is of the highest priority. Neighborhood associations should have direct input to facilitate this happening.	Vicki McNamara	3/29/2014	No change recommended. This comment has been forwarded to Portland and ODOT.	
83	I believe that investments used to strengthen the existing dependence on cars and other vehicles that use fossil fuels are being misused and actually dis-incentivizing the move that the future WII require: transportation that is fossil fuel free. The analysis and charts used should reflect this. Focus the plan, its presentation on how the plan will help gradually move the region to a fossil fuel free system.	Craig Loftin	3/29/2014	No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	
84	It seems evenly decided among all transportation areas. Keep progressing.	Janet Arndorfer	3/29/2014	No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	
85	It is disappointing to see 1/4 of our funding going to freeways and only 11% to active transportation; while I appreciate the need to preserve our valuable existing highway assets from deteriorating, there also exists tremendous need for active transportation improvements, which have the potential to be far more cost-effective over the long term, as do systems management and ITS improvements. I'd like to advocate that greater priority be given to several important projects in central northeast Portland. Project 11647 - "I-205 Undercrossing" would connect central-northeast and outer-northeast neighborhoods, and has been a community priority for many years now, and is essential to the successful completion of the "Gateway Green" project. Project 10180 - "Sandy Blvd Multi-Modal Improvements Phase 2" would greatly improve the livability and bikeability of NE Portland neighborhoods consistent with city, regional, and statewide planning goals. Sandy Blvd is diagonal to the street grid and provides direct connection to important destination centers, so this project would greatly improve non-motorized mobility. On a personal level, I would appreciate being able to comfortably cycle this corridor while I'm still young enough to do so, and the current 2024 timeframe doesn't offer much hope in this regard. This project is particularly well paired with Project 10301 - "Sandy Blvd ITS" to improve the movement of transit and freight through the corridor as well, and to offset any minor capacity loss that might potentially result from the multimodal project.	Chase Ballew	3/30/2014	No change recommended. This comment has been forwarded to the City of Portland and ODOT.	11647: 1-205 Undercrossing; 10180: Sandy Blvd., NE (47th - 101st); Multi-modal Improvements, Phase II; 10301: Sandy Blvd., NE (82nd - Burnside); ITS
86	Less funding for throughways and more for active transportation and transit. It may be important to have a system for the MAX like other regional subways that require passengers to have paid tickets or passes in order to use the system. That would be an important transit investment for long-term sustainability and to encourage rider safety.	Evelyn Whitlock	3/31/2014	No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	
87	Active transportation percent is too high and that decrease should be given to transit. To me the allocation to improvements in freeways should always be minimal as a regional government priority. Priorities for consideration are in this order accessibility Sidewalks and safety Economic stability	Marlene Byrne	3/31/2014	No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	
88	Freeways need to move faster as they go through Portland, perhaps by widening them. Bottlenecks throughout the city for automobiles are terrible and need to be improved. Not just widen roads, but widen freeways in the Portland area to reduce the "funnel effect".	Brian Knapp	3/31/2014	No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	

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89	I support the 24% investment in transit and 11% in active transportation, and am encouraged to hear that some of the investment for roads and bridges will also benefit active transportation	Fred Dobson	3/31/2014	No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	
90	I'd put more emphasis on Active transportation than throughways since most of them will be changed if Roads and bridges is done properly. Ground transportation such as walking and riding between metro areas and downtown Portland need to be created.	Sue Nelson	3/31/2014	No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	
91	I think it is really great that there is so much focus on active transportation. I wish there was a greater focus of transit improvements related to dedicated bus lanes that would help decrease bus travel times - making transit a more viable and popular option for commuters.	Brandy Steffen	3/31/2014	No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	
92	Transit 30% Active 30% Freight 30% (should include roads, bridges, and throughways) Other 10%. Too much focus on moving people in single occupancy vehicles. In a generation we will be embarrassed to have put so much focus on such an expensive and inefficient mode of travel.	Joseph Edge	3/31/2014	No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	
93	Active transportation and transit is crucial to my lifestyle in Portland, I like seeing them prioritized in the percentages indicated above.	Sarah Larsen	3/31/2014	No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	
94	Regional bicycle transportation and recreation requires a lined network of off road trails. Implementation will get more people on their bikes both in local communities and in the region. These need to be linked to transit and bikeshare systems need to be in place to provide the last mile link. Work with the Intel project on creating employer based bike share programs for job access. Implementation of these could be tied to freight improvements to encourage intergroup cooperation.	Christopher Achterman	3/31/2014	No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	
95	Still too much focus on EXISTING throughways. They are a legacy of the PAST not the tools for the FUTURE. Focus needs to shift to preservation of PDX Central City from through traffic (I-5 and I-84) and facilitation of industrial expansion for the "traded sector" in east county and Washington county via a NEW WESTSIDE By-PASS and improvements to I-205. We don't need a "new" Interstate Bridge, we need ANOTHER bridge, one in Washington County the Westside Bypass. We need to reduce the role I-5 and I-84 play as routes THRU Portland and make them primarily routes TO downtown and close in Portland.	Mike Warwick	3/31/2014	No change recommended. This comment has been forwarded to Clackamas County, ODOT and TriMet.	10865: I-205/Airport Way interchange; 11305: I-205 operational improvements; 11332: I-205 BRT; 11369: Interstate 205 Southbound Auxiliary Lane; 11370: Interstate 205 Northbound Phase 1 Auxiliary Lane; 11398: I-205 Northbound Auxiliary Lane; 11399: I-205 Northbound Phase 2: Auxiliary Lane Extension; 11497: I-205; 11585: I-205 Southbound and Northbound Abernethy Bridge widening; 11586: I-205 Southbound and Northbound widening
96	Any increase in Active Transportation would be welcomed. Only to increase Active Transportation Funding and implement the low-cost projects sooner, rather than later.	Phil Richman	3/31/2014	No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	
97	a greater percentage of the regional investments should be made in active transportation and transit	Tara Brock	3/31/2014	No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	
98	I don't see much value in the graph on the right because "number" of projects is a highly manipulatable and somewhat meaningless number. I'm very glad to see Active transportation and Transit where they are. I had assumed they were much lower.	Lois Moss	4/1/2014	No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	
99	We continue to put too much investment into roads/bridges and "throughways" at a time auto travel is down. We should focus on repairing existing roads, not building new connections. We should increase funding for transit and active transportation. I hope the Columbia River Crossing is officially removed, given its demise.	Jonathan Poisner	4/1/2014	No change recommended. This comment has been forwarded to ODOT.	10893: Improve I-5/Columbia River bridge, 10902 MAX light rail: Yellow Line: CRC / I-5 North extension
100	I would invest more in Transit	Prisciliano Peralta-Ramirez	4/1/2014	No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	
101	I'm not a fan of widening roads/new connections - the goal should be to get people OUT of their cars. It would be better to put more money into any other category. Being smarter with growth and with transportation strategy in general would be a better solution.	Patricia Gardner	4/1/2014	No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	

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102	I'm not a fan of widening roads/new connections - the goal should be to get people OUT of their cars. It would be better to put more money into any other category. Being smarter with growth and with transportation strategy in general would be a better solution.	Stephanie Whitchurch	4/1/2014	No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	
103	Would like to see more crosswalks and pedestrian safety. Would like to see fewer big trucks on our roads and revival of rail.	Georgeann Courts	4/2/2014	No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	
104	It's hard to know what % is appropriate, without understanding the cost of individual projects. My main concern is whether the city of Portland, Tri-Met and the counties are all on board, and using the same data. The city of Portland appears to be planning independent of major development in Washington County and Beaverton. Example is the planned Peterkort Development, just outside of Portland, which will be the densest residential/commercial zone in the county. Yet the resulting impact on area roads/transit appears to be managed by Washington County and Beaverton, wholly within their jurisdictions, while Portland's planning maps don't even show the planned development. Same with area 93, 50 acres of new homes planned on land transferred from Multnomah to Washington County - doesn't show up on Portland's planning maps. Therefore, my concern is that the local jurisdictions will continue to plan reactively, and not be guided by Metro's process.	Michael Schoenholtz	4/2/2014	No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	
105	I would like to see much more percent of funding going toward Active Transportation. If active transportation were given equal weight to other modes I'd be in support. I am highly supportive of a bike/pedestrian bridge between Oak Grove and Lake Oswego. Clackamas County did a virtual TSP online and the number of comments in support of that single project outnumbered all other projects on their virtual TSP, yet they removed it from their project list. Please keep this project in the Metro 2014 RTP! It is a very long bike ride to get from Oak Grove/Milwaukie over to Lake Oswego, especially in a safe manner. Thank you for your consideration.	Matt Menely	4/3/2014	No change recommended. This comment has been forwarded to Lake Oswego, and Clackamas County.	10085: Lake Oswego Milwaukie Bike Ped Bridge Over the Willamette River;
106	I would VERY MUCH like to see a pedestrian/bike bridge connecting Lake Oswego and Milwaukie! Please keep this at the forefront of the Active Transportation projects list! Thank you.	Alicia Hamilton	4/3/2014	No change recommended. This comment has been forwarded to Lake Oswego, and Clackamas County.	10085: Lake Oswego Milwaukie Bike Ped Bridge Over the Willamette River;
107	Active transportation needs to be cut by 75% and added equally divided and added to both the Roads and bridges and Throughways areas. Active transportation needs its own funding source other than revenues from motor traffic including motor vehicle fees, gas taxes and such. Bike users need to pay their own way. Motor vehicles make up the vast majority of user miles in the metro area. If the plan is to reduce emissions how is that being accomplished when vehicles take 45 - 90 minutes to commute when speed limit drive times are 20 to 30 minutes on the same routes. Light Rail is NOT a sustainable transportation alternative, TRIMET is failing miserably at operating the system and it extremely costly to build per mile. An emphasis should be on bus (go to electric powered buses if necessary). The CRC would have been built had it not been for the mandate that light rail be included on it. ALL light rail projects should be halted for any future expansion. All light rail projects should have a mandated public vote with all costs short term and long term compared with other alternatives before any further expansion.	Eldon Lampson	4/3/2014	No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	
108	Bike and transit facilities are nice but most trips will always be by car. If we are serious about mobility for livability and economic development reasons, transportation investment should be in proportion to mode share. The best way to improve bike and transit options is by widening and improving roadways, including freeways. The most important bike facilities are the result of new roads. Examples: reconstruction of the Interstate bridge would include a huge improvement to the bike paths. Construction of I-205 resulted a long and useful bike route.	Tom Lancaster	4/3/2014	No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	
109	Bridges and bike ways. Would like to have a walk and bike bridge from Oak Grove to Lake Oswego over the Willamette River.	Videan Polone	4/3/2014	No change recommended. This comment has been forwarded to Lake Oswego, and Clackamas County.	10085: Lake Oswego Milwaukie Bike Ped Bridge Over the Willamette River;
110	Still, after all these years, far too little investment in active transportation. The first pie chart is the important one -- how much all of these investments cost. The fact that our region is spending more than twice as much just on freeway projects than we are on /all/ active transportation projects in the region combined -- that is a shameful fact for any city, but particularly for one that supposedly prides itself on its pedestrian and bike infrastructure. Funding for transit and freight, on the other hand, look to be at about the levels I would expect.	Linn Davis	4/3/2014	No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	

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111	Nearly 60% of funding is throughways, roads, and bridges. This makes me sick, literally, from pollution, climate change, noise, and "accidents." Increase active transportation funding to 40% and transit to 40% and then spend the rest to make bridges safe and sound. Too much information / not in a presentable form. I'm not going to read your 1200+ line spreadsheet. I want Barbur Blvd turned into a road that supports all users for the safety and livability of SW Portland. Let's start with a lane diet and traffic calming. Then add efficient public transportation from Sherwood to Portland.	Jeff Monaghan	4/4/2014	No change recommended. This comment has been forwarded to Portland, ODOT, and TriMet.	10282: Barbur/Capitol/Huber/Taylor's Ferry, SW; Intersection Improvements; 10283: Barbur Blvd, SW (3rd - Terwilliger); Multi-modal Improvements; 11324: Barbur Bridges; 11351 (related): SW Multnomah Blvd. (Barbur Blvd. to 45th Ave.; 11412 (related): Corridor Safety and Access to Transit; Barbur-99W; 11564: Barbur Demonstration Project 19th Ave. to 26th Ave.; 11571 (related): Barbur/99W Corridor Safety and Access to Transit; 10277 (related): Bertha, SW (B-H Hwy - Barbur): Multi-modal Improvements;
112	We shouldn't be spending any money to expand automobile capacity. The future is in active transportation and transit. I am very interested in seeing a multi-use path built between Oak Grove and Lake Oswego. I and my family would use it often.	David O'Dell	4/4/2014	No change recommended. This comment has been forwarded to Lake Oswego, and Clackamas County.	10085: Lake Oswego Milwaukie Bike Ped Bridge Over the Willamette River;
113	One priority that needs to be made is a pedestrian bridge from Oak Grove to Lake Oswego.	Chris Carter	4/4/2014	No change recommended. This comment has been forwarded to Lake Oswego, and Clackamas County.	10085: Lake Oswego Milwaukie Bike Ped Bridge Over the Willamette River;
114	I am very interested to see a bike/pedestrian bridge over the Willamette river between Lake Oswego and Oak Grove, which would greatly improve access to both areas.	Jonathan Leto	4/4/2014	No change recommended. This comment has been forwarded to Lake Oswego, and Clackamas County.	10085: Lake Oswego Milwaukie Bike Ped Bridge Over the Willamette River;
115	We could greatly reduce the % for resurfacing freeways if we could BAN STUDDED TIRES like Wisconsin, Minnesota and numerous other states have. I'm glad that there is more focus on active transportation, but we need to act even more urgently on the 2014 IPCC report. and get more people out of their cars. Vehicle drivers must be made aware of the true costs of upkeep of their behavior. They need to stop the \$44 million/year in damage they do to our roads, not to mention our lungs. They need to pay for parking on all streets and all parking lots throughout the region--not just in the core area. They need to pay for the damage that streets do to streams, rivers and other wildlife habitat.	Mary Vogel	4/7/2014	No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	
116	More money for Active Transportation. Include near term development of Sullivan's Gulch for per/bike use. Must consider homeless and transient use that occupies the area now.	John Frewing	4/7/2014	No change recommended. This comment has been forwarded to Portland.	11323: Sullivan's Gulch;
117	Reduce Roads & Bridges to 30%; add that 2% to Freight; reduce Throughways by 2 %, add that 2 % to Other. Recommend that each of the six project categories include a cost-benefit expectation tied to it; one that includes incremental carbon reductions; also that includes health/well being effects of active transportation projects. It would be great to have access to data-related out comes from previous projects.	Edward Miller	4/7/2014	No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	
118	active transportation funding seems to reflect the current percentage of active transportation users. if metro wants to increase that number (which I think was the goal of the 2035 plan), it should be a larger number. More bridges, like between Lake Oswego and Oak Grove, and over the 405 in NW Portland. More trails like Sullivan's Gulch and the Red Electric Trail. More bike lanes EVERYWHERE.	Gretchin Lair	4/8/2014	No change recommended. This comment has been forwarded to Lake Oswego, and Clackamas County.	10085: Lake Oswego Milwaukie Bike Ped Bridge Over the Willamette River; No found projects for "Over the 405 in NW Portland; approximately 50 trail projects listed in RTP
119	The reason we have road expenditure problems is that your taking gas taxes supposed to be spent on roads and spending the on light rail, (a system that was voted down 3 times), and other projects, (bike boxes) and pers (Trimet benefits packages) that don't help the folks paying the tax. At some point citizens will have to address the prevailing wage problem for public projects. It's helping kill future budgets.	Mike Stevens	4/9/2014	No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	
120	Infrastructure definitely needs some attention and - in order to avoid as much repair work in the future - the more we can encourage people out of their single-passenger vehicles and onto buses and trains the better.	Leslie Doering	4/9/2014	No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	
121	more money sent on sidewalks and crosswalks	Pamela Rodgers	4/9/2014	No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	

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122	Better bus service, especially on the west side. MAX would be an improvement.	John Baldrige	4/9/2014	No change recommended. This comment has been forwarded to TriMet.	11042: Bus priority treatment; 11230: Frequent Service Bus Capital Improvements - Phase 1; 11333: Local and Regional Bus Improvements
123	I love the transit system. I use it every day for work. My transit pass is subsidized though. At \$5 for a round trip, if it was not I would be driving my Chevrolet volt back and forth to my office. Having been on 82nd street on the weekend, there has not been enough money effort put towards road improvements for Portland.	Darik Dvorshak	4/9/2014	No change recommended. This comment has been forwarded to Portland, Clackamas County, and ODOT.	10014: 82nd Ave. Multi-Modal Improvements; 10018: 82nd Ave. Blvd. Design Improvements; 10291: 82nd Ave., SE (Schiller - City Limits), SE: Street Improvements;
124	I think that active transportation and transit are especially important to creating a safe, vibrant, healthy population, and I think that funding and project numbers should reflect that. I hope that as much is done as possible to bring active transportation and transit out to the suburbs! It can be really hard and scary to get around out here when you don't have a car.	Karen Smith	4/9/2014	No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	
125	I'd like to see more equity between "Transit" and "Roads and Bridges". Obviously our highway/Bridge system nationwide is in trouble, but we can not forget that mass transit needs are just as important, but also ca not dominate focus. Both issues need to be equal, as they will need each other to be in balance.	Mark Nunnenkamp	4/9/2014	No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	
126	We are not providing financial support to maintain our roads, highways and bridges. We do not have enough funds to stretch this limited resource to cover transit, bikeways and active transportation options. Transportation planning and funding needs to spend 95% of the funds on roads and bridges that provide car and truck transportation. 35% for active and transit forms of transportation is far too much to spend on these.	Don Wolsborn	4/9/2014	No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	
127	I love public transportation. I pray that the NEAR future involves better access (walking path, a route for 209th Ave and other areas that have been left behind) for unincorporated Washington County. My huge concern is safety for pedestrians; especially along SW Kinnaman, SW 209th and SW 198th. I'm always concerned for not just my and my daughter's safety but for other students, and pedestrians. And night time is an even greater concern.	Gayleen Guyton	4/9/2014	No change recommended. This comment has been forwarded to Hillsboro, Washington County and ODOT.	10553: 209th Improvements: 11136: TV Hwy/209th Intersection; 10593: Kinnaman Rd. Improvements; 11272: Kinnaman Rd. Extension; 10586: 197th/198th Ave. Improvements; 11386: 198th Ave; 11390: TV Hwy/198th Intersection; 11448: 198th Ave. Improvements - South
128	I am generally supportive of the use of trains to move freight. I think it's a good way to get trucks off the road - this is an approach that I support. The train system in Portland creates problems for non-traditional commuters like me and my family. I don't know that it requires a change in funding to address this, but some time should be spent looking at ways to help commuter trains run on a schedule and to help prevent the kind of traffic backups that happen every day at the tail end of rush hour traffic in SE Portland. I am excited to see that the Active Transportation percent of total budget is so high and that the number of projects falling into that category are so numerous. I don't know that we can ever completely remove our dependence on automobiles for getting around, but the degree to which we can make it safe to walk, bike and use other active modes of transportation will determine the growth of that mode of transport. Also, if smaller businesses that enhance livability (like groceries and shops and service providers) can be encouraged to open in neighborhoods that will increase viability of Active Transportation.	Leah Witte	4/9/2014	No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	
129	More than half of the total funding goes to freeways, roads and bridges - we should reduce this and increase the share going toward transit and active transportation needs. I would also like to see more small transportation projects getting funding - perhaps targeted upgrades to the TriMet frequent network of buses with queue jumps, some exclusive lanes, or better pedestrian access at strategic points.	Matthew Nelson	4/9/2014	No change recommended. This comment has been forwarded to TriMet.	11042: Bus priority treatment; 11230: Frequent Service Bus Capital Improvements - Phase 1
130	Increasing public transportation and adding Max rails.	Becca Dike	4/9/2014	No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	
131	Transit to 33% Minimum. 10% or more on union accountability legal fees.	Gary Stanfield	4/9/2014	No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	

Exhibit C to Ordinance No. 14-1340.
2014 Regional Transportation Plan (RTP) Summary of Comments Received and Recommended Actions

(comments received March 21 - May 5, 2014)

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#	Comment	Source(s)	Date	TPAC Recommendation	Relevant RTP project
132	Slightly less should be spent on throughways and roads and bridges and slightly more should be spent on transit; a better transit system will reduce the need for those other areas, while also improving livability and options for lower income citizens. The ATP contains virtually no mention of an aging population, except for a tiny mention on 2-37 and 2-38. This is a crucial component to consider in the ATP, and more thought should be given to how access can be improved for the aged in our community.	Sean Carey	4/10/2014	No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	
133	More on core of transit system: some 24 x 7 x 365 N-S, E-W trains, new bridge Vancouver <-> Pdx; maintain but do not expand existing roads and bike paths. More on core of transit system: some 24 x 7 x 365 N-S, E-W trains, new bridge Vancouver <-> Pdx; maintain but do not expand existing roads and bike paths.	_ Werneken	4/10/2014	No change recommended. This comment has been forwarded to ODOT and TriMet.	10893: Improve I-5/Columbia River bridge; 10902 MAX light rail: Yellow Line: CRC / I-5 North extension; 11230: Frequent Service Bus Capital Improvements - Phase 1; 11331: Frequent Service Bus Capital Improvements - Phase 2; 11333: Local and Regional Bus Improvements;
134	As a tax payer that exclusively uses Trimet as my only form of transportation, I will always be in favor of more funding and projects that better benefit me.	Christopher Anderson	4/10/2014	No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	
135	I believe there needs to be more focus on Transit: rapid, light rail, BRT, and otherwise.	Jonathan Nagar	4/10/2014	No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	
136	Need to get to work on time! After 25 years with the same company and driving to work and getting there on time for 23 of those 25 yrs. THIS YEAR I HAVE BEEN LATE 5 TO 6 TIMES THANKS TO MAX. They fire people for less! I would like to keep my job. I leave an hour and a half early to only go maybe 4 miles. I'm not very impressed with Max one of the drivers that gets on 197th to start his shift always slams his door as hard as he can every day I can count on it. Please add a few lines out here in NE. Like a Gleason line that goes to 257th or so....perhaps a few lines running north and south a few more buzzes running on 181 st. Gresham and Rockwood is growing. I would love to live on Gleason st if I did not have to walk to work from wherever as it is now I have to choose a place to live on my bus rout which is limited.	Candise Coffman	4/10/2014	No change recommended. This comment has been forwarded to Gresham and TriMet.	11230: Frequent Service Bus Capital Improvements - Phase 1; 11331: Frequent Service Bus Capital Improvements - Phase 2; 11333: Local and Regional Bus Improvements; 10441: Gresham RC Ped and Ped to Max; 10445: Rockwood TC Ped and Ped to Max; 188th LRT Stations and Ped to Max
137	Always more for mass transit and less for highways and parking lots.	S. Theo Burke	4/10/2014	No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	
138	Greater investment in public transportation infrastructure, maintenance and expansion.	Jeanne Quan	4/10/2014	No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	
139	lower fares, more service	Rob Powell	4/10/2014	No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	
140	Transit and active transportation should be the focus of future investments. We need a well connected system of bike boulevards and protected bikeways to encourage more cycling.	Trey Cundall	4/10/2014	No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	
141	I would be more willing to support Throughways, Transit, and Active Transportation, over Roads and bridges. The first graph looks about like the right amount to spend on each facet. I am highly in favor of the plan. There is no need for me to use my car for most of my travel across the city, yet, our investments in active transportation and mass transit are far below what the need to be currently, and I tend to still use it. Highway 30 could well use an updating on it's biking facilities through the city, as could Bridge avenue and the St John's bridge for pedestrians and bicycles. While important to freight interests, these roads can very well accommodate all users in a safe manner.	Chadwick Ferguson	4/10/2014	No change recommended. This comment has been forwarded to Portland and ODOT.	

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142	I support active transportation improvements and focus, and also realize we need to have ongoing maintenance for roads and bridges.	Steve Boughton	4/11/2014	No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	
143	I was looking at your 2014 RTP with updates. Has anyone considered converting the old trolley line from Lake Oswego to Johns Landing to a rails-to-trails corridor? This would open up a wonderful trail for walkers and bike riders. I know that this was considered for a streetcar extension, but most mass transportation supporters were stunned by the projected cost (500 mil). No streetcar can beat the current speed and convenience of the existing bus service.. Highway 43 (from Lake Oswego to Johns Landing) is not a "high capacity" transportation corridor. It has limited, time-specific commuter traffic. I drive to the east-side to hike and enjoy the Springwater Corridor. I have also walked the Milwaukie Trolley Trail. Both of these trails always have walkers and bike riders. It gives the area an incredible vibrancy, and it actually builds a bond between the users of an appreciation for the outdoors. It would be incredible to have our own west-side corridor. To be able to walk or ride a bike safely into Portland would be wonderful. So pluses for the rails-to-trails are safety for bike riders and walkers, fighting obesity, decreasing pollution, and low cost to develop.	Cathy Smith	4/2/2014	No change recommended. This comment has been forwarded to Portland, Lake Oswego, West Linn, and ODOT	Johns Landing to Lake Oswego Trail corridor - no projects; 1639 (related): Johns Landing Streetcar; HIGHWAY 43 - 10127: Hwy. 43 Improvements; 11172: Hwy 43 (State St) Bike Lanes; 11181: OR 43 Sellwood Bridge Interchange; 11398: Hwy 43 Pathway: LO to West Linn;
144	the max line should connect through southeast into downtown. Instead of a rail terminus, create a rail loop that connects all of Portland. the max line should connect through southeast into downtown. Instead of a rail terminus, create a rail loop that connects all of Portland.	Jacob Baez	4/11/2014	No change recommended. This comment has been forwarded to Portland, ODOT, and TriMet.	10902: MAX light rail: South Corridor Phase 2: Portland to Milwaukie; 11198: Portland-Milwaukie Light Rail Active Transportation Enhancements Project;
145	In Figure 2.10 (Regional transit network map), show the following routes as "future HCT": I-205, TV Hwy, Amberglen, Powell/Division since these corridors have not yet gone through a planning process resulting in a locally preferred alternative (LPA). Currently I-205, TV Hwy and Powell/Division are shown as "on-street BRT".	Metro Staff	4/9/2014	Change as requested	
146	Revise project #11332 title as follows: " <u>High Capacity Transit Capital Construction: I-205 BRT</u> " to be consistent with project description which does not identify a specific mode. This corridor has not yet gone through a planning process resulting in a locally preferred alternative (LPA). Change typo in project cost as follows: \$150,000,000	Trimet Staff	4/9/2014	Change as requested	11332 (High Capacity Transit Capital Construction: I-205)
147	Add text box reminding the reader the definition of the Federal RTP" and "State RTP" right before Tables 3.6, 3.7, 3.8 which describe project list composition (provide similar info to what's provided in beginning of chapter on p.3-13, 3-14, 3-19.	Metro Councilor Harrington	3/25/2014	Change as requested	
148	Please designate the SE Reedway Street right-of-way between SE 23rd Avenue and SE 28th Avenue in Portland as a Regional Pedestrian Corridor and a Regional Bikeway. Currently these designations are shown between 26th and 28th avenues only.	Steve Svigethy	4/15/2014	Change as requested. This connection is consistent with City of Portland plans and was intended to be included on the regional maps but was inadvertently left out.	
149	Please make the following minor change to the description of project #10156 (Boeckman Rd. at Boeckman Creek). "Widen Boeckman Road to 3 lanes with bike lanes, sidewalks and connections to regional trail system, remove culvert and install bridge." The City has determined that the culvert is required to control flows from an upstream regional detention pond. There will be flooding and stream channel impacts downstream if the culvert is removed.	City of Wilsonville Staff	4/15/2014	Change as requested.	10156 (Boeckman Rd at Boeckman Creek)

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150	<p>The NECN supports moving the following projects on to the financially constrained list: 11634 (NE 9th Ave. Greenway), 10200(NE Killingsworth Ped district), 10311 (N-NE Skidmore Bikeway), 10320 (NE Haley Bikeway), 10338 (NE Alderwood bikeway), 10339 (N-NE Columbia Blvd Bikeway), 11317 (Broadway/Weidler Streetcar Corridor Alternatives Analysis, 11318 (MLK Streetcar Corridor Alternatives Analysis), 11323 (Sullivan's Gulch trail - and expand scope to go all the way to I-205 instead of stopping at NE 21st), 11636 (Permanent improvements to the NE Multnomah Ave Bikeway), 11645 (I-84 bicycle-pedestrian ridge at NE 9th Ave), 11646 (NE Broadway protected bikeway and enhanced crossings - and broaden scope to include NE Weidler), 10257 (NE-SE Grand/MLK Streetscape Improvements).</p> <p>The NECN Supports the following projects that are already on the financially constrained list: 10194 (N.Killingsworth St improvements, 10206 (Marine Drive bike lanes 6th to 28th & off-street trail gaps between I-5 and 185th), 10230 (NE/SE 20s bikeway), 10181 (50s Bikeway) 11372 (N. Williams bikeway), 11196 (E. Portland Advisory Bike lane network)</p> <p>The NECN opposes the following projects: 10335 (42nd Ave bridge replacement, 10376 (Columbia Blvd widening), 10893 (Columbia River Crossing) 10582 (Hwy 217 widening)</p>	Northeast Coalition of Neighborhoods (NECN)	4/16/2014	This comment has been forwarded to the City of Portland, cities of Tigard, Beaverton , Washington County and ODOT	11634 (NE 9th Ave. Greenway), 10200(NE Killingsworth Ped district), 10311 (N-NE Skidmore Bikeway), 10320 (NE Haley Bikeway), 10338 (NE Alderwood bikeway), 10339 (N-NE Columbia Blvd Bikeway), 11317 (Broadway/Weidler Streetcar Corridor Alternatives Analysis, 11318 (MLK Streetcar Corridor Alternatives Analysis), 11323 (Sullivan's Gulch trail), 11636 (Permanent improvements to the NE Multnomah Ave Bikeway), 11645 (I-84 bicycle-pedestrian ridge at NE 9th Ave), 11646 (NE Broadway protected bikeway and enhanced crossings), 10257 (NE-SE Grand/MLK Streetscape Improvements), 10194 (N.Killingsworth St improvements, 10206 (Marine Drive bike lanes 6th to 28th & off-street trail gaps between I-5 and 185th), 10230 (NE/SE 20s bikeway), 10181 (50s Bikeway) 11372 (N. Williams bikeway), 11196 (E. Portland Advisory Bike lane network) 10335 (42nd Ave bridge replacement, 10376 (Columbia Blvd widening), 10893 (Columbia River Crossing) 10582 (Hwy 217 widening)
151	<p>Shift two projects from the financially constrained list to the state list: 11081 (Boones Ferry Road Bike Lanes) and 11171 (Tryon Creek Ped Bridge (@ Tryon Cove Park).</p> <p>Shift one project onto the financially list and add the following to the description, "multi-use pathway along creek.": 11286 (Tryon Creek Bridge (@ Hwy 43/Terwilliger).</p>	City of Lake Oswego staff	4/18/2014	Change as requested.	11081 (Boones Ferry Road Bike Lanes), 11171 (Tryon Creek Ped Bridge (@ Tryon Cove Park) 11286 (Tryon Creek Bridge (@ Hwy 43/Terwilliger).
152	<p>Add new projects to State RTP to provide intersection improvements to Cornell//185th and Walker//185th for potential grade separation at these intersections.</p> <p>Remove two projects from RTP - 10835 (185th widening to 7 lanes from Cornell to Walker) and 10554 (Bethany Blvd widening to 5 lanes with bike lanes and sidewalks from Kaiser to West Union).</p> <p>Split Hall Blvd project into the following segments/phases:</p> <p>Change extent and cost of 10595 (Hall Blvd widening to 5 lanes) as follows: Scholls Ferry Rd to Durham Rd Oleson Rd. \$85,401,000 \$2,401,000.</p> <p>Add new project to Financially Constrained RTP on Hall Blvd (Oleson to Pfaffle) widen to 2/3 lanes with bike lanes and sidewalks.</p> <p>Add new project to State RTP on Hall Blvd (99W to Durham) to widen to 5 lanes with bike lanes and sidewalks.</p>	Washington County Staff	4/22/2014	Change as requested.	20835 (185th widening to 7 lanes from Cornell to Walker), 10554 (Bethany Blvd widening to 5 lanes with bike lanes and sidewalks)
153	<p>ODOT opposes removing any elements of the Columbia River Crossing from the financially constrained RTP project list, and/or redefining elements of the project through this technical update . ODOT supports the current language as included in Metro's Public Review Draft of the RTP and looks forward to working with Metro between now and the next full RTP update</p>	ODOT Director	4/18/2014	No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	10893: Improve I-5/Columbia River bridge, 10902 MAX light rail: Yellow Line: CRC / I-5 North extension

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154	Oregon Walks is dedicated to promoting walking and making the conditions for walking safe, convenient and attractive for everyone. The Metro 2014 Regional Transportation Plan supports those same goals on an equal footing with other modes in a balanced, multi-modal, long term regional transportation plan. The Regional Active Transportation Plan provides a clear vision and policy direction for the future regional pedestrian system, recognizing the importance of convenient, safe, and direct access to destinations, including safe crossings of busy roads, and separation from fast moving vehicles. Oregon Walks recommends adoption of the Regional Active Transportation Plan and associated RTP amendments, and hopes that the counties and cities of the region will implement the plan both in spirit and in action.	Oregon Walks	4/24/2014	No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	
155	The following performance measure in the RTP and ATP assumes that all miles are equally valuable, but we know some will be more useful than others. Is there a way to prioritize them, or reference an existing priority system? "By 2035, increase by XX percent the miles of completed trails, bikeways, sidewalks, and transit stops on the regional pedestrian and bicycle networks compared to 2010." Is the "Access to Daily Needs" performance measure in the RTP and ATP .about daily needs, or about equity? Ped options aren't mentioned, and the sentence needs some work to make the meaning clear. "By 2035, increase by 50 percent the number of essential destinations including jobs and education accessible in less than 30 minutes by transit, and the number of essential destinations accessible within 30 minutes by bicycling and public transit for low income, minority, senior and disabled populations, compared to 2005." It isn't clear if access for the disadvantaged is to be measured by bicycling and public transit use combined, or if it is for bicycling (alone) and public transit (alone), or both alone and together? I'm not sure the best way to fix this because I'm not sure what the intent is, or why ped options aren't included.	Carol Chesarek	4/22/2014	No change recommended. These comments will be considered during updates to the performance measures as part of the 2018 RTP update.	
156	Transit and Active Transportation should be top two priorities, then roads and bridges.	Kara Boden	4/27/2014	No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	
157	Project 10865 (I-205/Airport Way interchange) is described outside the UGB. This is not true. Remove this language.	ODOT staff	4/28/2014	Change as requested. Error was due to the GIS shape file submitted for the project incorrectly showed it crossing the River/UGB.	10865: I-205/Airport Way interchange
158	The North Tabor Neighborhood Association support including the NE 60th & Glisan LRT Station Area project on the financially constrained list.	North Tabor Neighborhood Association (NTNA)	4/28/2014	No change recommended. This comment has been forwarded to the City of Portland.	
159	Project #10857 [in the RTP project list] is not in Portland's TSP. It calls for a double turn lane from Southeast Jenny Road to onto Southeast Foster, which is envisioned as a one lane, both directions in that area. That project in the RTP, and I don't want to change foster in that area without extensive study just to accommodate two lanes off of Jenny Road.	Linda Bauer	4/30/2014	Comment forwarded to City of Portland. The project came out of the Pleasant Valley Concept planning process. Change project description as follows: "Add second EB left turn lane. Requires widening of Jenne North, <u>but would not require widening Foster beyond the intersection. The city plans to evaluate the project during its current TSP update. The project would go through design, with opportunity for public input, before anything is constructed.</u>	

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160a	<p>I have no transportation expertise, but am a regional resident, with activities and interests that bring me to regularly travel the I-5 corridor between Vancouver and Portland. I am lamentably a great deal 'behind the curve' regarding the history of interaction, or lack thereof, between Metro and the City of Vancouver. It appears to me, frankly, that there are far too many voices involved, which prevents each other from being heard. That said, I offer the following comment on Metro's Plan:</p> <p>1. Delete reference to the 'CRC'. This project is dead, and should not be an integral part of future planning, at least for the moment. If reference as something for future consideration, it should be conditional at best.</p> <p>2. Address I-5 congestion piecemeal:</p> <p>a. Eliminate the HOV lane on the Northbound portion of I-5. Typically, between the operating hours of 3-6 p.m., two lanes of I-5 northbound travel at speeds well below 30 MPH. As a result, the carbon emissions from those vehicles result in localized air pollution that affects everyone. Of course, the motivation is one of simple behavior modification: car pool or use buses or, best of all, endorse light rail. It is hardly remarkable to observe simply that such 'carrots' have not persuaded the majority of folks on the road at that time: they simply grumble about the 'whip', but tolerate it. Interstate truckers have no choice. Given the expense shouldered to improve Oregon access onto I-205 for the benefit of Washington commuters, it seems that ODOT is not hostile to Vancouver's interests. The HOV lane should be eliminated. See Exhibits A & B.</p> <p>b. Construct a bridge from Hayden Island to connect with Marine Drive, and eliminate the Northbound entry onto I-5 on Hayden Island. This will also reduce air pollution; promote the interests of Island residents; and ameliorate freeway congestion. See Exhibit C.</p>	Steven Tubbs	5/2/2014	Comment forwarded to ODOT and City of Portland. See response to Comment #153 from ODOT's director. ODOT opposes removing any elements of the Columbia River Crossing from the financially constrained RTP project list, and/or redefining elements of the project through this technical update. ODOT supports the current language as included in Metro's Public Review Draft of the RTP and looks forward to working with Metro between now and the next full RTP update.	
160b	<p>c. Encourage limited improvements to the existing I-5 bridge structure, to allow for emergency vehicles to reach critical spots on the bridge via an adequate shoulder, and enlarge the pedestrian/bike way.</p> <p>d. Meet directly with representatives from the City of Vancouver, and encourage the latter to adopt a resolution to extend light rail into Vancouver, regardless of any project to address vehicular traffic over and across the Columbia River on I-5. Further encourage the City to seek designation as the sole MPO for the Portland-Vancouver region, eliminating the Southwest Washington RTC as that designate. The inclusion of Skamania County and Klickitat County, for example, as voting members on MPO issues is simply wrong, on many levels. Moreover, Clark County representatives have expressly decried any relationship with Portland that might be construed as one of a 'suburb' of the latter, although that relationship clearly exists. Accordingly, Clark County representatives work actively to defeat a working relationship between Vancouver and Portland. It is critical to note that it is the "Portland-Vancouver" metropolitan area, not the "Portland-Clark County" metropolitan area.</p>	Steven Tubbs continued		Comment forwarded to ODOT and City of Portland. See response to Comment #153 from ODOT's director. ODOT opposes removing any elements of the Columbia River Crossing from the financially constrained RTP project list, and/or redefining elements of the project through this technical update. ODOT supports the current language as included in Metro's Public Review Draft of the RTP and looks forward to working with Metro between now and the next full RTP update.	
161	I love that active transportation doesn't take up much \$, but it nearly a third of the projects... we need more of this!	Barb Damon	5/1/2014	No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	
162	More active transportation, less/none for throughways. PBOT did not do any normal public outreach (to its residents, rather than to officials) in either selecting RTP projects, nor in de-selecting existing TSP projects (it threw out half, including in East Portland.) For 2014-17, only \$44 million in projects are expected to be in East Portland, the poorest quarter of the city, which is about 9% of the \$500 million city-wide (we have 25% of the population, and nearly all the vulnerable folks.) It also rejected most bike master plan & EPAP transportation projects.	David Hampsten	5/1/2014	Comment forwarded to City of Portland.	

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163	The active transportation system should put paths and bike facilities in areas that do not hurt industry. This is exactly what it does. Keep these facilities out of Regionally Significant Industrial Areas. Failing to do so chases industry away - our family wage job industry which matters --and creates unsafe conditions for ped and bike users. Get the Tonquin Trail, its parking lots, public restrooms, picnic areas etc and other major regional facilities out of the RSIA's. It is poorly thought out. The idea of active transportation is great. The idea of steamrolling active transportation with no thought of how it impacts industry is shameful. The RTP and specifically its active transportation element has ignored the significant concerns of industry to put facilities in industrial area with hopeless conflicts when there are plenty of good alternatives. Metro could not be more hostile to industry. Hopefully the federal government won't fund such a hostile governmental program which by design or neglect achieves outwardly job destroying ends.	Wendie Kellington	5/1/2014	This comment relates to ongoing litigation with a particular group of property owners in an industrial area near the City of Tualatin regarding the alignment of the Ice Age Tonquin Trail. These matters are being addressed by the Office of Metro Attorney on appeal and the policy issues are being considered by the Metro Council in proposed amendments to Title 4 that would specifically allow regional trail facilities to cross through areas identified as regionally significant industrial areas on Metro's Title 4 map.	10092: Tonquin Trail; 10701: Regional Trail System / West fork of Tonquin Trail; 11427: Ice Age Tonquin Trail; 11597: Ice Age Tonquin Trail
164	I would increase the funding share for active transportation. I support keeping projects #11075 (Kelley Creek Trail) and #11647 (Sullivan Gulch Under-Crossing) in the Active Transportation Plan, giving both higher priority. #11075 will be important to realizing the envisioned and planned Pleasant Valley Open Space system now that development is beginning in this important new urban community. #11647 (Sullivan Gulch Under-Crossing) would connect from the I-205 Trail and the south end of Gateway Green to the east end of the proposed Sullivan's Gulch Trail and the NE Tillamook Neighborhood Greenway. This will provide a critical East-West bike-ped connection linking West and East Portland long divided by the construction of I-205 Freeway. This project will support the implementation of the Gateway Regional Center a 2040 Plan Priority.	Jim Labbe	5/1/2014	Comment forwarded to Gresham and Portland. #11647 has been shifted to the financially constrained list by the City of Portland. See Comment #181d.	11075: East Buttes Loop Trail (S) (Informally known as "Kelly Creek Trail"; 11647: I-205 Undercrossing
165	Transit Map: "On-Street BRT" is shown on Powell Boulevard to 82nd Avenue, then on Division to Kelly Avenue, then circling Kelly Avenue to 10th Drive to Roberts Avenue and back to Division Street. We understand this transit mode and alignment was used in the model as a proxy for the outcomes of the Powell-Division Transit and Development Project final recommendation but this project is not yet complete and the final recommendation has not yet been rendered. Future high capacity transit should be show in this Powell-Division corridor but the exact mode and alignment should remain undefined	City of Gresham staff	5/1/2014	Change as requested. See response to Comment # 145.	
166	High Capacity Transit Map: Through the East Metro Connections Plan (shown in the map to the right) and Gresham's TSP update, the HCT map was amended to show the Regional Vision Corridor 13D completely on Hogan Road/242nd Avenue from Division Street to Highway 212. The HCT map shows the northern portion of this corridor on Roberts Avenue in Gresham. The amendment should remove HCT from Roberts Avenue and relocate it to Hogan Road	City of Gresham staff	5/1/2014	Change as requested.	
167	Trails Map: Add the name "Sandy to Springwater Multimodal Path" to the path on 282nd/Troutdale Rd.	City of Gresham staff	5/1/2014	Change as requested.	
168	Existing and Planned Pedestrian Network Map: the Rugg Road path needs to connect to Hogan Road on both the existing and planned network maps	City of Gresham staff	5/1/2014	Change as requested.	
169	Existing and Planned Pedestrian Network Map: Add the name "Sandy to Springwater Multimodal Path" to the path on 282nd/Troutdale Rd.	City of Gresham staff	5/1/2014	Change as requested.	
170	Existing and Planned Bicycle Network Maps: The Rugg Road path needs to connect to Hogan Road on both the existing and planned network maps; add the name "Sandy to Springwater Multimodal Path" to the path on 282nd/Troutdale Rd.; Glisan has bike lanes all along and should be shown as a built bikeway in the existing network map; Division from 181st to Gresham-Fairview Trail has buffered bike lanes and should be shown as a built bikeway on the existing network map; Construction on the MAX Path is anticipated to being summer/fall of 2014. Should this be shown as a built bikeway on the existing network map?	City of Gresham staff	5/1/2014	Change all as requested except for Max Path. The map is only showing facilities as complete if they are built prior to RTP adoption.	
171	Freight Map: The Springwater Arterial alignment should be updated to the adopted Springwater IAMP alignment. I provided a shapefile with the alignment via email to you 04/29/2014 and it is already relected in the Bicycle and Pedestrian network maps.	City of Gresham staff	5/1/2014	Change as requested.	

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#	Comment	Source(s)	Date	TPAC Recommendation	Relevant RTP project
172	TSMO Map: Four TSMO projects should be added to the map. The proposed projects are funded and will be implemented with the year: Existing adaptive signal timing on 181st Avenue, north of I-84 to Sandy Blvd; Proposed adaptive signal timing on Kane between Division and Palmquist; Proposed adaptive signal timing, extending Burnside to Palmquist; Proposed adaptive signal timing on Sandy between 181st Avenue and the Boeing signal at approximately 19000 block.	City of Gresham staff	5/1/2014	No change recommended. This map is an existing conditions map, not a map of future projects.	
173	Modeling Maps: What is assumed in the model for 174th Avenue between Jenne Road and Powell Boulevard? This section of road should have 4 or 5 lanes but appears have a 2 lane configuration based upon the various scenario results.	City of Gresham staff	5/1/2014	No change recommended. Portland submitted project 10349 which widens 174th to 3 lanes. Comment has been forwarded to City of Portland for their consideration during their current TSP update.	10349 174th & Jenne Rd. , SE (Foster - Powell); Multi-modal Improvements
174	Page 2-19: Section 2.3.2 refers to "performance indicators" while Chapter 4 calls them "performance measures." It would be helpful to have consistent terms throughout the document	City of Gresham staff	5/1/2014	Change "indicators" to "measures" within chapter 2.	
175	Page 3-14: The Street Utility Fees funding category lists cities that have adopted street utility fees. If this is intended to be a complete list, there are cities missing. Wood Village now has a fee, for example.	City of Gresham staff	5/1/2014	The list of cities is not intended to be exhaustive. Change as follows: "The cities such as of Tualatin, Lake Oswego, Wilsonville, Hillsboro, and Milwaukie and Wood Village have adopted street maintenance fees..."	
176	Page 3-32: Section 3.6 refers to 2035 operations and maintenance projections. Understandably, operations and maintenance projections have not been updated due to time and staff constraints. However, the text could clarify that the projections are from the 2035 TSP, particularly since this is a federal requirement.	City of Gresham staff	5/1/2014	Change as follows: the section and figure displaying future operations and maintenance funding will be projected out from 2035 to 2040 using as straight line projection.	
177	Page 4-45: Section 4.2.1, Performance Measure 5 – Mobility corridors were removed from the findings. Is there reasoning for this removal?	City of Gresham staff	5/1/2014	There was not enough time to produce this performance measure (mode share) at a mobility corridor level as part of the 2014 RTP update.	
178	Mobility corridors: In 2003 a Phase 1 Foster-Powell Corridor Transportation Plan was completed. By Resolution No. 03-3373, Metro approved the Plan recommendations, directed staff to prepare amendments to the Plan in accordance with the recommendations and directed Metro staff to initiate Phase II of the Powell/Foster Corridor Plan. Phase II has not been initiated, yet this project remains of critical importance to Gresham and the growth potential in Pleasant Valley. This important corridor should be included in the mobility corridor section.	City of Gresham staff	5/1/2014	No change recommended. The region, through JPACT and the Metro Council, periodically reviews and updates corridor implementation priorities. Based on the JPACT decision in 2009-10, a Phase II of Powell/Foster was not recommended as a near-term regional priority based on: 1) ongoing work by the City of Portland on the Powell and Foster plans; 2) the completion of the East Metro Connections Plan; and 3) other regional priorities being reprioritized. While Phase II of the Powell/Foster Corridor plan was never initiated, work has continued in this corridor. Similar to the Powell/Foster Phase I study, the East Metro Connections Plan was identified as near term priority and was the first mobility corridor refinement plan to come out of the 2035 RTP. This plan implemented a new approach to allocating limited transportation money. The plan also prioritized projects and has led to implementation of projects including the Powell-Division HCT plan.	
179	Page 5-25: Edit the "Edgefield/Halsey main street implementation" project title to "Halsey Main Street Implementation" as agreed to during a TPAC meeting to be consistent with the project description of improvements along Halsey that support the downtown visions for Fairview, Wood Village and Troutdale.	City of Gresham staff	5/1/2014	Change as requested.	

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#	Comment	Source(s)	Date	TPAC Recommendation	Relevant RTP project
180	CITY OF PORTLAND - ADD 2 PROJECTS TO RTP LIST: 1) Columbia Blvd. Bridge from Kelly Point Park to N. Colubmbia Blvd. Project Description: Construct bicycle and pedestrian bridge as part of NP Greenway segment 1. Estimated Cost: 2,612,000. Time Frame: 2018-2024. Financially Constrained. Metro Investment Category: Active Transportation. 2) Powell, SE (I-205 – 174th): Multi-modal Improvements, Phase 2, from I-205 to 174th. Project Description: Widen street to three to four lanes (inclusive of a center turn lane) with sidewalks and buffered bike lanes or other enhanced bike facility. Add enhanced pedestrian and bike crossings. Phase 2 includes all segments except Segment 2: 116th Ave to SE 136th Ave. Estimated Cost: \$63,939,572. Time Frame: 2025-2033. Financially Constrained. Metro Investment Category: Roads and Bridges.	City of Portland staff	4/30/2014	Change as requested.	See Comment
181a	CITY OF PORTLAND PROJECTS MOVED TO FINANCIALLY CONSTRAINED LIST: 10180 (Sandy Blvd., NE (47th - 101st): Multi-modal Improvements, Phase II); 10193 (Division St., SE Cesar Chavez -60th): Multi-modal Improvements, Phase I); 10200 (Killingsworth Pedestrian District, NE); "10205 (Gateway Regional Center, Local and Collector; Streets"); 10213 (Airport Way, NE (I-205 to NE 158th Ave.): ITS); 10236 (Water Ave., SE (Caruthers - Division Pl): Street Extension Phase II); 10237 (Southern Triangle Circulation Improvements, SE); 10240 (Belmont Ramp, SE (Eastside of Morrison Bridge): Ramp Reconstruction); 10241 (Clay/MLK Jr, SE: Intersection Improvements); 10243 (12th, NE (Bridge at Lloyd Blvd): Seismic Retrofit); 10244 (Kittridge, NW (Bridge at Yeon): Seismic Retrofit); 10247 (Corbett/Hood/Sheridan, SW: Pedestrian and Bike Improvements); 10248 (South Waterfront District, SW: Bicycle and Pedestrian Improvements); 10249 (South Waterfront Transit Improvements, SW); 10250 (Burnside, W (NW 15th to NW 23rd): Blvd. Improvements); 10251 (Bancroft St., SW (River Parkway - Macadam): Street Improvements); 10253 (Arthur, Gibbs & Lowell, SW (River Parkway - Moody): Street Improvements); 10256 (Broadway/Weidler, NE (15th - 28th): Multi-modal Improvements, Phases II & III); 10257 (Grand/MLK Jr, SE/NE: CEID/Lloyd District Streetscape Improvements); 10258 (DivisionSt/9th, SE (7th - Center): Bikeway); 10259 (Powell, SE (Ross Island Bridge - 92nd): Multi-modal Improvements); 10260 (Clay/2nd, SW: Pedestrian/Vehicle Signal); 10262 (14/16th Connections, NW); 10263 (Naito Parkway (Broadway Br - north of Terminal One): Street and Pedestrian Improvements); 10264 (Central City Traffic Management, N, NW, NE, SE, SW: Transportation System Management improvements); 10265 (18th/Jefferson St., SW: ITS); 10266 (14th/16th, NW/SW & 13th/14th, SE, (Glisan - Clay): ITS); 10267 (Going, N (Interstate - Basin): Bikeway); 10268 (Hollywood Pedestrian District, NE: Multi-modal Improvements); 10270 (Ellis St, SE (92nd - Foster): Bikeway); 10271 (92nd Ave., SE (Powell - City Limits): Bicycle & Pedestrian Improvements); 10274 (Beaverton-Hillsdale /Bertha/Capitol Hwy, SW: Intersection Improvements); 10275 (Vermont St., SW, (45th - Oleson): Bicycle and Pedestrian Improvements); 10276 (30th Ave., SW (Vermont to B-H Hwy): Bicycle & Pedestrian Improvements);	City of Portland staff	4/30/2014	Change as requested.	See Comment

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#	Comment	Source(s)	Date	TPAC Recommendation	Relevant RTP project
181b	CITY OF PORTLAND PROJECTS MOVED TO FINANCIALLY CONSTRAINED LIST (CONT'D): 10277 (Bertha, SW (B-H Hwy - Barbur): Multi-modal Improvements); 10278 (Hillsdale Pedestrian District, SW); 10279 (Beaverton-Hillsdale Hwy, SW (Capitol Hwy - 65th): Multi-modal Improvements); 10280 (Sunset Blvd., SW (Dosch - Capitol): Bicycle & Pedestrian Improvements); 10281 (Beaverton-Hillsdale Hwy, SW: ITS); 10282 (Barbur/Capitol/Huber/Taylor's Ferry, SW: Intersection Improvements); 10285 (Barbur Blvd, SW (Terwilliger - City Limits): Multi-modal Improvements); 10286 (Pedestrian Overpass near Markham School, SW); 10287 (West Portland Town Center, SW: Pedestrian Improvements); 10288 (Parkrose Connectivity Improvements, NE); 10289 (Division St., SE (60th - I-205): Multimodal Improvements, Phase II); 10290 (Division St., SE (I-205 - 174th): Multimodal Improvements, Phase II); 10291 (82nd Ave., SE (Schiller - City Limits), SE: Street Improvements); 10292 (Belmont St., SE (25th - 43rd): Street and Pedestrian Improvements); 10293 (Fremont St., NE (42nd-52nd): Pedestrian and Safety Improvements); 10294 (Killingsworth, N (Denver to Greeley): Pedestrian Improvements); 10295 (Milwaukie, SE (Yukon - Tacoma): Bicycle & Pedestrian Improvements); 10297 (Spokane & Umatilla, SE (7th - Tacoma Overcrossing): Bikeway); 10298 (Tacoma, SE (Sellwood Bridge - 45th/Johnson Creek): ITS); 10299 (Lombard, N (I-5 - Denver): Street Improvements); 10300 (Prescott Station Area Street Improvements, N); 10301 (Sandy Blvd., NE (82nd - Burnside): ITS); 10302 (MLK Jr, N (Columbia Blvd. - CEID): ITS); 10303 (Capitol Hwy, SW (West Portland Town Center - 49th): Pedestrian Improvements); 10305 (Holgate Blvd., SE (52nd - I-205): Bikeway, Phase I); 10306 (Holgate Blvd., SE (39th - 52nd): Street Improvements); 10307 (Holgate Blvd., SE (McLoughlin - 39th): Bikeway, Phase II); 10308 (Boones Ferry Rd., SW (Terwilliger - City Limits): Bikeway); 10309 (Macadam, SW (Bancroft - County line): Multi-modal Improvements); 10310 (Prescott, NE (47th - I-205): Pedestrian and Bicycle Improvements); 10311 (Skidmore, N/NE, (Interstate - Cully): Bikeway); 10312 (Banfield LRT Stations, NE/SE: Pedestrian Improvements); 10313 (Ventura Park Pedestrian District, NE/SE); 10314 (99th & 96th, NE/SE (Glisan-Market: Gateway Plan District Street Improvements, Phase II & III); 10315 (Ceasar E, Chavez., NE/SE (Sandy - Woodstock): Safety & Pedestrian Improvements);	City of Portland staff	4/30/2014	Change as requested.	See Comment

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181c	CITY OF PORTLAND PROJECTS MOVED TO FINANCIALLY CONSTRAINED LIST (CONT'D): 10316 (Halsey, NE (Bridge at I-84): Seismic Retrofit); 10317 (Halsey/Weidler, NE (I-205 - 114th): Multi-modal Improvements); 10318 (Glisan St, NE (I-205 - 106th): Gateway Plan District Multi-modal Improvements); 10319 (Stark & Washington, SE (92nd - 111th): Gateway Plan District Street Improvements); 10320 (Halsey, NE (39th - I-205): Bikeway); 10321 (Stark, SE (111th - City Limits): Bikeway); 10323 (111th/112th Ave., SE (Market - Mt. Scott Blvd.): Bicycle & Pedestrian Improvements); 10324 (Glisan St., NE (106th - 122nd): Bikeway); 10325 (Glisan St., NE (47th - I-205): Bikeway); 10326 (Gateway Regional Center, NE/SE: Local Street Improvements, Phase II); 10327 (Gateway District Plan, NE/SE: Traffic Management); 10328 (Gateway Regional Center, NE/SE: Local Street Improvements, Phase III); 10329 (Marine Dr./122nd, NE: Intersection Improvements); 10330 (148th, NE (Marine Dr - Glisan): Bicycle & Pedestrian Improvements); 10331 (Columbia Blvd, N (Bridge at Taft): Seismic Retrofit); 10332 (Lombard, N/NE (MLK Jr - Philadelphia) (US 30): ITS); 10335 (42nd Bridge, NE (at Lombard): Bridge Replacement); 10337 (33rd/Marine Dr., NE: Intersection Improvements); 10338 (Alderwood St., NE, (Alderwood Trail - Columbia Blvd.): Bikeway); 10339 (Columbia Blvd., N/NE (MLK Jr BL - Lombard): Bikeway); 10340 (Cornfoot, NE (47th - Alderwood): Road Widening & Intersection Improvements); 10341 (Columbia Blvd, N (Swift - Portland Rd. & Argyle Way - Albina): Pedestrian Improvements, Phase I & II); 10342 (Columbia Blvd, N/NE(I-205 - Burgard): ITS); 10344 (Force/Broadacre/Victory, N: Bikeway); 10346 (Marine Dr, N/NE (Portland Rd. to 185th): ITS); 10347 (Foster Rd., SE (162nd - Giese Rd.): Multi-modal Street Improvements); 10348 (Foster Rd., SE (102nd - Foster Pl): Pedestrian Improvements); 10349 (174th & Jenne Rd., SE (Foster - Powell): Multi-modal Improvements); 10351 (Wildwood Bridge at West Burnside); 10356 (Willamette Greenway - St Johns segment [previous called Willamette Greenway Trail Extension]); 10542 (Foster Rd. Improvements); 10857 (Jenne/Foster); 10858 (174th/Powell); 11116 (SW Garden Home Road); 11316 (Lents Town Center Active Transportation Demonstration Project); 11320 (NE 60th & Glisan LRT Station Area); 11322 (North Portland Greenway Active Transportation Project); 11323 (Sullivan's Gulch); 11351 (SW Multnomah Blvd. (Barbur Blvd. to 45th Ave.));	City of Portland staff	4/30/2014	Change as requested.	See Comment
181d	CITY OF PORTLAND PROJECTS MOVED TO FINANCIALLY CONSTRAINED LIST (CONT'D): 11632 (North Hayden Island Drive); 11633 (Gresham Fairview Trail Phase V); 11634 (9th Ave Neighborhood Greenway NE); 11635 (9th Ave Neighborhood Greenway SE); 11636 (NE Multnomah multi-modal improvements); 11637 (Mill/Market/Main Greenway); 11638 (SW Capitol Highway Safety Improvements); 11640 (North Portland Greenway Segment 1); 11641 (North Portland Greenway Segment 2); 11642 (North Portland Greenway Segment 3); 11643 (North Portland Greenway Segment 4); 11644 (North Portland Greenway Segment 5); 11645 (I-84 Bike/Ped Crossing @ 9th Ave); 11646 (NE Broadway Multi-modal improvements); 11647 (I-205 Undercrossing); 11648 (Powell, SE (I-205 - 174th): Multi-modal Improvements, Phase 1); NEW (Willamette Greenway Trail: Columbia Blvd. Bridge); NEW (phase 2 of project 11648) (Powell, SE (I-205 - 174th): Multi-modal Improvements, Phase 2);	City of Portland staff	4/30/2014	Change as requested.	See Comment

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182	CITY OF PORTLAND PROJECTS WITH MEANINGFUL CHANGES TO SCOPE: 10193: Division St., SE Cesar Chavez -60th): Multi-modal Improvements, Phase I (Project start location changed from SE Grand to Cesar Chavez); 11648; Powell, SE (I-205 - 174th): Multi-modal Improvements, Phase 1 (Project split into phases; start location changed from I-205 to SE 116th; end location changed from 174th to 136th); 11318: MLK (Broadway Killingworth) Streetcar Corridor (start location added, MLK/Grand and Broadway; end location added, PCC Cascade Campus); 10280: Sunset Blvd., SW (Dosch - Capitol): Bicycle & Pedestrian Improvements (end location changed from SW Capitol HWY to SW 18h Dr.); 10229: Saint Johns Truck Strategy Implementation phase II (project description changed from 'redesign intersection to 'Implement traffic calming pedestrian and bicycle improvements along the Fessenden/St. Louis corridor. Implement freight and other multimodal improvements on N. Lombard street from N. Bruce to St. Louis Ave'); 11198: Portland-Milwaukie Light Rail Active Transportation Enhancements Project (project description changed from 'This project includes the following elements: Pathway extension of SW Moody to Montgomery Avenue, two-way cycle track on SW Moody between Gibbs Street and Marquam Bridge, bicycle-pedestrian path between SE 11th & Clinton and SE Division Place & 9th following the rail alignment, shared-use path in the McLoughlin right-of-way between 17th Avenue and the Springwater Corridor Trail, and a bicycle parking center at the Tacoma/Springwater light rail station.' to 'This project currently has two outstanding aspects including a shared-use path in the McLoughlin right-of-way between 17th Avenue and the Springwater Corridor Trail, and a bicycle parking center at the Tacoma/Springwater light rail station'; cost changed from 34M to 8M); 11102: Streetcar Extension to Hollywood via Sandy Blvd or Broadway/ Weidler (previously project described as via Sandy Blvd)	City of Portland staff	4/30/2014	Change as requested.	See Comment
183	CITY OF PORTLAND - VARIOUS TECHNICAL EDITS TO RTP PROJECT LIST: Facility Owner (1): 10219; Project/Program Name (3): 10315, 11102, 111319; Project start/end location (2): 11319, 11647; Project Purpose (4): 10171, 11102, 11319, 11647; Description (8): 10187, 10281, 10298, 10301, 10332, 10342, 11102, 11319; Estimated Cost (18): 10171, 10177, 10184, 10186, 10187, 10189, 10232, 10243, 10244, 10250, 10260, 10273, 10306, 10307, 10316, 10335, 11191, 11351; Time Period (49): 10171, 10189, 10199, 10200, 10205, 10215, 10221, 10224, 10225, 10227, 10234, 10249, 10250, 10253, 10256, 10259, 10263, 10268, 10275, 10278, 10284, 10285, 10291, 10292, 10306, 10312, 10313, 10315, 10317, 10335, 10340, 10344, 10349, 10536, 11117, 11192, 11196, 11319, 11322, 11323, 11324, 11351, 11632, 11639, 11640, 11642, Removed duplicative project: 11317.	City of Portland staff	4/30/2014	Change as requested.	See Comment
184	CITY OF PORTLAND PROJECTS MOVED FROM FINANCIALLY CONSTRAINED LIST TO STATE LIST: 10371: Airport Way Braided Ramps; 10376: Columbia Blvd Widening	Port of Portland staff	4/30/2014	Change as requested.	See Comment
185	PORT OF PORTLAND - VARIOUS EDITS TO RTP PROJECT LIST: Facility Owner (1): 10376; Estimated Cost (1): 10362; Time Period (11): 10343, 10362, 10363, 10371, 10378, 11208, 11209, 11653, 11655, 11656, 11657, 11658; Fix typo on project list for 10343 - submitted as FC, miscoded in project list as state:	Port of Portland staff	4/30/2014	Change as requested.	See Comment

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186	<ul style="list-style-type: none"> Section 5.3.1.4 / Project 11305 Where the plan calls for addition of I-205 auxiliary lanes from Divison/Powell to Foster and Foster to Johnson Creek Boulevard, the plan should also call for construction of sound walls to mitigate community impacts, planting of trees to help address carbon emissions from increased traffic and establishment of a community impact fee to address environmental justice for the surrounding community. Without these commitments, we call on removal of project 11305 from the RTP. Section 2.5.5.1 / Figure 2.18 Significant design considerations as well as public outreach and polling needs to be conducted to reassure residents of East Portland and Clackamas county that a design for making Foster Road a bicycle parkway will not severely impact vehicle commute times. Project 10270 Rebuild Ellis Street with sidewalks, curbs and stormwater management when creating a "bikeway". Project 10291 Street improvements to 82nd Avenue must include completed sidewalks. 	Lents Neighborhood Association	5/4/2014	Forwarded to City of Portland and ODOT for their consideration in project development and design. Regarding comment on Foster as a bicycle parkways: Metro has provided guidance for design in Chapter 9 of the Active Transportation Plan, which states that "Considering the context of a project's location, its purpose and the desires of the community is extremely important when determining the type of design for any transportation project. As projects are developed the following types of contextual information should be taken into consideration. (A list of factors is provided as an example, including the needs and desires of the community.)	11305: I-205 operational improvements, 10270: Ellis St, SE (92nd - Foster): Bikeway, 10291: 82nd Ave., SE (Schiller - City Limits), SE: Street Improvements
187	<p>Revise the language to the I-5/99W Connector Study Recommendations and Implementation Text (5.3.2.3) as described in May 5 letter from Mayors Ogden and Knapp. After a careful review of the draft plan, both cities teamed together with Metro and Washington County staff members to discuss and propose changes to the I-5/99W Connector Study Recommendations and Implementation section.</p> <p>Since the completion of the I-5/99W Connector Study, Washington County led the Basalt Creek Transportation Refinement Plan along with Metro, ODOT, and the Cities of Tualatin and Wilsonville. The purpose of this refinement plan was to determine the major transportation system to serve the Basalt Creek Planning Area.</p> <p>As a result of this planning effort, the partners unanimously agreed to a set of roadway improvements including the extension of SW 124th Avenue, a new east-west roadway between that extension and Boones Ferry Road, a new I-5 overcrossing to the east, a new overcrossing of I-5 at Day Road, and several upgrades to the existing roadway network between Tualatin and Wilsonville.</p> <p>It is our recommendation that the updated RTP reflect the work from this collaborative effort. Our proposed language preserves the conditions regarding the I-5/99W Connector Study reflected in the current RTP.</p>	Mayors of Tualatin & Wilsonville	5/5/2014	Change as requested.	
188	<p>One of the proposed routes already existing on Metro planning maps is to develop a "Burlington and Northern Rail to Trail." This is a wonderful vision and potential route, however, given it apparently continues to be used as an active rail line, and could continue as such for years to come in hauling either forest products and/or milled lumber, we propose the "Forest Park to North Plains" trail linkage concept in the graphic.</p> <p>This is only an approximate concept, the specifics and feasibility of which would need to be worked out through field and other research. The first part of the basic idea being offered here is to develop paved pathways along existing high traffic roadways within their existing rights-of-ways. And to clarify, these would be adjacent to, and not on the roadway itself, that is, not simply bike lanes on the roads, but a dedicated paved pathway completely off the high traffic roadways. The second part is to connect these paved pathways with existing low traffic roads, ones where a bicyclist or pedestrian could ride and walk along them with a relative</p>	National Coast Trail Association	5/5/2014	Regional trails that are part of the RTP and ATP pedestrian and bicycle networks are identified in local transportation system plans and/or local park and trail plans and are also included on the "Metro Regional Trails and Greenways Map." Until trails have gone through that process they are not added to the RTP or ATP maps. Most trails started off as someone's visionary idea. Trail planners and advocates work with local jurisdictions (in this case Portland, and Multnomah and Washington County) to add trail concepts to local plans, and then are considered for addition to the RTP and ATP maps.	

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189	Support for project #11647 (Sullivan Gulch Under-Crossing). This project is a relatively small, affordable and straight-forward improvement that will carry large regional leverage and impact. It would connect from the I-205 MUP (existing, 16 mile north/south bike-ped path), including the south end of the new regional recreation destination, Gateway Green, to the east end of the proposed Sullivan's Gulch Trail and the NE Tillamook Neighborhood Greenway. This would create the major north/south, east/west nexus for bike commuters heading in to and out of the City of Portland and around the region, and, I believe, would increase regional bike commuting exponentially. Beyond this, people wishing to access the MUP now have a challenging time connecting to it, and the proposed project would make an immediate improvement for a large, dense portion of our region that was, in part, cut off and further challenged when construction of I-205 went through the Rocky Butte/Gateway areas. This project will support the implementation of the Gateway Regional Center, a 2040 Plan Priority.	Ted Gilbert	5/1/2014	Forwarded to City of Portland. The project has been included on the financially constrained list (See comment # 181d).	11647: I-205 Undercrossing
190	1000 Friends supports the Active transportation Plan (ATP) and Regional Transportation Plan (RTP). Its comments emphasize the critical link between adoption and success of the ATP and the success of the region's Climate Smart Communities' effort to create a more livable, walkable, inclusive region while reducing greenhouse gas emissions. Adoption, funding, and implementing, at a minimum, the facilities and policies in the ATP is critical to (1) meet the region's obligations to reduce greenhouse gas emissions, and (2) to meet the overwhelming desire of residents for safe, walkable neighborhoods and far better transit service, regardless of anyone's views on global climate change.	1000 Friends of Oregon	5/5/2014	No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	
191	These groups strongly support the Active Transportation Plan and including its key components within the RTP (updated bicycle and pedestrian policies and maps).	Safe Routes to School National Partnership, Oregon Walks, Elders in Action Commission, 1000 Friends of Oregon, Bicycle Transportation Alliance, Coalition for a Livable Future, Upstream Public Health, AARP Oregon, Community Cycling Center, Westside Transportation Alliance, Oregon Public Health Institute	5/2/2014	No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	
192	Add a placeholder project for \$20M for the Troutdale Airport Master Plan Transportation Improvements	East Multnomah County Transportation Committee	5/2/2014	Change as requested.	
193	Project #10383 from the last RTP list is missing. It should be included and updated to reference the 238th/242nd project.	Multnomah County staff	5/5/2014	No change recommended. #10383 was a place-holder project for a corridor study which has been replaced by several discrete projects that came out of the East Metro Connections Plan. The 238th/242nd project is included as #11373: NE 238th Drive Freight and Multimodal Improvements;	11373: NE Drive Freight and Multimodal Improvements as well as projects 11673 through 11691.
194	Project #10408 - 40 Mile Loop Trail is missing from the RTP project list.	Multnomah County staff	5/5/2014	No change recommended. This project was merged into a new project: 11686: "Sandy to Springwater Path Design & Construction"	

Exhibit C to Ordinance No. 14-1340.
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 (comments received March 21 - May 5, 2014)

Highlighted comments are recommended changes to March 21,2104 Public Review Draft RTP

#	Comment	Source(s)	Date	TPAC Recommendation	Relevant RTP project
195	<p>Fix the following errors for the following projects for the Chapter 3 maps of RTP projects:</p> <ul style="list-style-type: none"> • Project #11598 – Marine Drive Extension – Label for this project looks oddly placed on RTP map. • Project #10389 – The northern project extent has been edited on the project list, but the map reflects the old alignment. Extend the project up to 40-Mile Loop (currently ends at Marine Drive). • Project #10399 – The eastern project extent has been edited on the project list, but the map reflects the old alignment. Shorten the line to 230th Ave (currently extends to 238th Dr). • Project #10403 – The northern project extent displayed on map is incorrect. Currently map shows project ending at Cherry Park Road (south) but it should extend further north to Cherry Park Road (north). • Project #11375 – Stark Street Bridge - Project doesn't show up on map at all • Project #11673 – Troutdale Road Pedestrian Improvement: Stark St - 21st – Project missing from map. • Project #11674 – Troutdale Road Bike Improvements: Buxton – Stark – Project missing from map. • Project #11681 – 17th Ave: East City Limit – Troutdale Rd – Project missing from map. • Project #11684 – Safety Corridor – Cherry Park/257th: Cherry Park – Division – Project missing from map. • Project #11690 – Hogan at Glisan intersection project (NW corner only) – Project missing from map. • Project # 11686 – Sandy to Springwater Path design and construction – Project missing from map. 	Multnomah County staff	5/5/2014	Change as requested	
196	Table 2.3 Regional Transportation Targets – The new time frame of data for the first target (2007-2011), "Safety", shows an increase in the number of crashes than the previous time frame (2003-2005). Yet our goal to reduce crashes (50%) remains the same. Should we as a region consider being more aggressive and slightly increase our goal to reduce crashes?	Multnomah County staff	5/5/2014	No change recommended. We now have better data, covering a 5-year period instead of a 3-year period. That may be part of the reason why there were more crashes between 2007-2011 compared to 2003-2005. The regional safety work group recommended keeping the goal to reduce crashes by 50%	
197	Table 2.6 Arterial and Throughway Design Concepts – Cross-sections for both Community Boulevards and Community Streets were altered from just 2 lanes to "2-4 Lanes". Where did this change come from? ("Creating Livable Streets Handbook" states Community boulevards "generally consist of two vehicle travel lanes" p.58).	Multnomah County staff	5/5/2014	This change was based on regional safety work group direction to provide more flexibility for design guidance. Previously Regional streets and blvds were described as "4 lanes" and Community streets and blvds as "2 lanes". Now all four design types are described as 2 to 4 lanes.	
198	Page 2-29, final paragraph of subsection. Clarify how design elements are presented in the ATP, as follows: "Design elements currently in use in the region and elsewhere in the U.S. that have been shown to increase the level of walking and bicycling and access to transit are provided in the Regional Active Transportation Plan <u>as design guidance.</u> "	Multnomah County staff	5/5/2014	Change as requested.	

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199	<p>Several comments relating to clarifying language in chapter 2 of the RTP:</p> <ul style="list-style-type: none"> Page 2-38, under Arterial and Throughway Policy 1 third paragraph down. New language added that includes "should" statements concerning design elements. This section also seems redundant with the final paragraph of this subsection which states essentially the same information. Could the newly added language be removed? Page 2-42, final paragraph, much of the information describing the Regional Safety Plan is repeated in previous paragraphs. Could first sentence of final paragraph be added to previous paragraph, and the remainder of final paragraph be deleted? Page 2-64, Transit Policy 6 – Generally too repetitive, particularly references to ATP. Can be paired down to essential policy statements. Pages 2-73 – 2-75 (Section 2.5.5 Regional Active Transportation Network Vision) – Several paragraphs could be narrowed down or deleted as it is very repetitive. Also, it could be clarified upfront that the ATP recommended policies are incorporated in both the bicycle policies and the pedestrian policies as it's confusing to the reader why the bike and ped policies are nearly identical. Page 2-77 under "Bicycle Policy 1", provide a little more clarifying context for the opening statistic of "Nearly 45 percent of all trips made by car in the region are less than three miles...". Is this from the Oregon Household Activity Survey, and is it an average of all the Counties and/or cities? Page 2-78, "Bicycle Policy 3", Can "green ribbon" be defined in the narrative? Does green mean natural area? Sustainable? Low-impact? Needs a definition otherwise "green" is too much of a buzz word and makes the policy statement confusing. Page 2-96, "Ped Policy 3", narrow this policy statement. The newly added language ("...that prioritize safe, convenient and comfortable pedestrian access and equitably serve all people.") can be deleted and then incorporated into the narrative below. Otherwise it weakens the policy statement and would be too repetitive with Policies 1 & 4. General comment re: both bicycle & pedestrian policies that address ensuring the network equitably serves all people – How the network can equitably serve all needs to be made explicit in the RTP whether under each of the two policies or with its own subsection under the "Active Transportation Network Vision". 	Multnomah County staff	5/5/2014	<p>Change as follows:</p> <ul style="list-style-type: none"> Deleted one duplicative sentence describing the regional safety plan finding that 60% of the fatal and severe injury crashes in the region occur on arterials. Deleted repetitive reference to ATP within text supporting Transit Policy 6 Regional Active Transportation Network Vision intro paragraphs have been edited to be more concise. Text describing that Bike and pedestrian policies were updated based on direction from the ATP was moved to the beginning of the bike and pedestrian sections. Added 2011 Household Survey citation for statement within text supporting bicycle policy 1 and clarified that the statement refers to trips wholly within 4 County area. In Bicycle policy 3, clarified that "green" experience of a bike parkway refers to trees or plantings. In Pedestrian Policy 3, removed "and equitably serve all people since that is covered by Pedestrian Policy 5. Added reference to the ATP implementing actions in intro paragraphs to bike and pedestrian policies to address how network can serve all users 	
200	Can the ATP recommended policy <i>implementing actions</i> be included in the RTP?	Multnomah County staff	5/5/2014	No change recommended. Prior policy discussion directed staff to not include all of these actions in the RTP, however staff can add a reference to them.	
201	Page 5-29, under section 5.4 Congestion Management Process, spell out MAP-21 and add a brief introductory statement about it being the most recent federal transportation legislation that was passed in 2012.	Multnomah County staff	5/5/2014	Change as follows: <u>The Moving Ahead for Progress in the 21st Century Act (MAP-21) is a funding and authorization bill passed in 2012 which governs United States federal surface transportation spending.</u>	
202	Section 5.7.13 Best Design Practices in Transportation – Change text as follows: "Metro staff may <u>will</u> initiate an update to the Best Design Practices in Transportation..."	Multnomah County staff	5/5/2014	Change as requested.	
203	Section 1.6, Page 1-39 Revise 2nd to last sentence to read: <u>Freeways and their ramps are relatively safe, per mile travelled, compared to arterial and collector roadways. Per mile travelled, arterial and collector roadways experience more serious crashes than freeways and their ramps.</u>	Oregon Department of Transportation staff	5/5/2014	Change as requested.	

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204	Regional Bicycle Network Map: ODOT does not support the Regional Bikeway designation on the section of OR 43 between the Sellwood Bridge and Terwilliger in Lake Oswego, parallel to the Regional Bicycle Parkway designation in the same general corridor. In other segments of the corridor to the north and south there is more distance between the highway and the Greenway trail, and there are more bicycle destinations along the highway, but this segment is very constrained and the adjacent land use consists of large lot single-family residential uses. ODOT recognizes the need for a bicycle connection in this area but supports the location of that connection outside the existing ODOT right-of-way.	Oregon Department of Transportation staff	5/5/2014	No change recommended.	
205	Section 5.3.1.1 Southwest Corridor Plan (page 5-7, first sentence): Please change as follows: "... Metro, in collaboration with local partners, and ODOT, and Trimet, developed the Southwest Corridor Plan. ODOT was co-lead only for the SW Corridor Transportation Plan, not the full Southwest Corridor Plan.	Oregon Department of Transportation staff	5/5/2014	Change as requested.	
206	Section 5.3.1.3 Portland Central City Loop (page 5-11): Please change the new text as follows: "...As directed by the FLAG's recommendations, planning for <u>proceeded</u> on the I-84/I-5 section of the Loop under the monikers of the N/NE Quadrant and the I-5 Broadway-Weidler Interchange Improvement Planning processes. "Key recommendations from the adopted 2012 N/NE Quadrant Plan include: <ul style="list-style-type: none"> • Adding auxiliary lanes and full-width shoulders (within existing right-of-way) to reduce dangerous <u>improve</u> traffic weaves and allow disabled vehicles to move out of traffic lanes;" 	Oregon Department of Transportation staff	5/5/2014	Change as requested.	
207	Section 5.3.2.4 Beaverton to Forest Grove (Mobility Corridor # 24) (pages 5-13 to 5-18): This should be section 5.3.2.4, not 5.3.1.5.	Oregon Department of Transportation staff	5/5/2014	No change recommended. This corridor still has an outstanding section to be studied so should remain in the section of corridors needing refinement planning.	
208	Page 5-15, Recommended RTP Design and Functional Classifications. Second sentence: change recommendation to <u>decision</u> . Next sentence, change "...will be amended..." to "... <u>are</u> amended"...	Oregon Department of Transportation staff	5/5/2014	Change as requested.	
209	There is more detail than necessary in section 5.3.2.4 (Beaverton to Forest Grove) Mobility Corridor #24 .	Oregon Department of Transportation staff	5/5/2014	Staff will revise this section based on the input from Washington County and ODOT staff. See also comment #222	

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210	<p>Section 5.3.2.2 Sunrise/JTA Project (pages 5-19 and 5-20): Please change the first complete paragraph on page 5-20 as follows: "The Federal Highway Administration (FHWA), the Oregon Department of Transportation (ODOT), and Clackamas County have completed the Final Environmental Impact Statement (FEIS) for the Sunrise Project...."</p> <p>Please change the third paragraph as follows: "...The purpose of the Sunrise Jobs and Transportation Act (JTA) Project is to address congestion and safety problems in the OR 212/224 corridor by building a new 2.5 mile road from I-205 to 122nd Avenue (as part of the larger Sunrise Project mainline) and improving local roadway connections <u>to the Lawnfield Industrial District. The Oregon Legislature approved \$100 million through the Oregon Jobs and Transportation Act (JTA) to fund this first phase of the larger Sunrise Corridor Preferred Alternative.</u></p> <p>Please revise the list of elements for the JTAC phase of the Sunrise Project as follows:</p> <ul style="list-style-type: none"> • A new two-lane highway (one lane each direction) from the Milwaukie Expressway (OR 224) at I-205 to SE 122nd Avenue at OR 212/224. • A new I-205 overcrossing to connect 82nd Drive and 82nd Avenue. • Bicycle and pedestrian improvements in the area, <u>including two separated shared use paths from I-205 to Lawnfield Road and from Mather Road to 122nd Avenue.</u> • Intersection improvements at 122nd Avenue and OR 212/224. • Intersection improvements at 162nd Avenue and OR 212. <p>- <u>Tolbert Road overcrossing of the UPRR from Minuteman Way to 82nd Drive</u> - <u>Reconstruction of Lawnfield Road from 97th to 98th to reduce grades</u> - <u>Extension of Minuteman Way from Mather Road to Lawnfield Road</u></p>	Oregon Department of Transportation staff	5/5/2014	Change as requested.	
211	<p>Section 5.7.2 Alternative Mobility Standards (page 5-33, first bullet): Please change the second sentence as follows: "jurisdictions considering <u>development plan amendment</u> proposals for compact development in regional and town centers that exceed current height or density limits are often <u>sometimes</u> constrained by traditional volume-to-capacity standards...."</p>	Oregon Department of Transportation staff	5/5/2014	Change as requested.	
212	<p>Section 5.7.2 Other Actions (page 5-36): please change the title of this paragraph from "Other Actions" to "2014 Update on Recommended Actions" and include the second bullet, regarding changes to the TPR, which appears in the tracked changes version but not in the clean version of the RTP document: " - In 2011 the Transportation Planning Rule (TPR) was amended to create Multimodal Mixed-Use Area (MMA) designations, an option for jurisdictions planning for increasing housing or jobs within an urban center to avoid triggering traditional volume-to-capacity traffic standards that might otherwise block desirable development. Several jurisdictions in the Metro region are exploring MMA designations for their Region 2040 centers." Amend the first bullet as follows: "...unless an alternative is <u>adopted developed</u> by a local jurisdiction <u>and adopted by the OTC</u>".</p>	Oregon Department of Transportation staff	5/5/2014	Change as requested.	
213	<p>RTP ID #10087: Lake Oswego to Portland Trail - ODOT recognizes the need for a bicycle connection in this area but supports the location of that connection outside the existing ODOT right-of-way.</p> <p>RTP ID # 11198: Portland-Milwaukie Light Rail Active Transportation Enhancement Projects – Alignment of the shared use path will require coordination with ODOT. ODOT recommends locating the shared use path to the east of OR99E, on the side of Westmoreland Park and the Westmoreland neighborhood.</p>	Oregon Department of Transportation staff	5/5/2014	Forwarded to Lake Oswego, Portland and Clackamas County. Change the project description for RTP project #11198 as follows: " This project currently has two outstanding aspects including a shared use path in the McLoughlin right-of-way between 17th Avenue and the Springwater Corridor Trail, and a bicycle parking center at the Tacoma/Springwater light rail station. Construct a shared-use path along SE McLoughlin Blvd from 17th Ave to the Springwater Corridor Trail and build a bicycle parking center at the Tacoma/Springwater light rail station. This project will be coordinated with ODOT to determine the alignment along McLoughlin Blvd. "	10087 (Lake Oswego to Portland Trail), 11198 (Portland-Milwaukie Light Rail Active Transportation Enhancement Projects)

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214	RTP ID # 10171: Burnside/Couch, West – This project will require coordination with ODOT to address potential impacts to the I-405 interchanges, overcrossings and ramps. ODOT has identified a potential safety concern of future traffic queues spilling onto the I-405 mainline or deceleration portion of the off-ramps. RTP ID # 10299: Lombard Street Improvements – Please change the project description to be less specific regarding a signal as part of the solution; the proposed signal is within an interchange area and will require ODOT approval. RTP ID # 10232: Flanders, NW (Steel Bridge to Westover): Bicycle Facility - This project will require coordination with ODOT to address potential impacts to the I-405 interchanges, overcrossings and ramps. Traffic queues spill onto the mainline or deceleration portion of the off-ramps of I-405 southbound at NW 16th/NW Glisan. This segment also has a high crash rate. RTP ID # 10235: South Portland Improvements, SW - This project will require coordination with ODOT and with the Southwest Corridor Plan. The project will need to consider impacts to ODOT facilities including Naito Parkway and the Ross Island Bridge.	Oregon Department of Transportation staff	5/5/2014	Forwarded to City of Portland. Add the following sentence to the end of the project description for project #10171: "This project will be coordinated with ODOT to address potential impacts to the I-405 interchanges, overcrossings and ramps." Add the following sentence to the end of the project description for #10235 "This project will be coordinated with ODOT and with the Southwest Corridor Plan, and will consider impacts to ODOT facilities including Naito Parkway and the Ross Island Bridge." Change the project description for #10299 as follows: "Establish a landscaped boulevard to promote pedestrian-oriented uses and to create a safe, pleasant pedestrian link over I-5 w/ new traffic light and read access to Fred Meyer development, including a signal or other intersection improvement at Montana & Lombard and an improved pedestrian crossing over I-5. The project will be coordinated with ODOT to address potential impacts to Lombard and the I-5 interchange.	10171 (Burnside/Couch, West), 10299(Lombard St improvements), 10232 (Flanders, NW - Steel Br to Westover - bicycl facility), 10235 (S. Portland Improvements)
215	The 2014 RTP includes a broad statement about crosswalk spacing on arterials "Regional policy calls for safe crosswalks spaced no more than 530 feet apart (unless there are no intersections, bus stops or other pedestrian attractions), including features such as markings, medians, refuge islands, beacons, and signals, as appropriate."(p.2-80) This language is new in the Draft 2014 RTP and needs to be fully reviewed and discussed by affected jurisdictions. Introducing more frequent conflict points along arterials may affect safety and regional mobility. The 2014 RTP includes another statement realting to the spacing of crossings on arterials on p.2-82: "The experience of people walking and pedestrian access to transit is improved with features such as wide sidewalks with buffering from adjacent motor vehicle traffic, street crossings spaced no more than 530 feet apart—an ideal spacing is 200 to 400 feet where possible (unless there are no intersections, bus stops or other pedestrian attractions), special crossing elements at some locations, special lighting, benches, bus shelters, awnings and street trees." The last RTP applied this language only to transit/mixed-use corridors. This draft updated language could be interpreted more broadly to cover every arterial.	Washington County Staff	5/5/2014	Change as follows: (p.2-80) "Regional policy calls for <u>safe crossings of streets and controlled pedestrian crossings on major arterials</u> crosswalks spaced no more than 530 feet apart (unless there are no intersections, bus stops or other pedestrian attractions), including features such as markings, medians, refuge islands, beacons, and signals, as appropriate. Change p.2-82 as follows: " The experience of people walking and pedestrian access <u>along transit-mixed use corridors</u> to transit is improved with features such as wide sidewalks with buffering from adjacent motor vehicle traffic, street crossings spaced no more than 530 feet apart—an ideal spacing is 200 to 400 feet where possible (unless there are no intersections, bus stops or other pedestrian attractions), special crossing elements at some locations, special lighting, benches, bus shelters, awnings and street trees."	
216	Page 5-53: "Develop safe crosswalks on arterials and multi-lane roads, generally adhering to the region's maximum spacing standard of 530 feet and at all transit stops," This language is new in the Draft 2014 RTP and needs to be fully reviewed and discussed by affected jurisdictions. Introducing more frequent conflict points along arterials may affect safety and regional mobility.	Washington County Staff	5/5/2014	This section summarizes future work that was recommended by the Regional Safety Plan. Language will be added to provide an intro to this table of recommendations: "As part of the 2018 RTP and associated updates to the Regional Transportation Functional Plan, Metro will consider these changes as well as recommendations from the Regional Active Transportation Plan." Additionally, text within the table will be clarified to reflect that 530 feet refers to the long-standing regional street connectivity standard. Change as follows: "Develop safe crosswalks on arterials and multi-lane roads, generally adhering to the region's maximum <u>local street</u> spacing standard of 530 feet and at all transit stops".	
217	Page 2-33 - We request the language be modified to read, "Streets with 4 or more lanes should include medians, <u>where possible</u> , with appropriate median openings for turning movements and turn lanes."	Washington County Staff	5/5/2014	Change as requested.	

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218	Page 2-33 - The median policy needs to reflect the need to accommodate over-dimensional freight movement (which may preclude installation of medians on designated Over Dimensional Routes), and some qualifier about consideration of on-going operating and maintenance costs associated with medians.	Washington County Staff	5/5/2014	No change recommended. Defer to state requirements for overdimensional vehicles. Most types of transportation infrastructure include operating and maintenance costs, not just medians. The 2013 Oregon Freight Plan amendments will be addressed as part of the 2018 RTP update.	
219	Page 2-37 – The text says “Safety is a primary concern on the regional arterial system... Efforts should include:” and then includes design strategies, enforcement actions and education initiatives in the bullets below. We request that you change “should” to “may” in order to provide more flexibility for jurisdictions to respond to unique situations that may occur within their jurisdictions.	Washington County Staff	5/5/2014	Change as requested.	
220	Page 2-37 – The text states, “Efforts to substantively improve transportation safety in the region must give arterial roadways highest priority.” We request that you change “highest” to “high” to allow more flexibility in project selection and funding by local jurisdictions.	Washington County Staff	5/5/2014	Change as requested.	
221	Washington County has worked with local jurisdictions and Metro staff to develop revised language for Section 5.3.2.3 – I-5/99W Connector Study Recommendations and Implementation (Tigard to Sherwood – Mobility Corridor #20). Washington County concurs with the revised language submitted by the City of Tualatin for this section.	Washington County staff	5/5/2014	Change as requested. See also comment # 187 from the Mayors of Tualatin and Wilsonville.	
222	Page 5-13 – 5.3.1.5 – Beaverton to Forest Grove (Mobility Corridor #24) - Washington County believes the section, as included in the Draft 2014 RTP, is too long and detailed. The county has worked with ODOT and others to modify this section.	Washington County staff	5/5/2014	Staff will revise this section based on the input from Washington County and ODOT staff. See also comment # 209	
223	The County caught a number of typos and small technical fixes.	Washington County staff	5/5/2014	Change as requested.	
224	SW Walker Road between Roxbury Avenue and Canyon Road: Remove from map or downgrade from Bicycle Parkway to Regional Bikeway. This segment is severely constrained by topography, land uses and mature trees. It has very low potential for becoming a high-quality bikeway route in the long term.	Washington County staff	5/5/2014	Change functional classification to Regional Bikeway. Modeling of SW Walker Road, including this section, indicated that the route serves as a "collector" for bicycle travel.	
225	NW Thompson Road between Hartford Street and Saltzman Road: Move route (in this and all RTP maps) to the future Thompson Road alignment as adopted in the Washington County TSP, which cuts a diagonal and uses what is now Kenny Terrace. This is the ultimate future alignment for Thompson Road.	Washington County staff	5/5/2014	Change as requested.	
226	NW West Union Road between Century Boulevard and the Westside Trail: Upgrade from Regional Bikeway to Bicycle Parkway. This is one of the few continuous east-west routes in the area north of Sunset Highway. We aspire to have enhanced bicycle facilities on this road in the future.	Washington County staff	5/5/2014	Change as requested.	
227	Century Boulevard between West Union Road and TV Highway: Upgrade from Regional Bikeway to Bicycle Parkway. The county and City of Hillsboro envision Century Boulevard as an important north-south route for bicycling, walking and taking transit, while nearby parallel Cornelius Pass Road and Brookwood Parkway have more of an vehicle and freight mobility	Washington County staff	5/5/2014	Change as requested.	
228	SW Farmington Road between Reedville Trail and Westside Trail: Upgrade from Regional Bikeway to Bicycle Parkway. This is an important radial route leading into Beaverton. It will eventually be widened to 4 vehicle lanes between 209th and Kinnaman and it would be good to have high-quality bicycle facilities as part of a future design. Bike Parkways are currently sparse in this area of the map.	Washington County staff	5/5/2014	Change as requested.	
229	SW Hunziker Street between Hall Boulevard and 72nd Avenue: Realign based on SW Corridor planning. At a minimum, show the future realigned Hunziker overcrossing of Highway 217 as shown on Tigard and Washington County TSPs. Or, realign further north to connect with Beveland Street, depending on SW Corridor planning outcomes. To be consistent with local TSPs and SW Corridor planning.	Washington County staff	5/5/2014	Change as requested on Regional Pedestrian and Bicycle Maps.	

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230	NW Century Boulevard between West Union Road and Evergreen Parkway: Add as a Pedestrian Parkway. The county and City of Hillsboro envision Century Boulevard as an important north-south multi-modal route. The southern portion is already shown on the maps.	Washington County staff	5/5/2014	Change as requested. Extension of existing mixed-use corridor, once completed. Extending this section is consistent with methodology for adding routes; proposed addition is also on the Regional Arterial and Throughways and Regional Design Classifications Maps. Proposed addition is also part of the Regional Bicycle Network.	
231	NW West Union Road between Century Boulevard and Cornelius Pass Road: Add as Regional Pedestrian Corridor. This would avoid having the Century Boulevard suggestion above be a stub.	Washington County staff	5/5/2014	Change as requested. Extending this section is consistent with methodology for adding routes; proposed addition is also on the Regional Arterial and Throughways and Regional Design Classifications Maps. Proposed addition is also part of the Regional Bicycle Network.	
232	NW West Union Road between Bethany Boulevard and 143rd Avenue: Downgrade from Pedestrian Parkway to Regional Pedestrian Corridor. This is a short segment of Pedestrian Parkway that doesn't seem to have a larger purpose.	Washington County staff	5/5/2014	Change as requested. This segment was incorrectly identified as a pedestrian mixed-use corridor in the 2035 RTP (all mixed use corridors were automatically designated as Pedestrian Parkways in the ATP pedestrian network).	
233	NW 143rd Avenue between West Union Road and Cornell Road: Remove from map. There are already three other north-south Pedestrian Parkways in the vicinity.	Washington County staff	5/5/2014	Change as requested. This segment was incorrectly identified as a pedestrian mixed-use corridor in the 2035 RTP Pedestrian Network Map (all mixed use corridors were automatically designated as Pedestrian Parkways in the ATP pedestrian network).	
234	NW Bronson Road and path between Bethany Boulevard and Cornell Road. Remove from map. This is a useful connection but does not have regional significance. Also, there is already a good density of Pedestrian Parkways in this area.	Washington County staff	5/5/2014	Change as requested. This is a mapping error and will be removed.	
235	W Burnside Road from Barnes Road to county line: Remove from map. Also consider removing SW Barnes Road from Miller to Burnside in order to not create a stub. This segment is severely constrained by topography and vegetation, has very few developed land uses (mostly cemetery), and includes only one bus stop pair. The possibility of this becoming a viable pedestrian route is extremely slim. The cuts, fills and retaining walls necessary to build pedestrian facilities here would be cost prohibitive.	Washington County staff	5/5/2014	No change recommended. This segment of Burnside is identified as a 2040 Mixed Use Corridor. It is also a regional bus route. Keeping it on the regional pedestrian network is consistent with the approach to identify all 2040 mixed-use corridors and frequent and almost transit routes as Pedestrian Parkways. The ATP acknowledges that design and pedestrian safety improvements will occur within the context of the project location and constraints.	
236	SW Canyon Road from Canyon Drive to US 26: Remove from map or downgrade from Pedestrian Parkway to Regional Pedestrian Corridor. This segment is severely constrained by topography, vegetation and private properties. Most of the bus stops are sited at local street intersections such that walking along the road is limited (though crossing is still an issue). The possibility of this becoming a high-quality pedestrian route is extremely slim. The cuts, fills and retaining walls necessary to build pedestrian facilities here would be cost prohibitive.	Washington County staff	5/5/2014	No change recommended. This segment of SW Canyon Road is identified as a 2040 Mixed Use Corridor. It is also a regional bus route. Keeping it on the regional pedestrian network is consistent with the approach to identify all 2040 mixed-use corridors and frequent and almost transit routes as Pedestrian Parkways. The ATP acknowledges that design and pedestrian safety improvements will occur within the context of the project location and constraints.	
237	SW Walker Road between Roxbury Avenue and Canyon Road: Remove from map or downgrade from Pedestrian Parkway to Regional Pedestrian Corridor. This segment is severely constrained by topography, land uses and mature trees. It has very low potential for becoming a high-quality pedestrian route in the long term.	Washington County staff	5/5/2014	No change recommended. This segment of SW Walker Road is identified as a 2040 Mixed Use Corridor. Keeping it on the regional pedestrian network is consistent with the approach to identify all 2040 mixed-use corridors and frequent and almost transit routes as Pedestrian Parkways. The ATP acknowledges that design and pedestrian safety improvements will occur within the context of the project location and constraints.	
238	SW Jenkins Road between 158th Avenue and 153rd Avenue: Downgrade from Pedestrian Parkway to Regional Pedestrian Corridor. This could potentially be a map error. The remainder of Jenkins is a Regional Pedestrian Corridor.	Washington County staff	5/5/2014	Change as requested. This is part of an old alignment of the Westside Trail.	

Exhibit C to Ordinance No. 14-1340.
2014 Regional Transportation Plan (RTP) Summary of Comments Received and Recommended Actions
 (comments received March 21 - May 5, 2014)

Highlighted comments are recommended changes to March 21, 2014 Public Review Draft RTP

#	Comment	Source(s)	Date	TPAC Recommendation	Relevant RTP project
239	Willow Creek Transit Center loop: Remove from map. We understand the intent of connecting the transit center to the network, but showing Baseline & 185th is probably sufficient. Other transit stops don't appear to have this level of network detail.	Washington County staff	5/5/2014	Change as requested.	
240	198th Avenue between TV Highway and Farmington Road: Add as Regional Pedestrian Corridor. This collector road has a bus route and will be the focus of a county-funded \$14 million sidewalk and bike lane project in 2018.	Washington County staff	5/5/2014	Change as requested. Addition is consistent with methodology for adding routes; proposed addition is also on the Regional Design Classifications Maps as a Community Street. Proposed addition is also on the proposed Regional Bicycle Network.	
241	Recommend that the streets below be designated as Regional Pedestrian Corridors On-street 1) Park Avenue from River Road east across McLoughlin to Oatfield Road 2) Courtney Avenue from River Road east to Oatfield Road 3) Oak Grove Blvd from River Road east to Rupert Drive to Oatfield Road 4) Concord Road from River Road east to Oatfield Road 5) Roethe Road from River Road east to Oatfield Road 6) Jennings Avenue from River Road east to McLoughlin (area east is designated appropriately)	Clackamas County staff	3/20/2014	1) Add Park Avenue segment as requested; segment is partially within and connects to a LRT station area which is also a regional pedestrian and bicycle district. Change is consistent with current methodology to develop ATP maps. 2) through 6): Add as recommended. Routes provide key regional pedestrian connections identified through Clackamas County Active Transportation Plan project.	
242	Hwy 224 is designated as a Pedestrian Parkway On-street. Is this correct? It should be designated as a Pedestrian Parkway Off-street facility.	Clackamas County staff	3/20/2014	No change recommended. Keep designation as on-street. This segment of Hwy 224, the Milwaukie Expressway from the Milwaukie Town Center to Webster, is identified as a 2040 Mixed-Use Corridor which is why it is included as a Regional Pedestrian Parkway. A regional trail is not currently identified along the corridor; ODOT and partners would need to nominate the corridor for a regional trail. At current traffic speeds and volumes a high degree of separation and protection is desirable. Currently bicyclists and pedestrians currently use the shoulder if they need to use the route. However, apart from identifying the location regional trails, the regional pedestrian and bicycle network maps do not identify specific design solutions for pedestrian and bicycle routes. Design guidance for roadways with high traffic speeds and/or volumes is provided in the ATP in the design guidance chapter. As the corridor is developed as a 2040 mixed use corridor pedestrian improvements (such as the possibility of a separated path) would occur within a larger development framework.	
243	Add Regional multiuse path (Off-street connection) from Sunnybrook Blvd west of 82nd Avenue (below the Aquatic Park Center) connecting to Harmony Road	Clackamas County staff	3/20/2014	Change as requested. This is a Regional Trail, connects to the I-205 MUP and connects to a Pedestrian Parkway.	
244	Fuller Road from Harmony Road north to 82nd Avenue – designate Regional Pedestrian Corridor On-street	Clackamas County staff	3/20/2014	Change as requested. This street is included on the 2035 RTP "Regional Design Classifications Map" as a Community Street and is part of the Regional Bicycle Network. Change is consistent with current methodology to develop ATP maps.	
245	Hwy 212/224 from I-205 multiuse path east to 122nd Avenue - designate Regional Pedestrian Corridor On-street; from MS/SM Trail at Hwy 212/224 near Orchard View Lane east to 172nd Avenue – designate Pedestrian Parkway matching designation adjacent (to the west) and to the east.	Clackamas County staff	3/20/2014	Change as requested. Extending these sections is consistent with methodology for adding routes; proposed additions are also part of the Regional Bicycle Network, the Regional Arterial and Throughways and Regional Design Classifications Maps. Proposed additions are also part of the Regional Bicycle Network.	
246	132nd Avenue from Hubbard north to Sunnyside Road – designate Regional Pedestrian Corridor On-street	Clackamas County staff	3/20/2014	Change as requested. Routes provide key regional pedestrian connections identified through Clackamas County Active Transportation Plan project.	

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#	Comment	Source(s)	Date	TPAC Recommendation	Relevant RTP project
247	Remove Hwy 224 as Regional Pedestrian Corridor outside of UGB (near Richardson Creek Natural Area)	Clackamas County staff	3/20/2014	Change as requested. This is consistent with approach in ATP maps to only include facilities within the UGB.	
248	The Clackamas County ATP has the Newell Creek Trail as a Principle Active Transportation route. The Regional ATP doesn't show Newell Creek Trail. It shows Newell Creek Canyon and Beaver Lake Trail. Isn't Metro purchasing property in this area? The County recommends that the Newell Creek Trail be designated as a Regional Pedestrian Corridor.	Clackamas County staff	3/20/2014	The trail that County staff has referred to as the Newell Creek Trail is on the ATP pedestrian and bicycle maps, but is labeled as the Beaver Lake Trail. This a naming issue - the same trail is referred to both as the Newell Creek Canyon Trail and the Beaver Lake Trail. Metro's trail department will be reviewing and cleaning up naming issues to reduce confusion.	
249	Designate Oak Grove Blvd from River Road east to Oatfield Road as a Regional Bikeway On-street	Clackamas County staff	3/20/2014	Change as requested. Routes provide key regional pedestrian connections identified through Clackamas County Active Transportation Plan project.	
250	Change Concord (River Road to Oatfield to Thiessen Road) from a Bicycle Parkway to a Regional Bikeway.	Clackamas County staff	3/20/2014	Change as requested.	
251	Designate Naef Road from River Road to Oatfield to Oetkin Road to Thiessen Road as a Bicycle Parkway. Old River Road to Mapleton to Hwy 43 south is one of the County's Principal Active Transportation routes.	Clackamas County staff	3/20/2014	Change as requested. Naef Road is identified as a Principal Active Transportation (PAT) Route in the County's new Active Transportation Plan. Addition is consistent with methodology used to develop the ATP bicycle network.	
252	Old River Road to Mapleton to Hwy 43 is one of the County's Principal Active Transportation routes. Designate Mapleton as a Regional Bikeway On-street.	Clackamas County staff	3/20/2014	Change as requested. Routes provide key regional pedestrian connections identified through Clackamas County Active Transportation Plan project.	
253	Designate Monroe Street as a Bicycle Parkway in Milwaukie and east of Linnwood Avenue connecting east of 82nd Avenue to Phillips Creek Trail.	Clackamas County staff	3/20/2014	Change as requested. Monroe Street is identified as a priority bikeway in Milwaukie and Clackamas County. King Street, which runs parallel to Monroe street will be reclassified as a Regional Bikeway.	
254	Add Regional multiuse path (Off-street connection) from Sunnybrook Blvd west of 82nd Avenue (below the Aquatic Park Center) connecting to Harmony Road	Clackamas County staff	3/20/2014	Change as requested. This is a Regional Trail, connects to the I-205 MUP and connects to a Pedestrian Parkway.	
255	Designate Strawberry Lane from Webster to Evelyn Street as a Regional Bikeway.	Clackamas County staff	3/20/2014	Change as requested. Routes provide key regional pedestrian connections identified through Clackamas County Active Transportation Plan project.	
256	Designate Hwy 224 south of Hwy 212/224 split to Clackamas River/Springwater Road as a Bicycle Parkway.	Clackamas County staff	3/20/2014	Change as requested. Recommendation is consistent with the methodology used in developing the ATP bicycle network; section of Hwy 224 is on 2035 RTP "Arterial and Throughway Map" and identified as a Regional Street on the 2035 RTP "Design Classifications Map."	
257	The river crossing south of Wilsonville is clearly shown (on Pedestrian Network not Bicycle) but not the French Prairie Bridge, why?	Clackamas County staff	3/20/2014	Change as requested. The French Prairie Bridge is part of both the ATP Regional Pedestrian and Bicycle networks. It is a mapping error that it was left off of the bicycle map. The error will be corrected.	
258	Designate Redland Road from Hwy 213/Oregon Trail Barlow Road Trail east to UGB as a Regional Bikeway	Clackamas County staff	3/20/2014	Change as requested. Recommendation is consistent with the methodology used in developing the ATP bicycle network; this section of Redland Road is on 2035 RTP "Arterial and Throughway Map" and identified as a Community Street on the 2035 RTP "Design Classifications Map."	
259	Add the (Clackamas Regional Center) CRC I-205 ped/bike bridge crossing near Sunnyside Road to the Bike and Ped Maps. It is on the constrained Draft RTP project list (Project 11495; Ped/Bike I-205 overpass).	Clackamas County staff	4/15/2014	Change as requested.	

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2014 Regional Transportation Plan (RTP) Summary of Comments Received and Recommended Actions

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#	Comment	Source(s)	Date	TPAC Recommendation	Relevant RTP project
260	Designate SW Stephenson St, SW 35th Ave, Huber St west to Capitol Hwy as Regional Pedestrian Corridors and as Regional Bikeways. (There is a large gap between SW 49th and the Hillsdale to Lake Oswego Trail. This will help fill the gap and provide connectivity.) The routes from Boones Ferry Rd, Stephenson, 35th, Huber, and Capitol Hwy to Barbur Blvd provide connections to multiple destinations and transit stops in the area including Tryon State Park, Stephenson Elementary School (which doubles as a neighborhood park), Jackson Middle School (which doubles as a community park), residential uses (multifamily and single family dwellings), churches, and many services on Capitol Hwy and Barbur Blvd.	Lori Mastrantonio-Meuseur (citizen comment)	3/25/2014	No change recommended. Include in analysis and consideration in the 2018 RTP update. Policy discussion is needed to add, since addition of the route would not be consistent with the methodology used in developing the ATP bicycle and pedestrian networks. The streets are identified as City (not Major City) Bikeways in Portland's Bicycle Plan and as City Walkways in the Portland Pedestrian Master Plan.	
261	Designate SW Vermont St and SW 45th Ave as a Regional Pedestrian Corridors and Regional Bikeways. The routes along Vermont and 45th provide connections to multiple destinations and transit stops in the area including Gabriel Park, SW Community Center, residential uses (multifamily and single family dwellings), neighborhood commercial uses (medical services, offices and retail uses) and churches in the area.	Lori Mastrantonio-Meuseur (citizen comment)	3/25/2014	No change recommended. SW Vermont is currently designated a Regional Bikeway between the Hillsdale Town Center and SW Oleson Road. Do not add SW Vermont or SW 45th as a Regional Pedestrian Corridor at this time and do not add SW 45th as a Regional Bikeway at this time; but do include in analysis and policy discussion for consideration for inclusion in the 2018 RTP update. Policy discussion is needed to add, since addition of the route would not be consistent with the methodology used in developing the ATP Pedestrian and Bicycle networks. SW Vermont and SW 45th are identified as City (not Major City) Bikeways in Portland's Bicycle Plan and as City Walkways in the Portland Pedestrian Master Plan.	
262	Delete project #11097 since it is duplicative of the combination of projects #10474, 10475, 10476.	Metro/Gresham Staff	5/5/2014	Change as requested.	11097 (Rugg Rd/Springwater), 10474 (Rugg Rd extension), 10475 (Rugg Rd extension), 10476 (Rugg Rd)
263	The Columbia River Crossing I-5 project (CRC) should be removed from the RTP list.	Coalition for a Livable Future (CLF)	5/5/2014	Comment forwarded to ODOT and City of Portland. See response to Comment #153 from ODOT's director. ODOT opposes removing any elements of the Columbia River Crossing from the financially constrained RTP project list, and/or redefining elements of the project through this technical update. ODOT supports the current language as included in Metro's Public Review Draft of the RTP and looks forward to working with Metro between now and the next full RTP update.	10893: Improve I-5/Columbia River bridge, 10902 MAX light rail: Yellow Line: CRC / I-5 North extension
264	For the purposes of air quality conformity, any analysis with CRC on the list should include new analysis of air quality in the I-205 corridor in light of research by CDM Smith which found that the CRC would lead to increased travel on I-205 by as much as 39,500 vehicles per day	Coalition for a Livable Future (CLF)	5/5/2014	The current air quality tools used to conduct regional conformity analysis cannot perform project specific emissions analysis, and therefore cannot isolate emissions generated for a specific corridor or from a specific project. The emissions analysis takes regional aggregate outputs from the travel demand model and applies the outputs to specific emissions rates established and calibrated for the region. All the results come out as regional emissions which cannot be disaggregated to the degree the commenter seeks.	10893: Improve I-5/Columbia River bridge, 10902 MAX light rail: Yellow Line: CRC / I-5 North extension
265	The RTP should include findings on how the system has performed over time. Chapter 4 includes projected performance based on modeling potential results between 2010 and 2040. The RTP includes some performance information in Chapter One, including VMT, but does not include many of the measures listed in chapter 4 (table 4.2).	Coalition for a Livable Future (CLF)	5/5/2014	Because of the tight time line, the Regional mobility corridor atlas was not updated in advance of the 2014 RTP update. An updated atlas will be completed after adoption of the 2014 RTP update and will inform the 2018 RTP update.	
266	The RTP states in section 4.2.2 that an analysis of system monitoring performance is done every two years in advance of the allocation process for regional flexible funds. Key findings should be included in this section of the RTP.	Coalition for a Livable Future (CLF)	5/5/2014	This analysis will be included in the updated Regional mobility corridor atlas to be published after adoption of the 2014 RTP update.	

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I. Oregon Statewide Planning Consistency

Oregon Statewide Planning Goals	Corresponding RFP policy/RTP policy	Findings
<u>Goal 1:</u> Citizen Involvement	RFP Policy 1.13: Participation of Citizens RTP Policy: Goal 10, Deliver Accountability Objective 10.1 - Meaningful Input Opportunities	Metro undertook a public involvement process involving public opinion research, workshops, hearings, advisory committees, interactive web opportunities and other techniques, consistent with Metro’s adopted “Public Engagement Guide.” The Staff Report of July 17, 2014 identifies documents in the record that describe these efforts in detail.
<u>Goal 2:</u> Land Use Planning: Coordination and Implementation	RFP Policy 1.14: School and Local Government Plan and Policy Coordination	The 2014 RTP is a component of Metro’s Regional Framework Plan (RFP). The fundamental underpinning of the RFP is its coordination of land use planning and transportation planning. Metro coordinated with local governments and service districts while developing the 2014 RTP. The most intensive efforts were through JPACT, TPAC, MPAC and MTAC, which are all composed primarily of representatives of local governments and service districts. The Staff Report of July 17, 2014, describes this effort in detail.
<u>Goal 3:</u> Agricultural Lands		The RTP applies only within Metro’s UGB. Goal 3 does not apply.
<u>Goal 4:</u> Forest Lands		The RTP applies only within Metro’s UGB. Goal 4 does not apply.
<u>Goal 5:</u> Natural Resources, Scenic and Historic Areas, and Open Spaces	RTP Policy: Goal 6, Promote Environmental Stewardship Objective 6.1 - Natural Environment Objective 6.5 – Climate Change RFP Policy 3.2.6: Avoid fragmentation and degradation by new transportation projects	The 2014 RTP does not amend the relevant goals and objectives or their implementation. The RTP describes programs, such as the Livable Streets, Trees for Green Streets and Green Streets programs, which aim to protect natural resources. Title 1 of the RTFP connects these programs to street design requirements for local TSPs and subjects street design to the requirements of Title

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		13 (Nature in Neighborhoods) of Metro’s Urban Growth Management Functional Plan (UGMFP). Local decisions specifying the locations of transportation facilities and improvements will be made by cities and counties in their TSPs and other land use decisions, which will be subject to local Goal 5 programs that also comply with Titles 3 and 13 of the UGMFP.
<u>Goal 6:</u> Air, Land and Water Resources Quality	RTP Policy: Goal 6, Promote Environmental Stewardship Objective 6.2 – Clean Air Objective 6.3 – Water Quality and Quantity	The 2014 RTP does not amend the relevant goals and objectives or their implementation. The RTP describes programs, such as the Livable Streets and Green Streets programs, that aim to protect natural resources. Title 1 of the RTFP connects these programs to street design requirements for local TSPs and subjects street design to the requirements of Titles 3 and 13 of the UGMFP. The conformity determination prepared for the 2014 RTP demonstrates the plan meets the Clean Air Act and other state and federal air quality requirements.
<u>Goal 7:</u> Areas Subject to Natural Disasters and Hazards	RTP Policy: Goal 5, Enhance Safety and Security Objective 5.3 - Terrorism, Natural Disasters and Hazardous Material Incidents	The 2014 RTP does not amend the relevant goals and objectives or their implementation. Safety issues and activities are summarized in Section 1.6 of the RTP. In addition, the policy framework in Section 2.3 of the RTP includes “Goal 5: Enhance Safety and Security,” and specific safety and security objectives to increase safety of the transportation system for all users.
<u>Goal 8:</u> Recreational Needs	RTP Policy: Goal 7, Enhance Human Health	Chapter 2 of the RTP describes a network vision for regional bicycle and pedestrian and trail and greenway systems. Chapter 2 is being updated in the 2014 RTP based on the recently completed Regional Active Transportation Plan (ATP), including a new Section 2.5.5 that describes integrated pedestrian and bicycle networks and policies designed to promote active transportation options in the region. The RTP includes existing conditions and future vision maps for biking and

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		walking for each system (Figures 1.20, 1.21, 1.22, 2.18, 2.20).
<p><u>Goal 9:</u> Economic Development</p>	<p>RFP Policy 1.4: Economic Choices and Opportunities</p> <p>RTP Policy: Goal 2, Sustain Economic Competitiveness and Prosperity</p>	<p>Goal 9 applies to cities and counties, and not to Metro. The 2014 RTP does not amend the relevant goals and objectives or their implementation. The policy component of the RTP is structured around the implementation of the Region 2040 Growth Concept through strategic transportation improvements. As the economic engines of the region’s economy, the Portland central city, six regional centers, the region’s industrial areas and intermodal facilities are identified as the primary areas for transportation investments (RTP Section 2.2 and Table 2.1).</p> <p>Transportation improvements in these primary components of the 2040 Growth Concept are also guided by a set of functional maps that establish a series of efficient, high-quality motor vehicle, freight, transit, bicycle and pedestrian systems that are similarly designed to reinforce the Growth Concept (RTP Section 2.5).</p> <p>The RTP considers the importance of transportation, particularly the movement of freight, in the region’s economy (pp. 1-11 to 1-21). This means ensuring reliable and efficient connections between intermodal facilities and destinations in and through the region to promote the region's function as a gateway for trade and tourism. The regional freight network vision and policies are described in Section 2.5.4 of the RTP.</p>
<p><u>Goal 10:</u> Housing</p>	<p>RFP Policy 1.3: Housing Choices and Opportunities</p> <p>RTP Policy: Goal 1, Foster Vibrant Communities and Efficient Urban Form Objective 1.2 - Parking Management</p>	<p>The 2014 RTP does not amend the relevant goals and objectives or their implementation. The RTP links transportation to land use planning in a joint strategy to reduce household costs for housing and transportation (see Objective 8.3, p.2-15). The strategy is to provide multi-modal transportation</p>

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	<p>Objective 1.3 - Affordable Housing RTP Policy: Goal 8, Ensure Equity Objective 8.3 - Housing Diversity Objective 8.4 - Reduce household income share to transportation</p>	<p>opportunities to portions of the region with high numbers of cost-burdened households, and to ensure land use regulations allow types and densities of housing along high-frequency transit services.</p>
<u>Goal 11:</u> Public Facilities and Services	<p>RTP Policy: Goal 9. Ensure Fiscal Stewardship Objective 9.1 - Asset Management Objective 9.2 - Maximize return on public investment</p>	<p>The objectives of statewide planning Goal 11 with respect to transportation are more fully articulated by Goal 12. Please refer to findings under Goal 12.</p>
<u>Goal 12:</u> Transportation	<p>RFP Chapter 2, Transportation RFP Policy: 1.10.2, Encourage pedestrian and transit-supportive building patterns RTP Policy: Goals 1 through 10</p>	<p>The 2014 RTP is designed to ensure Metro’s continued compliance with Goal 12 and OAR 660 Division 12 (TPR). The fundamental requirement of Goal 12 and the TPR is that the RTP provide a transportation system that is adequate to serve planned land uses. A second basic requirement of the TPR is that the RTP be consistent with adopted state transportation plans. These findings show how the 2014 RTP meets these basic requirements. The attached Supplement addresses the detailed requirements of the TPR.</p>
<u>Goal 13:</u> Energy Conservation	<p>RTP Policy: Goal 6, Promote Environmental Stewardship Objective 6.4 - Energy and Land Consumption</p>	<p>The 2014 RTP helps achieve Goal 13 by planning, requiring local planning for, and investing in transportation systems that reduce reliance on the auto and increase use of other modes. Adoption of new policies from the ATP will contribute to changes in travel behavior by giving priority to completion of regional transit, bicycle and pedestrian systems.</p>
<u>Goal 15:</u> Willamette River Greenway	<p>RTP Policy: Goal 6, Promote Environmental Stewardship</p>	<p>The 2014 RTP does not amend the relevant goals and objectives or their implementation. RTP Goal 6 is achieved through Title 1 of the RTP and by implementation of Titles 3 and 13. Much of the Willamette Greenway in the UGB has been designated “Habitat Conservation Area”, subject to Title 13 protections.</p>

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II. Regional Framework Plan Consistency

Regional Framework Plan Policy	Relevant RTP policy	Findings
<u>Policy 1.1:</u> Compact Urban Form	RTP Policy: Goal 1, Foster Vibrant Communities and Efficient Urban Form Objective 1 - Compact Urban Form and Design	The 2014 RTP achieves these policies by planning, requiring local planning for, and investing in transportation systems that reduce reliance on the auto and increase use of other modes. Adoption of new RTP policies from the ATP will promote changes in travel behavior by giving priority to completion of regional transit, bicycle and pedestrian systems.
<u>Policy 1.3.2c:</u> service to Centers and Corridors to support affordable housing	RTP Policy: Goal 1, Foster Vibrant Communities and Efficient Urban Form Objective 1.3 - Affordable Housing RTP Policy: Goal 8, Ensure Equity Objective 8.3 - Housing Diversity Objective 8.4 - Reduce household income share to transportation	The 2014 RTP does not amend the relevant goals and objectives or their implementation. The RTP contains an essential strategy to accomplish RFP Policy 1.3.2c: investment in non-auto modes of transportation in portions of the region with higher numbers of cost-burdened households. The process in the Regional High-Capacity Transit System Plan for selection of investments in high-capacity transit includes criteria that address equity and housing affordability. A result of application of the criteria to potential HCT corridors is that several top tier projects run through areas of high numbers of cost-burdened households. See findings for statewide planning Goal 10.
<u>Policy 1.10.1.c:</u> Urban Design and <u>Policy 1.10.2:</u> Urban Design-encourage pedestrian and transit-supportive building patterns to reduce auto dependence	RTP Policy: Goal 1, Foster Vibrant Communities and Efficient Urban Form	The 2014 RTP achieves these policies by planning, requiring local planning for, and investing in transportation systems that reduce reliance on the auto and increase use of other modes. Adoption of new RTP policies from the ATP will promote changes in travel behavior by giving priority to completion of regional transit, bicycle and pedestrian systems.

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III. Oregon Transportation Plan Consistency

Oregon Transportation Plan Policy	Relevant RTP policy	Findings
<u>Policy 1.1</u> : Development of an Integrated Multimodal System	RTP Policy: Goal 3, Expand Transportation Choices Objective 3.1 – Travel Choices Objective 3.3 – Equitable Access Objective 3.4 – Shipping Choices	The 2014 RTP does not amend the relevant goals and objectives or their implementation. The RTP establishes integrated modal systems for motor vehicles, transit, freight, bicycles and pedestrians through a series of functional classification maps and accompanying visions (RTP Section 2.5). The RTP contains visions for each system, and street design classifications (RTP Section 2.5.1) that serve as the policy tool for integrating these modal systems.
<u>Policy 1.2</u> : Equity, Efficiency and Travel Choices	RTP Policy: Goal 3, Expand Transportation Choices Objective 3.3 – Equitable Access RTP Policy: Goal 8. Ensure Equity Objective 8.1 – Environmental Justice Objective 8.4 – Reduce household income share to transportation	The 2014 RTP does not amend the relevant goals and objectives or their implementation. See findings for statewide planning Goal 10 and RFP Policy 1.3.2c.
<u>Policy 1.3</u> : Relationship of Interurban and Urban Mobility	RTP Policy: Goal 2, Sustain Economic Competitiveness and Prosperity Objective 2.3 Metropolitan Mobility	The 2014 RTP does not amend the relevant goals and objectives or their implementation. The RTP identifies strategies for 24 mobility corridors, which are the principal interurban connections in the region. See Figure 2.3. The strategies explain the function of each corridor in the 2040 Growth Concept and movement of freight and general traffic into and out of the region.
<u>Policy 2.2</u> : Management of Assets	RTP Policy: Goal 9, Ensure Fiscal Stewardship Objective 9.1 – Asset Management Objective 9.2 – Maximize Return on Public	The 2014 RTP does not amend the relevant goals and objectives or their implementation. The Regional Transportation Systems Management and

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	Investment	Operations Plan adopted in 2010 includes an action plan focused on region-wide and mobility corridor-focused investments. A principal objective of the TSMO plan is more efficient use of the region's transportation assets.
<u>Policy 3.1</u> : Integrated and Efficient Freight System	<p>RTP Policy: Goal 2, Sustain Economic Competitiveness and Prosperity Objective 2.3 – Metropolitan Mobility Objective 2.4 – Freight Reliability Objective 2.5 – Job Retention and Creation</p> <p>RTP Policy: Goal 3, Expand Transportation Choices Objective 3.4 – Shipping Choices</p>	The 2014 RTP does not amend the relevant goals and objectives or their implementation.
<u>Policy 3.2</u> : Moving People to Support Economic Vitality	<p>RTP Policy: Goal 2, Sustain Economic Competitiveness and Prosperity Objective 2.1 – Reliable and Efficient Travel and Market Area Access Objective 2.2 – Regional Passenger Connectivity Objective 2.3 – Metropolitan Mobility Section 2.5.5 – Regional Active Transportation Network Vision</p> <p>RTP Policy: Goal 3, Expand Transportation Choices Objective 3.1 – Travel Choices</p>	The 2014 RTP does not amend the relevant goals and objectives or their implementation, except for the addition of new principles and policies from the ATP in Section 2.5.5 that are intended to promote development of a connected, safe, and convenient bicycle and pedestrian network in the region, consistent with OTP Policy 3.2 and its implementing strategies.
<u>Policy 3.3</u> : Downtowns and Economic Development	<p>RTP Policy : Goal 1, Foster Vibrant Communities and Efficient Urban Form Objective 1.1 – Compact Urban Form and Design</p> <p>RTP Policy: Goal 2, Sustain Economic Competitiveness and Prosperity Section 2.5 – Regional System Concepts Section 2.5.1 – Regional System Design and</p>	The 2014 RTP does not amend the relevant goals and objectives or their implementation, except for the addition of new principles and policies from the ATP in Section 2.5.5 that are intended to promote development of a connected, safe, and convenient bicycle and pedestrian network in the region, consistent with OTP Policy 3.3 and its implementing strategies.

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	Placemaking Concept Section 2.5.5 – Regional Active Transportation Network Vision	
<u>Policy 3.4</u> : Development of the Transportation Industry	RTP Policy: Goal 2. Sustain Economic Competitiveness and Prosperity Objective 2.5 – Job Retention and Creation	The 2014 RTP does not amend the relevant goals and objectives or their implementation.
<u>Policy 4.1</u> : Environmentally Responsible Transportation System	RTP Policy: Goal 6, Promote Environmental Stewardship Objective 6.1 - Natural Environment Objective 6.2 – Clean Air Objective 6.3 – Water Quality and Quantity Objective 6.4 – Energy and Land Consumption Objective 6.5 – Climate Change	The 2014 RTP does not amend the relevant goals and objectives or their implementation. See also findings for statewide planning Goals 5, 6 and 13 and RFP Policy 1.1.
<u>Policy 4.2</u> : Energy Supply	RTP Policy: Goal 6, Promote Environmental Stewardship Objective 6.4 – Energy and Land Consumption	The 2014 RTP does not amend the relevant goals and objectives or their implementation. See also findings for statewide planning Goals, 13 and RFP Policy 1.1.
<u>Policy 4.3</u> : Creating Communities	RTP Policy: Goal 1, Foster Vibrant Communities and Efficient Urban Form	The 2014 RTP does not amend the relevant goals and objectives or their implementation. See also findings for statewide planning Goal 12 and RFP Policies 1.1 and 1.3.2c.
<u>Policy 5.1</u> : Safety	RTP Policy: Goal 5, Enhance Safety and Security Objective 5.1 – Operational and Public Safety Objective 5.2 – Crime Objective 5.3 – Terrorism, Natural Disasters and Hazardous Material Incidents	The 2014 RTP includes a minor non-substantive amendment to the language of Objective 5.1 based on a recommendation of the Regional Safety Workgroup. The 2014 also adds text in Section 2.5 describing measures designed to increase safety on streets with four lanes or more and describing the importance of well-designed pedestrian crossings. See also findings for statewide planning Goal 7.
<u>Policy 5.2</u> : Security	RTP Policy: Goal 5, Enhance Safety and Security Objective 5.1 – Operational and Public Safety Objective 5.2 – Crime Objective 5.3 – Terrorism, Natural Disasters and Hazardous Material Incidents	The 2014 RTP includes a minor non-substantive amendment to the language of Objective 5.1 based on a recommendation of the Regional Safety Workgroup. The 2014 also adds text in Section 2.5 describing measures designed to increase safety on

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		streets with four lanes or more and describing the importance of well-designed pedestrian crossings. See also findings for statewide planning Goal 7.
<u>Policy 6.1</u> : Funding Structure	RTP Policy: Goal 9, Ensure Fiscal Stewardship Objective 9.3 - Stable and Innovative Funding	The 2014 RTP does not amend the relevant goals and objectives or their implementation. See also findings for OTP Policy 2.2. The RTP revenue forecast and financial analysis for operations and maintenance costs was based on a thorough evaluation of city and county, ODOT, TriMet and SMART cost projections. The system was developed based on a forecast of expected revenues that was formulated in partnership with the Oregon Department of Transportation, cities and counties in the Metro region, TriMet and the South Metro Area Rapid Transit (SMART) district.
<u>Policy 6.3</u> : Public Acceptability and Understanding	RTP Policy: Goal 9, Ensure Fiscal Responsibility Objective 9.2 Maximize Return on Public Investment RTP Policy: Goal 10, Deliver Accountability Objective 10.1- Meaningful Input Opportunities Objective 10.2 – Coordination and Cooperation	See findings for statewide planning Goal 1. Metro engaged not only its traditional planning partners, through JPACT and TPAC, but also engaged MPAC and MTAC. Metro maintained a full accounting of comments from its partners and responses to the comments in the Comment Log. Three formal public comment periods were held in addition to presentations to stakeholder groups and the regular Metro advisory committee meetings as described in the July 17, 2014, staff report.
<u>Policy 6.5</u> : Triage in the Event of Insufficient Revenue	RTP Policy: Goal 9, Ensure Fiscal Stewardship	The 2014 RTP does not amend the relevant goals and objectives or their implementation.
<u>Policy 7.1</u> : Coordinated Transportation System	RTP Policy: Goal 10, Deliver Accountability	The 2014 RTP does not amend the relevant goals and objectives or their implementation. See also findings for statewide planning Goals 2 and 12 and OTP Policies 1.1; 1.3; and 3.1.
<u>Policy 7.2</u> : Public/Private Partnerships	RTP Policy: Goal 9, Ensure Fiscal Stewardship Objective 9.3 Stable and Innovative Funding	The 2014 RTP does not amend the relevant goals and objectives or their implementation. See also findings for OTP Policy 6.1.
<u>Policy 7.3</u> : Public Involvement and	RTP Policy: Goal 10, Deliver Accountability Objective 10.1 Meaningful Input Opportunities	The 2014 RTP does not amend the relevant goals and objectives or their implementation. See also

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Consultation	Objective 10.2 – Coordination and Cooperation	findings for statewide planning Goal 1 and OTP Policy 6.3.
<u>Policy 7.4</u> : Environmental Justice	<p>RTP Policy: Goal 3. Expand Transportation Choices Objective 3.3 – Equitable Access</p> <p>RTP Policy: Goal 8, Ensure Equity Objective 8.3 Housing Diversity Objective 8.4 Reduce household income share to transportation</p>	The 2014 RTP does not amend the relevant goals and objectives or their implementation. See also findings for statewide planning Goal 10 and OTP Policies 1.2 and 1.3.2c.

IV. Oregon Highway Plan Consistency

Oregon Highway Plan Policy	Relevant RTP policy/RTFP requirement	Findings
<u>Policy 1B</u> – Land use and Transportation	<p>RTP Policy: Goal 1, Foster Vibrant Communities and Efficient Urban Form Objective 1.1 – Compact Urban Form and Design Objective 1.3 - Affordable Housing</p> <p>RTP Policy: Goal 2, Sustain Economic Competitiveness and Prosperity Objective 2.2 – Regional Passenger Connectivity Objective 2.3 – Metropolitan Mobility</p> <p>RTP Section 2.2, Integrated Land Use and Transportation Vision</p>	The acknowledged 2040 Growth Concept provides the land use context for the 2014 RTP, and is shown in Figure 2.1. The Growth Concept establishes compact development as a guiding principle. The Growth Concept also embraces a multi-modal solution to transportation, and links land use designations to specific transportation strategies. A discussion of how the plan implements the Growth Concept is shown in Section 2.2 and Table 2.6 of the RTP. The project list contained in Appendix 1.1 was developed consistent with these policies.
<u>Policy 1C</u> – State Highway Freight System	<p>RTP Policy: Goal 2, Sustain Economic Competitiveness and Prosperity Objective 2.3 – Metropolitan Mobility Objective 2.4 – Freight Reliability Objective 2.5 – Job Retention and Creation</p> <p>RTP Policy: Goal 3. Expand Transportation Choices</p>	See findings for statewide planning Goal 9, OTP Policies 1.1, 3.1 and 3.2.

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	Objective 3.4 – Shipping Choices	
<u>Policy 1F</u> – Highway Mobility Standards	<p>RTP Policy: Goal 2, Sustain Economic Competitiveness and Prosperity</p> <p>Objective 2.1 – Reliable and Efficient Travel and Market Area Access Objective 2.2 – Regional Passenger Connectivity Objective 2.3 – Metropolitan Mobility Objective 2.4 – Freight Reliability Objective 2.5 – Job Retention and Creation</p>	The attached Supplement contains an explanation of compliance of the 2014 RTP with state highway mobility standards in OHP Policy 1F.
<u>Policy 1G</u> – Major Improvements	<p>RTP Policy: Goal 4, Emphasize Effective and Efficient Management of the Transportation System</p> <p>RTP Policy: Goal 9, Ensure Fiscal Stewardship</p> <p>Objective 9.1 - Asset Management Objective 9.2 - Maximize return on public investment</p>	The 2014 RTP highlights the mismatch between needs and resources and prioritizes maintenance and maximization of operational efficiencies of existing transportation facilities (pp. 1-25 to 1-32). The mobility policy described in Table 2.4 provides one measure for identifying deficiencies in the regional transportation system that is complemented by a broader set of measures and system completion policies. The RTP and RTFP call for a well-connected network of complete streets. The RTFP requires local TSPs to do their part in meeting these policies by setting system design standards. The RTFP gives priority to non-SOV solutions to transportation needs over addition of motor vehicle capacity improvements (3.08.220A).
<u>Policy 3A</u> – Classification and Spacing Standards	<p>RTP Policy: Goal 2, Sustain Economic Competitiveness and Prosperity</p> <p>Objective 2.2 – Regional Passenger Connectivity</p> <p>RTP Policy: Goal 4, Emphasize Effective and Efficient Management of the Transportation System</p> <p>Objective 4.1 - Traffic Management</p>	The street design classifications in Table 2.6 and illustrated in Figure 2.5 correlate access policies to implementation of the 2040 Growth Concept. Designs for Throughways (shown in Figure 2.7) correlate to the Interstate and Statewide highway designations in the Oregon Highway Plan, and are consistent with OHP policies for access management and the use of grade-separated intersections. Designs for Arterials (shown in Figure 2.7) address access management for arterial streets in the metropolitan area, and correlate to the District

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		<p>Highway designation in the 1999 Oregon Highway Plan. Access management strategies for driveway and intersection design in these classifications are consistent with the OHP policies. The RTP and RTFP call for a well-connected network of complete streets and strategies to manage access and demand on the system (See RTFP Sections 3.08.110 and 3.08.160). The exact location of medians, driveways and street intersections is determined at the project development phase.</p>
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Supplement to Exhibit D to Ordinance No. 14-1340 Findings

I. Goal 12 and OAR Division 12 (Transportation Planning Rule)

In 2010, Metro adopted a significant overhaul to its Regional Transportation Plan (RTP), entitled the 2035 RTP. Under the federal Clean Air Act, Metro is required to update the RTP every four years to demonstrate continued compliance with air quality standards, which is the primary focus of this 2014 update to the RTP. Unlike the 2035 RTP, the 2014 amendments include few policy changes, and most revisions are of a technical and housekeeping nature. The primary policy changes are located in Chapter 2 and include revisions that strengthen existing policies regarding active transportation, and provide additional detail to reflect recommendations included in the Regional Active Transportation Plan (ATP).

Because the 2035 RTP has been acknowledged by LCDC as compliant with the statewide planning goals and the state Transportation Planning Rule (TPR), these findings focus on describing how the amendments and updates contained in the 2014 RTP ensure continued compliance with applicable state requirements. The fundamental requirement of Goal 12 and the TPR is that the RTP must provide a transportation system that is adequate to served planned land uses. The RTP, together with the local transportation systems in city and county transportation system plans (TSPs), is aimed to serve the land uses planned by the region's 25 cities and metro portions of Clackamas, Multnomah and Washington counties. The Regional Transportation Functional Plan (RTFP) component of the RTP directs how local governments will implement the RTP. The RTP includes a schedule for city and county action, if necessary, to bring their TSPs into compliance with the RTP. The schedule has been coordinated with the local governments and reflects their own planning work programs and the availability of funds for the work.

The 2035 RTP adopted a new outcomes-based framework for regional transportation planning that includes policies, objectives and actions that direct future planning and investment decisions to consider economic, equity and environmental objectives. That approach remains unchanged in the 2014 RTP, which continues to include a broad set of performance targets that are tied to the outcomes that the RTP aims to achieve. The targets and other performance measures included in the plan continue the region's shift away from reliance upon level-of-service as the primary measure for determining transportation needs and success of the plan's strategies. In addition, the RTP commits Metro and its regional partners to continue developing a regional data collection and performance monitoring system to better understand the benefits and impacts of actions called for in the RTP and RTFP.

TPR 0015: Preparation and Coordination of Transportation System Plans

Findings of consistency of the 2014 RTP with the Oregon Transportation Plan and the Oregon Highway Plan are set forth in the table that is included as part of this Exhibit D.

TPR 0020: Elements of Transportation System Plans

The RTP is the "transportation system plan" for the metropolitan region, implementing the LCDC-acknowledged 2040 Growth Concept, and serving as the federal metropolitan transportation plan for the region. The plan establishes a regional network of facilities and services (Chapter 2) to meet overall regional transportation needs (Appendix), and contains policies (Chapter 2, Goals and Objectives), strategies (Appendix), projects (Appendix and p.3-3 to 3-6) and implementing land use regulations for cities and counties (RTFP).

In 2013, the Metro Council adopted the 2040 Household and Employment Forecast Distribution after extensive review and involvement from local governments and Metro advisory committees. The 2040 Household and Employment Forecast Distribution serve as the basis of analysis in the 2014 RTP update. The model was prepared using the MetroScope “Gamma” TAZ Forecast (described in the Appendix) and provides an estimate forecast and distribution of population and employment for the region. The land use assumptions used in this forecast are based on the LCDC-acknowledged 2040 Growth Concept, estimating a modest expansion of the regional urban growth boundary over the planning period that follows the existing state hierarchy for priority lands.

The RTP identifies transportation needs (Appendix - Regional Mobility Strategies) and all feasible solutions (Appendix and p.3-3 to 3-6) based on the expected land use and travel patterns and level of funding assumed for planning period of 2005 to 2035.

First, the plan contains two levels of investments to the components of the overall transportation system:

1. The Federal Priorities set of investments (also known as the “financially constrained” list) for which funding over the planning period is “reasonably anticipated to be available.” This set of investments will serve as the basis for complying with federal law and air quality regulations.
2. The RTP Investment Strategy (also known as the “state” RTP list) includes the Federal Priorities projects plus additional investments that the region is committed to funding if new or expanded revenue sources are secured. The region has deemed this list of investments as “reasonably likely to be funded” under state law. If these improvements are made, the system will support the region’s land use plans and improve system performance as much as feasible. This set of investments is the basis for findings of consistency with the Statewide Planning Goal 12, the Oregon Transportation Planning Rule and the Oregon Transportation Plan and its components.

Second, through adoption of new policies and implementation of them through the RTFP and other mechanisms, the RTP will contribute to changes in travel behavior by promoting development of regional transit, bicycle and pedestrian systems and creating a well-connected arterial, collector and local street network. Third, the RTFP requires local TSPs to do their part in meeting regional and state needs implemented through system design standards in Title 1 and considering regional needs identified in the RTP Appendix during local TSP updates.

The mobility strategies in the Appendix of the RTP set forth overall regional needs and strategies for 24 transportation corridors. These corridors are subareas of the region that include the principal interurban connections in the region and supporting multimodal facilities and services. The strategies explain the function of each corridor in the 2040 Growth Concept and in movement of freight and general traffic into and out of the region. The strategies (and System Maps in Chapter 2 of the RTP: Figure 2.7, Figure 2.10, Figure 2.15, Figure 2.18 and Figure 2.20) identify the general location of existing and new regional transportation facilities and the 2040 land uses that are served by these facilities. The strategies identify transportation needs, projects (by mode) and other necessary actions to address the needs in each corridor.

Chapter 1 and Chapter 2 of the RTP contain an inventory and assessment of existing facilities in the road, freight, transit, bicycle, trail and pedestrian systems, system management and operations,

demand management and regional bridges. As noted above, the plan includes two sets of planned facilities and improvements, the Federal Priorities set of investments and the state RTP Investment Strategy. The analysis of these facilities, existing and planned, describes how the entire system performs when measured against the region's mobility standards and modal targets (Chapter 4).

Bicycles and Pedestrians

The 2014 RTP adopts new policies in Section 2.5 that reflect recommendations included in the Regional Active Transportation Plan, including a new Section 2.5.5 establishing a Regional Active Transportation Network Vision. That section strengthens and expands upon existing active transportation policies and provides additional detail regarding bicycle and pedestrian networks.

TPR 0025: Refinement Plans

The 2014 RTP identifies four mobility corridors (Table 5. 1) for "refinement plans" that comprise seven of the 24 mobility corridors identified in the Appendix. The corridor refinement plans will involve a combination of transportation and land use analysis, multiple local jurisdictions and facilities operated by multiple transportation providers. Metro or ODOT will initiate and lead necessary refinement planning in coordination with other affected local, regional, state and federal agencies. The refinement plans will more thoroughly define the need, mode, function and general location of transportation improvements and programs in the corridor, and consider a range of solutions and strategies to address identified needs (mobility strategies in Appendix). Chapter 5 describes each of the four corridors, sets forth the transportation needs that require further work on need, mode, function and general location, and explains why a refinement plan is needed.

TPR 0030: Transportation Needs

The determination of transportation needs included in the RTP is appropriate and sufficient for the level of decision-making provided in the plan. The needs analysis is based on a 2040 population and employment forecast described in the Appendix and projected traffic volumes compared to capacity of road network and gaps and deficiency analysis for each mode. The forecast drives the determination of future needs, but the determination itself involves examination of the components of the overall system (roads, transit, etc.) in light of the goals and objectives of the RTP.

As part of the 2035 RTP update, Metro published the Atlas of Mobility Corridors, the first of its kind created for this region. The atlas presents current land use and multi-modal transportation data for each of the region's 24 mobility corridors to help planners and decision-makers understand existing system conditions, identify needs and prioritize mobility investments. For each corridor, the atlas provides a general overview that includes location in the region, primary transportation facilities and land use patterns, and an assessment of gaps and deficiencies by travel mode. This information was used to help identify the most cost-effective strategies and investment priorities for each corridor and will serve as a framework for monitoring how well different strategies are working in each corridor over time. The Atlas of Mobility Corridors served as the foundation for the development of mobility corridor strategies for all 24 mobility corridors included in the RTP appendix.

The RTP organizes the needs by mobility corridor in the Appendix and identifies strategies to address the needs. The RTP addresses the needs of the transportation-disadvantaged by emphasizing facilities for transit riders, pedestrians and bicyclists. State transportation needs identified in the state TSP are included in the region's needs, as are needs for the movement of goods and services to support industrial and commercial development planned by cities and counties pursuant to OAR 660-09 and Goal 9 (Economic Development). The RTP, and Regional Freight Plan and TSMO plan, address the needs for the movement of goods and services by

establishing a regional freight network, addressing freight reliability and shipping choices in RTP Goals 2, 3 and 4, and prioritizing investments that optimize the existing transportation system and provide access to centers and employments areas (including industrial areas and freight intermodal facilities).

TPR 0035: System Alternatives

Since adoption by Metro of the 2040 Growth Concept in 1995, the region has aggressively pursued implementation of the land use and transportation vision for this region. The concept calls for higher densities and mixed-use, pedestrian friendly, transit supportive development patterns. The Regional Framework Plan and its component functional plans have implemented the state-acknowledged 2040 Growth Concept. In the 19 years following adoption of the Growth Concept, cities and counties have amended plans and land use regulations to allow mixed-use and higher density development. The region has added three new light rail lines to the high-capacity transit system since adoption of the Growth Concept (with a fourth line scheduled to open in the next year) and frequent service bus lines connecting the Central City and several Regional and Town Centers.

Local governments have been implementing arterial and local street connectivity, completing gaps in the bike and pedestrian system and adopted the parking ratios in Title 4. At the regional level, programs such as the Regional Travel Options (RTO) program, the Transit-Oriented Development (TOD) program and coordination of the application of Intelligent Transportation Systems (ITS) have also supported the 2040 Growth Concept vision. Performance measurement indicates that implementation of the 2040 Growth Concept is yielding good results: modal shares are shifting to the transit, bicycle and pedestrian systems; ridership on bus and light-rail lines in the region increased by 45 percent between 1997 and 2007, nearly twice the percentage growth rate in population, which grew by 20 percent; VMT per capita has fallen significantly in the face of growth in population faster than the national average (pp. 1-51 to 1-64). The region remains committed to the 2040 Growth Concept.

Projects were solicited from county coordinating committees, the city of Portland, TriMet, SMART, the Port of Portland and ODOT. Each project sponsor was requested to identify investment priorities consistent with the RTP policies, and within their sub-regional funding target. Projects and programs were requested to come from plans or studies that had been developed through a public process. The solicitation resulted in more than 1,200 proposed projects with a total estimated cost of roughly \$22 billion.

The 2014 RTP continues to prioritize investment in connectivity of systems and multi-modality and defines a system of investments that is reasonably expected to meet identified needs in a safe manner and at a reasonable cost with available technology, strategies and actions. RTP Goal 1 (p. 2-8) emphasizes a compact urban form, which encourages the use of transit, bicycles and pedestrian systems. Goal 2 (p. 2-8) calls for freight reliability and intermodal connectivity for people and goods, which also encourages the use of transit, bicycles and pedestrian systems. Goal 3 (p. 2-9) calls for expanded travel and shipping choices. Goal 4 (p. 2-9) emphasizes better management of existing systems and value pricing to yield efficiencies to optimize capacity, improve system reliability and reduce emissions. Goal 9 (p. 2-12) calls for maximizing return on investment. All of these goals are implemented through regional investments in the RTP, Regional Flexible Funds process and the requirements for city and county transportation planning in the RTFP. Section 3.08.220A requires cities and counties to consider first those transportation solutions that do not involve new road capacity for motor vehicles.

TPR 0045: Implementation

Section 0045 provides direction to cities and counties, the local governments that adopt and apply comprehensive plans, zoning and land division ordinances, building codes and other land use regulations. The RTPF implements the RTP, but it also prescribes standards and criteria for city and county TSPs and land use regulations.

TPR 0050: Project Development

RTP Goal 10 calls for meaningful public input opportunities for interested and affected stakeholders in plan development and review, including people who have traditionally been underrepresented in the transportation planning process. RTP Section 5.3.1 and Section 5.3.2 provide a process for coordinated corridor refinement planning and project development among affected local governments. In addition, Metro's "Public Engagement Guide" (last updated November, 2013) provides policies and procedures for citizen involvement that Metro is expected to follow in the development of plans and projects, including Metro-administered funding, and Metro-led corridor refinement plans and project development activities.

Cities and counties are generally responsible for transportation project development to implement the regional TSP by determining the precise location, alignment, and preliminary design of improvements included in the regional TSP. Title 3 (Transportation Project Development) of the RTPF requires cities and counties to specify the general locations and facility parameters of planned transportation facilities. ODOT is responsible for project development activities of state-owned facilities pursuant to OAR 731 Division 15. The specifications must be consistent with the RTP (3.08.310A).

TPR 0055: Timing of Adoption and Update of TSPs

The Metro website (www.oregonmetro.gov/tsp) includes a work plan and compliance schedule for local TSP updates to be consistent with the RTP.

II. Oregon Highway Plan Policy 1F: Mobility Standards

The 2000 RTP included alternative volume-to-capacity-based mobility standards that were approved by the Oregon Transportation Commission and incorporated into the OHP in 2002. See RTP Table 2.4. The 2000 RTP also contained targets for mode shares for non-SOV modes as an alternative measure to the per capita vehicle miles traveled reduction target to measure of the success of the regional transportation system. See Table 2.5. Chapter 4 of the 2014 RTP establishes a system for measurement of the performance of the regional transportation system and evaluates the system using the measures (pp. 4-1 to 4-5). The region's congestion management process will also monitor the region's mobility corridors (Appendix).

The Chapter 4 evaluation finds that certain state highway segments in the system will not meet the mobility standards in OHP Table 7 under Policy 1F.1 of the OHP by 2040, even with the investments to the system proposed in the 2014 RTP (pp. 4-24 to 4-32). In this situation, OHP Policy 1F.5 establishes a different performance standard for the 2014 RTP:

"For purposed of preparing...transportation system plans, in situation where the volume to capacity ratio for a highway segment is above the standards in...Table 7...and transportation improvements are not planned within the planning horizon to bring performance to standard because of severe environmental, land use or financial constraints, the performance standard for the highway segment shall be to improve performance as

much as feasible and to avoid further degradation of performance where no performance improvements are feasible.”

The RTP and RTFP require a demonstration of progress toward achievement of standards and targets “to improve performance of state highways...as much as feasible and avoid their further degradation.”

The region has identified many more needs than there is funding available to address (Chapter 1, pp. 1-25 to 1-32, Chapter 3, pp. 3-14 to 3-26). The RTP improves performance as much as feasible and implements a number of projects, strategies and actions to avoid their further degradation. The region is not able to fully implement all the projects, strategies and actions called for in the RTP due to significant financial constraints and a lack of public support for more aggressive implementation of strategies, such as tolling, in the region.

The system management policies in the RTP (2014 RTP Section 2.5.6) and resulting projects and programs are intended to maximize the use of existing facilities. The regional congestion management process (CMP) also requires local jurisdictions to consider system management solutions before adding roadway capacity to the regional system (2014 RTP Section 5.4). These provisions are implemented through Goals 4 and 5 in Chapter 2 of the RTP, Title 1 Section 3.08.160 and 3.08.220 of the Regional Transportation Functional Plan, the Regional Transportation System Management and Operations Plan that is a component of the 2014 RTP, and a number of recommended projects and programs, which are listed in the Appendix of the 2014 RTP. The plan also calls for consideration of value pricing in the region to better manage capacity and peak use of the throughway system. While this tool has been successfully applied in other parts of the U.S., it has not been applied in the Portland region to date. The 2009 Legislature directed ODOT to research the application of this tool in the Portland region, and identify a pilot project to further test this strategy (pp. 2-87 to 2-88).

The 2014 RTP includes roughly \$22 billion in investments, representing the level of investment the region’s policymakers’ willingness and commitment to raise new revenue, and as a result are “reasonably likely” to be available during the planning period. As a result of ODOT’s limited resources, the 2014 RTP includes significant local funding contributions to projects of importance to cities and counties on both the interstate and arterial part of the ODOT system (including regional and district highway). More than 50 percent of the planned improvements in the RTP Investment Strategy are assumed to be funded through local revenue sources. State revenues only account for 16 percent of the planned system (Chapter 3, p. 3-20), with the majority of that funding assumed for the Columbia River Crossing Project. Federal revenues account for 17 percent of the funding assumed in the plan. TriMet will implement transit service expansion through the agency’s Five-Year Transit Improvement Plan as transit-supportive land uses are implemented, demand exists and funding allows. RTP projects (in Appendix and on pp.3-3 to 3-6) represent a comprehensive strategy for managing congestion and improving performance as much as feasible. The projects include many system management projects along regional mobility corridors and the supporting arterial system (including access management, improved incident detection, real-time traveler information, and signal timing), implementation of demand management programs such as Transportation Management Associations and the Drive Less Save More Campaign, transit-oriented development projects to encourage transit use, connectivity and retrofits projects for all modes of travel and widening of arterial and highway facilities in the region.

The RTFP requires each city and county to take the actions prescribed in 3.08.230E to help demonstrate that the RTP is consistent with Action 1F.5 of the OHP and to be eligible for a 30 percent trip reduction credit for plan amendments:

1. Parking minimum and maximum ratios in Centers and Station Communities (3.08.410A)
2. Designs for street, transit, bicycle, freight and pedestrian systems consistent with Title 1; and
3. TSMO projects and strategies, including localized TDM, safety, operational and access management improvements (3.08.160); and
4. Land use actions pursuant to OAR 660-012-0035(2).

More specific examples of all feasible actions included in the RTP and RTFP pursuant to OHP Policy 1.F5 include:

- Providing a network of local streets, collectors and arterials to relieve traffic demand on state highways and to provide convenient pedestrian and bicycle ways (RTP Chapter 2; RTFP Sections 3.08.110, 3.08.130, 3.08.140 and 3.08.220);
- Managing access and traffic operations to minimize traffic accidents, avoid traffic backups on freeway ramps, and make the most efficient use of highway capacity [RTP Chapter 2, Regional TSMO plan and RTFP Sections 3.08.110G, 3.08.160 and 3.08.220A(1)];
- Managing traffic demand, where feasible, to manage peak hour traffic loads on state highways [RTP Chapter 2, Regional TSMO plan and RTFP Sections 3.08.110G, 3.08.160 and 3.08.220A(1)];
- Providing alternative modes of transportation [RTP Chapter 2 and RTFP Sections 3.08.120, 3.08.130, 3.08.140, and 3.08.160, 3.08.220A(2)]; and
- Managing land use to limit vehicular demand on state highways consistent with the Land Use and Transportation Policy (1B) [RTFP Section 3.08.220A(4) and 2040 Growth Concept implementation through the Urban Growth Management Functional Plan]

More specific examples of TSMO actions that can be taken pursuant to 3.08.160 include the following:

- Reconfigure highway and side-street accesses to minimize traffic conflicts at intersections;
- Limit parking near signalized intersections to increase intersection capacity;
- Coordinate and operate traffic signals to improve traffic progression;
- Relocate driveways and improve local road connections to direct traffic away from overburdened intersections and intersections where side-street capacity is limited in order to optimize traffic progression on the state highway.

The Chapter 5 evaluation also finds that the proposed investments will bring the region much closer to the modal targets in the RTP than the “no build” system (pp.4-33 to 5-34). Finally, the evaluation finds that the proposed investments significantly reduce traffic delay on the regional freight network (p. 4-8) and the overall number of congested network miles of congestion (p. 4-24). In light of this evaluation, the RTFP sets mobility and modal share standards and targets for city and county TSPs (3.08.230). More important than these proposed investments toward meeting the Policy 1F.5 performance standards, however, is the region’s past and continued effort to develop a system of compact, mixed-use, pedestrian and transit-supportive communities linked by a multi-

modal transportation system. This growth strategy is proving more successful in shifting trips from SOV to non-SOV modes than efforts in other parts of the U.S.

Building upon the region's atlas of mobility corridors, mobility corridor strategies (Appendix) and the performance measures (Chapter 4) in the RTP, the region's congestion management process (Appendix) will provide a framework for future data collection and plan monitoring for system performance. The data will be used to help assess various strategies for managing congestion in each of the region's mobility corridors. The region's partner agencies and local governments then look for ways to implement appropriate strategies through on-going or new projects in those corridors. As strategies are implemented, a follow-up assessment will be conducted to determine the effectiveness of the improvements.

STAFF REPORT

IN CONSIDERATION OF ORDINANCE NO. 14-1340, FOR THE PURPOSE OF AMENDING THE 2035 REGIONAL TRANSPORTATION PLAN TO COMPLY WITH FEDERAL AND STATE LAW; AND TO AMEND THE REGIONAL FRAMEWORK PLAN

Date: July 17, 2014

Prepared by: John Mermin,
503-797-1747

BACKGROUND

Metro is the regional government responsible for regional land use and transportation planning under state law and the federally-designated metropolitan planning organization (MPO) for the Portland metropolitan area. As the federally-designated MPO, Metro is responsible for updating the Regional Transportation Plan (RTP) every four years. Metro is also responsible for developing a regional transportation system plan (TSP), consistent with the Regional Framework Plan, statewide planning goals, the Oregon Transportation Planning Rule (TPR), and by extension the Oregon Transportation Plan (OTP).

The U.S. Department of Transportation (DOT) and the U.S. Environmental Protection Agency (EPA) approved and acknowledged the last RTP air quality conformity determination on Sept 20, 2010. A new plan demonstrating conformity with the Clean Air Act must be approved and acknowledged by US DOT and US EPA in a formal conformity determination by September 20, 2014, when the current conformity determination expires. Staff is proposing to submit the updated plan to USDOT/EPA by July 24, 2014 to allow time for their review prior to conformity expiring. If the conformity determination expires, the plan is considered to “lapse,” *meaning that federally-funded transportation improvements could not be obligated during the lapse period.* This consequence would apply to engineering, right-of-way acquisition or construction of any federally funded or permitted transportation project, except those defined as exempt because they do not have the possibility of increasing vehicle emissions.

Why the RTP matters

The Regional Transportation Plan assesses long-term transportation needs and acts as a blueprint to guide transportation investments in the Portland metropolitan region over the next 25 years. The plan is updated every four years, allowing the region to have both the certainty of long-term goals and the flexibility to respond to new conditions or as information comes to light. The plan sets the course for future transportation decisions and implementation of the region’s land use vision, the 2040 Growth Concept. The plan establishes policies and priorities for:

- travel by motor vehicle, transit, walking and bicycling
- movement of goods and services
- street design and the efficient management of the overall system

Each update to the RTP is shaped by growth forecasts in population, jobs and travel. The plan considers federal, state and local funding for transportation improvements, estimates project costs and proposes funding strategies.

The 2014 RTP includes over 1,200 proposed projects (totaling more than \$22 billion) and two levels of investment to the components of the regional transportation system:

1. The Federal Priorities set of investments (also known as the “financially constrained” list) for which funding over the planning period is “reasonably anticipated to be available.” This set of investments will serve as the basis for complying with federal law and air quality regulations.

2. The RTP Investment Strategy (also known as the “state” RTP list) includes the Federal Priorities projects plus additional investments that the region is committed to funding if new or expanded revenue sources are secured. The region has deemed this list of investments as “reasonably likely to be funded” under state law. If these improvements are made, the system will support the uses in the region’s land use plans and improve system performance as much as feasible. This set of investments is the basis for findings of consistency with the Statewide Planning Goal 12, the Oregon Transportation Planning Rule and the Oregon Transportation Plan.

Scale of 2014 RTP update

An important related project currently underway is the state mandated Climate Smart Communities (CSC) project which is required to be completed by December 2014 and is expected to include major recommendations for the Regional Transportation Plan. Because of the short timeline, limited available resources and overlap with the CSC project, the 2014 RTP work program, adopted by the Metro Council by Resolution No. 14-4527 on September 12, 2013, was scaled to focus on critical policy and project updates needed in the near term, while deferring less urgent or developed issues to the subsequent RTP update (which will also incorporate CSC recommendations).

A major focus of the 2014 RTP update was on meeting state and federal requirements, and incorporating a few regional initiatives including the Regional Active Transportation Plan and Regional Safety Plan. The next RTP update (which will be required to be adopted by 2018) is proposed to be a more expansive effort that involves broader public discussion of plan policies and projects. Projects included in this update were limited to those that have been subject to a previous public process. This approach continues the past cycle of every other update reopening a discussion of the RTP on a more fundamental level.

Summary of 2014 RTP update decision-making process

Metro staff shared existing conditions information such as demographic, economic and travel trends to regional committees and the Metro Council in September through November. During the Fall, local jurisdictions and partner agencies worked to update their RTP project lists (based on an updated revenue forecast) culminating in submissions to Metro in December, 2013. These updates were limited by JPACT and the Metro Council to projects coming from a local public process such as a transportation system plan or corridor plan. Metro staff shared an overview of changes to the project list at January meetings of regional advisory committees and the Metro Council.

Metro staff shared an overview of the proposed edits to the RTP document at regional committees and the Metro Council from late February to late March. The vast majority of edits to the RTP document are technical / house-keeping in nature. The policy edits are located primarily in the Chapter 2 biking and walking sections. These edits strengthen existing policies and provide additional detail to reflect the Regional Active Transportation and Regional Safety Plans but *do not propose any dramatic shifts in policy direction.*

Recommendations for tentative approval of the 2014 RTP for purposes of air quality conformity analysis were received from MTAC (April 16), MPAC (April 23), and TPAC (April 25). A recommendation to accept the RTP project list for purpose of air quality conformity determination was received from JPACT and the Metro Council on May 8. Staff subsequently ran the air quality model and determined that the region will meet the standards of the Federal Clean Air Act if it were to build the projects in the

financially constrained system of the RTP. See Resolution No. 14-4534 and accompanying staff report for more detail on the results of the air quality conformity analysis.

Summary of Public Comments on 2014 Public Review Draft RTP

As part of a 45-day public comment period (March 21 – May 5), a tracked-changes and a clean version of the draft RTP document and project list were provided for review at Metro’s website:

www.oregonmetro.gov/rtp. Additionally, community forums were held in Multnomah, Clackamas and Washington Counties. Metro received comments on the RTP through an online survey, emails to staff, and formal letters from advocates, neighborhood associations and local agencies.

Staff made individual recommendations on all comments requesting a specific change to the RTP. See recommendations in Exhibit C of Ordinance No.14-1340. See Attachment 1 to this staff report for the full 2014 RTP Public Comment Report.

Metro also held a 30-day public comment period (May 16 - June15) to seek input on the results of its Air Quality Conformity analysis as well its Title 6 / Environmental Justice assessment. Public Comment reports for the Air Quality Conformity analysis and the Title 6 / Environmental Justice assessment are available within Exhibit A of Resolution No. 14-4534 and Exhibit A of Resolution No.14-4533, respectively.

ANALYSIS/INFORMATION

1. **Known Opposition:** None

2. **Legal Antecedents:**

Federal regulations include:

- Clean Air Act, as amended [42 U.S. C. 7401 and 23 U.S.C. 109(j)], as amended].
- US EPA transportation conformity rules (40 CFR, parts 51 and 93).
- USDOT rules that require Metro to update RTPs on a four-year cycle [23 CFR 450.322(a)].

State regulations include:

- Statewide planning goals.
- Oregon Administrative Rules for Transportation Planning (OAR Chapter 660, Division 12).
- Oregon Transportation Plan.
- Oregon Administrative Rules for Transportation Conformity, (OAR Chapter 340, Division 252).
- 2006 State Implementation Plan (SIP).
- 2006 Portland Area Carbon Monoxide Maintenance Plan and 2007 Portland Area Ozone Maintenance Plan.

Metro legislation includes:

- 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 Systems 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.
- Resolution No. 10-4150A “For the Purpose of Approving the Air Quality Conformity Determination for the 2035 Regional Transportation Plan and the 2010-13 Metropolitan Transportation Improvement Program” adopted by the Metro Council June 10, 2010.

- Resolution No.13-4456 “For the Purpose of Approving a work program for the 2014 Regional Transportation Plan Update” adopted by the Metro Council September 12, 2013.
- Resolution No. 14-4527 “For the Purpose of Accepting the 2014 Regional Transportation Plan Project List For Purpose of Air Quality Conformity Determination” adopted by the Metro Council May 8, 2014.

3. **Anticipated Effects:** With approval:

- Staff will submit the final RTP and findings to LCDC.
- Staff will submit the final RTP to the U.S. Department of Transportation.

4. **Budget Impacts:** There is no financial impact to approval of this ordinance.

RECOMMENDED ACTION

Staff recommends approval of Ordinance No. 14-1340

**MAKING A
GREAT
PLACE**



Public comment report for the

.....

Regional Transportation Plan

.....

June 2014

www.oregonmetro.gov/rtp

2014

Metro respects civil rights

Metro fully complies with Title VI of the Civil Rights Act of 1964 and related statutes that ban discrimination. If any person believes they have been discriminated against regarding the receipt of benefits or services because of race, color, national origin, sex, age or disability, they have the right to file a complaint with Metro. For information on Metro's civil rights program, or to obtain a discrimination complaint form, visit www.oregonmetro.gov/civilrights or call 503-797-1536.

Metro provides services or accommodations upon request to persons with disabilities and people who need an interpreter at public meetings. If you need a sign language interpreter, communication aid or language assistance, call 503-797-1700 or TDD/TTY 503-797-1804 (8 a.m. to 5 p.m. weekdays) 5 business days before the meeting. All Metro meetings are wheelchair accessible. For up-to-date public transportation information, visit TriMet's website at www.trimet.org.

Metro is the federally mandated metropolitan planning organization designated by the governor to develop an overall transportation plan and to allocate federal funds for the region.

The Joint Policy Advisory Committee on Transportation (JPACT) is a 17-member committee that provides a forum for elected officials and representatives of agencies involved in transportation to evaluate transportation needs in the region and to make recommendations to the Metro Council.

The established decision-making process assures a well-balanced regional transportation system and involves local elected officials directly in decisions that help the Metro Council develop regional transportation policies, including allocating transportation funds.

Project web site: www.oregonmetro.gov/rtp

The preparation of this report was financed in part by the U.S. Department of Transportation, Federal Highway Administration and Federal Transit Administration. The opinions, findings and conclusions expressed in this report are not necessarily those of the U.S. Department of Transportation, Federal Highway Administration and Federal Transit Administration.

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Introduction

The Regional Transportation Plan is a blueprint that guides investments in the region's transportation system to manage congestion, build new sidewalks and bicycle facilities, improve transit service and access to transit, and maintain freight access. It sets policy and project priorities on a 25-year horizon and is updated every four years.

To meet the requirements of MAP-21, the 2014 RTP public participation plan was designed to ensure early and active public participation throughout the updating process and timely, effective notification prior to major decisions. To help remove barriers to attending meetings, all the public meetings were held at locations served by mass transit. Translators and interpreters were available as needed.

Metro advisory committees—the Transportation Policy Alternatives Committee (TPAC), the Joint Policy Advisory Committee on Transportation (JPACT), the Metro Policy Advisory Committee (MPAC) and the Metro Technical Advisory Committee (MTAC)—were forums for discussion and decision-making by elected officials and their staffs, representing cities and counties of the region, transportation agencies and providers. Three of those committees—TPAC, MPAC and MTAC—have community representatives as regular members, bringing the lay perspective to those discussions and making recommendations on decisions.

Information on RTP developments was provided to the public throughout the update process through electronic news articles and fact sheets available through the Metro website and distributed at meetings and events. The RTP project website posted

information about the update process, with a timeline indicating key decision points and public comment opportunities.

Metro staff worked with cities, counties, and agencies such as TriMet and the Port of Portland on targeted outreach and communication efforts to address specific needs of each agency or jurisdiction and to facilitate collaboration among the agencies and jurisdictions in the RTP process. Throughout the process, staff presented to standing County Coordinating Committees (as well as their technical advisory committees), the Southwest Washington Regional Transportation Council as well as leading several joint MTAC/TPAC workshops covering various topics:

- Two workshops focused on updating RTP revenue projections (July 23, 2013 and September 9, 2013).
- A workshop focused on updates to Metro's regional travel demand model (August 21, 2013).
- A workshop focused on demographic/economic trends as well as draft policy edits for Safety and Active transportation (September 11, 2013).
- A workshop focused on travel trends and an overview of the RTP project solicitation process (September 23, 2013).
- A workshop focused on transportation system performance / modeling results (March 17, 2014).

On March 21, 2014, the review draft of the 2014 RTP was posted on Metro's website for viewing or downloading. Printed copies and electronic copies on CD were available on request and were distributed to, Metro

advisory committee members. This marked the start of a formal 45-day public comment period that ended on May 5, 2014.

This public comment report summarizes the engagement activities surrounding and comments received during the 45-day comment report of March 21 through May 5, 2014. Metro staff created a log of substantive comments, with responses recommending

actions on suggested changes. Substantive comments, testimonies and supporting material submitted as part of the comment period are provided to Metro Councilors, TPAC, JPACT, MTAC and MPAC for review as part of the 2014 Regional Transportation Plan decision-making process.

Summary of engagement

The March 21 through May 5 comment period for the RTP was expanded to include questions related to the work for the Active Transportation Plan, the Regional Active Transportation Plan, the 2015-18 Metropolitan Transportation Improvement Program, and the Climate Smart Communities Scenarios Project. Having a unified comment period allowed Metro to:

- demonstrate the related nature of the three programs
- leverage the resources of each program, increasing the outreach that would otherwise be feasible
- reduce the number of requests on participants' time, attention and effort.

Promotion

The comment period was promoted through newspaper ads, postings on the Metro newsfeed, notification to the OptIn panel, and an update to Metro's planning enews list. Notices were also disseminated through Metro's Public Engagement Network and neighborhood association contacts.

Ads were placed in the Beaverton Valley Times, Gresham Outlook, Portland Observer, Asian Reporter and El Hispanic News. The notice in El Hispanic News was presented in both English and Spanish; other ads had translated text stating the purpose of the notice and providing contact information for more information. See Appendix A for copies of these ads.

Outreach elements

During the March 21 through May 5 comment period, Metro received comments through an online tool and questionnaire that focused on

soliciting comments from the general public, an online questionnaire a more detailed and specific questionnaire focused on the RTP itself, and via email, letter, phone call and message, and other conversations.

Online tool and questionnaire: Where we live and work and how we get around

The comment period included an online tool and integrated general public focused questionnaire, asking participants about investments needed:

- for communities where we live and work
- to improve how we get around.

This online tool and questionnaire was designed to be more interactive than typical online questionnaires. The goal was to create a more accessible portal for the general public to let their desires be heard by focusing questions on the challenges faced by and desires of participants rather than trying to explain the programs the responses would inform (i.e., the RTP, ATP, MTIP and Climate Smart Communities Scenarios Project).

During the comment period, Metro received 1,225 responses to this questionnaire. See Appendix A for these questions; see Appendix B for a full report on the responses.

Opportunity to comment specifically on the draft Regional Transportation Plan

Government partners, advocates and other interested parties needed avenues to offer comments on the specific issues raised by 2014 RTP and the ATP, the 2015-18 MTIP and the Climate Smart Communities Scenarios Project. Decision-makers also need specific public feedback on these programs in order to move forward. To meet these needs,

more detailed and specific online questionnaires were offered. See Appendix A for the RTP/ATP-specific questionnaire; see Appendix C for all comments.

The 2014 RTP and ATP online questionnaire received 176 responses. Metro also received additional email, letter, phone call and message, and verbal comments. All substantive comments have been recorded and responded to for the staff recommendation. See Appendix D for staff responses.

Community forums

Three community planning forums were held in early April, one each in Washington County, Multnomah County and Clackamas County. The events included open house-style information as well as a forum/discussion table element that included participation with Metro Councilors. Discussion included how participants would like their communities to look and work in 20 years, addressing issues

of how residents live, work and get around as well as issues of community health and the environment. Though the plan for the events was on qualitative discussion instead of quantitative participation, the overall turnout was less than the expected attendance of 10 to 30 participants for each event.

- Fourteen people attended the Multnomah County event, with 11 staying for the discussion with Councilors Chase, Craddick and Stacey.
- Fourteen people attended the event and participated in the discussion in Clackamas County with Councilors Collette and Craddick.
- Four people attended the event in Washington County, with only one person choosing to participate in the discussion with Councilors Dirksen and Harrington.

Summary of comments

About where we live and work and how we get around

The online tool and integrated general public focused questionnaire asked questions about investments needed:

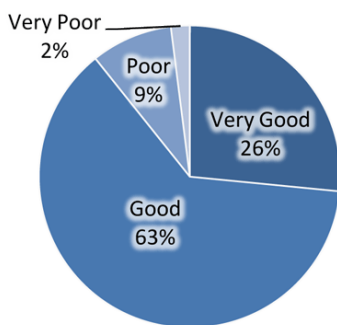
- for communities where we live and work
- to improve how we get around.

Appendix B offers a full report on the responses, which are further summarized for this section. Though the majority of questions were designed to solicit the participants own words, responses were categorized by theme for this summary and the full report.

Quality of life

Generally, people feel that the quality of life in the region is good (63 percent) or very good (26 percent). Only 9 percent feel quality of life is poor, and 2 percent feel it is very poor.

How is quality of life in the region?



When asked what “quality of life” means to them, most participants indicated that quality of life includes a combination of many diverse factors. In general, they feel that quality of life includes access to a variety of goods and

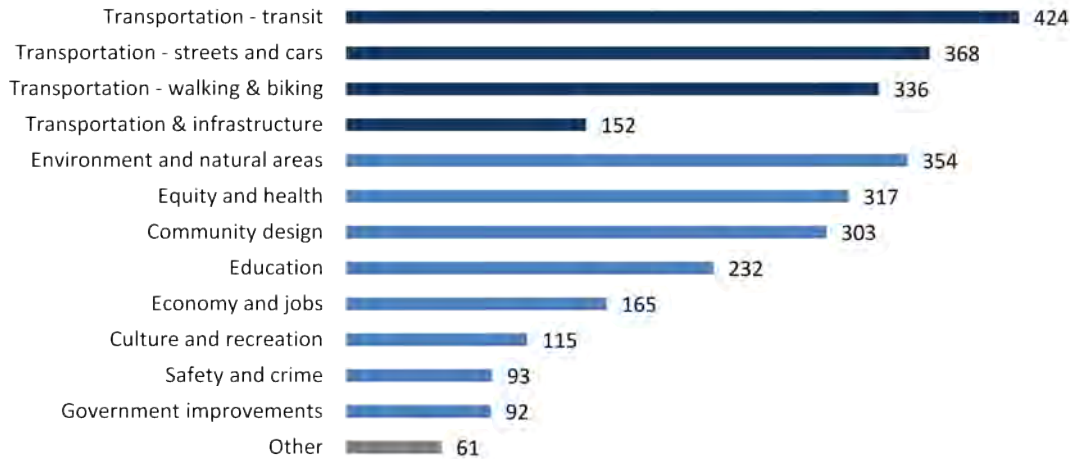
services, opportunity for personal and economic gain, and a variety of options in how they live their life.

Most commonly, people said that quality of life means healthy environment and people, including healthy air and water and access to natural areas. Secondly, they said that having a strong economy and good jobs as well as an affordable cost of living were important to quality of life. Next, quality of life exists when it is easy to get around by many modes, meaning low traffic congestion, solid roads and infrastructure, and good access to transit and active transportation. Many also define quality of life by personal happiness including enjoyment of cultural and recreational opportunities and family life.

Investments where we live and work

By a large majority, people want investment in the transportation system—road and highway investments as well as investment in transit, biking and walking. Many also want more investment in protecting the environment and natural areas, and in community design (for example, increasing or decreasing density, making neighborhoods more walkable, and improving planning). There is also support for creating more equity in the region and for improving education, health and social services. Of lower priority are investments to improve the economy, create more recreational or cultural opportunities, non-transportation related safety and crime, and changes to the government

What three investments would you most like to see made in your community in the next 10 years?



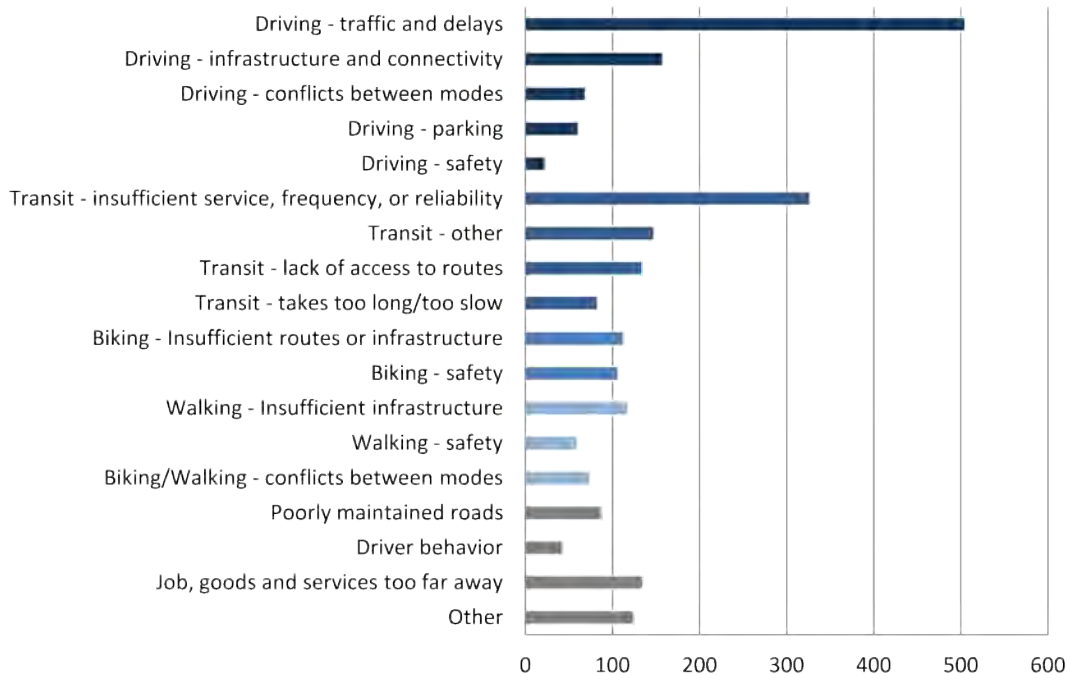
How we get around

Participants were asked to list the three main challenges they have getting around. Most people provided challenges that relate to driving and transit; the most common challenge is traffic and delays. Of all the challenges that people listed, 35 percent dealt with driving, 29 percent with transit, 11

percent with biking, 9 percent with walking, and 16 percent other or multiple modes.

Many also provided challenges related to alternative transportation. For transit, the main challenge is insufficient access, service, frequency or reliability; and for biking and walking the main challenge is insufficient infrastructure or routes.

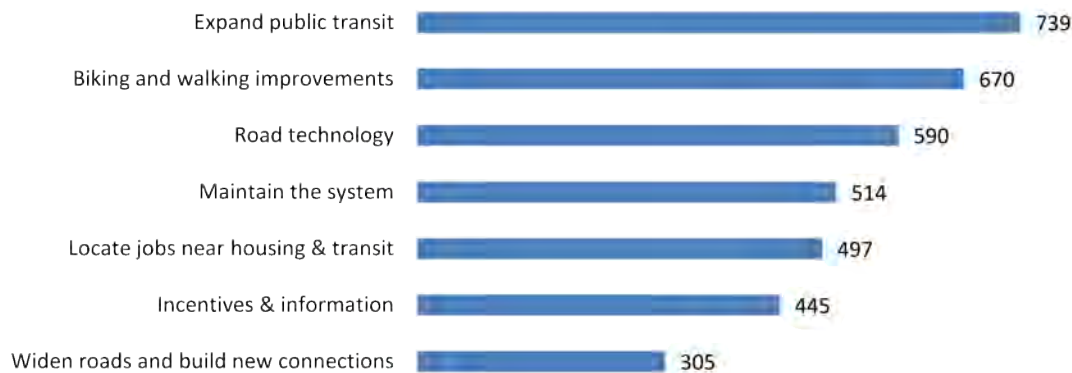
What are the three main challenges you have getting to work, school or to complete errands?



Participants responded to a multiple choice question that listed seven strategies to help ease traffic congestion. The most desired investments include expanding public transit to make it more frequent, convenient, accessible, and affordable; connecting more places with sidewalks, walking, and bicycle paths; and investing in technology to improve vehicle flow and safety on roads including timing traffic signals, pedestrian countdown signs, and flashing yellow turn signals.

The next three most desired investments are maintaining and keeping our current transportation system in good condition; locating jobs near housing and transit; and providing incentives and information to encourage carpooling, walking, bicycling, and public transit. There is less support for widening roads and building new connections to improve vehicle flow and safety.

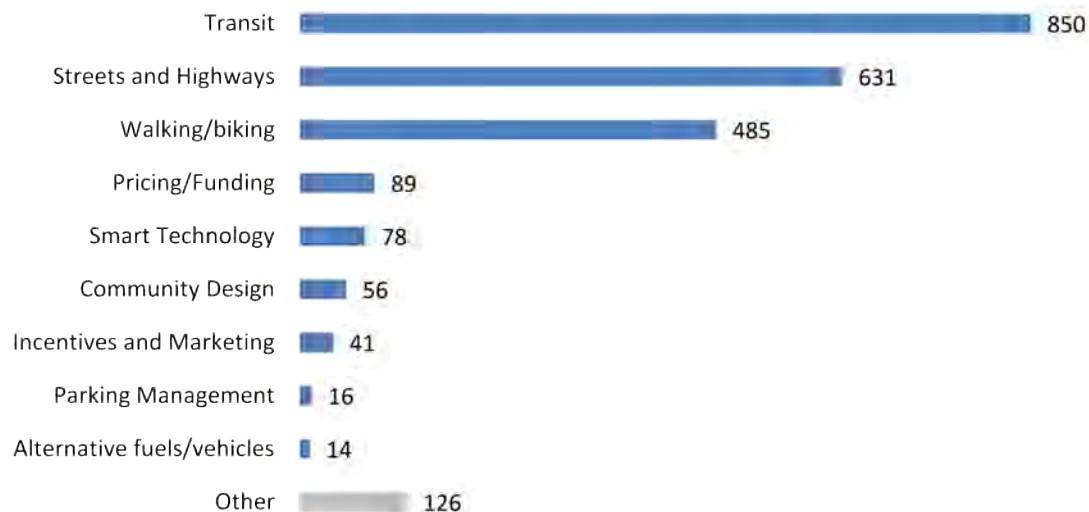
Which strategies do you think the region should invest in to help ease traffic congestion?



Participants were then asked to list three investments they would like to see in our transportation system in the next 10 years. Though each of the following categories below are further broken down in the full report provided in Appendix B, the broad

summary is that people want to see investment in transit (35 percent) and streets and highways (26 percent). Many also want investments to make walking and biking safer and more convenient (20 percent).

What three investments would you most like to see made in our transportation system in the next 10 years?



Finally, participants were asked what else needed to be considered in planning for the future of how we get around. Overall, respondents want improved transit service – more flexible, accessible, affordable, efficient and convenient. These improvements need to occur throughout the region, including suburban areas and smaller communities.

Many identified peak hour congestion as an issue that needs to be resolved. Many respondents believe that a key component to alleviating congestion and increasing the use of alternative transportation modes is to locate housing close to jobs, goods and services. Another theme is the aging population and their transportation needs.

There is a healthy split between respondents wanting to invest in roads, those wanting to divest in them, and those that want have a balanced multi-modal approach. While some respondents want to reduce investment in roads, a large number of comments requested improved bicycle/pedestrian infrastructure; specifically to increase safety. A minority specifically want less investment in bicycle/pedestrian infrastructure. Many respondents stated that cars are not going away – even electric cars and those that use alternate fuels will still require roads.

There are quite a few comments about general maintenance of our transportation facilities – the need to sweep gravel for bikes, add missing sidewalks, trim bushes and trees around street/stop signs, pave on-standard roads, fix potholes, etc. Others discussed reducing the need for road maintenance by reducing the number of cars on the roads.

Finally, funding was mentioned by many respondents. Many are concerned about the lack of funds available to make improvements and stressed the need for new revenue

sources; others noted the need for fiscal responsibility and do not want any additional tax burden placed on the public to fund improvements. The need for equitable investments among geography and demographics was noted by some.

Demographic information

Participants were asked to provide some demographic information. Responses were not required to submit responses to the other questionnaires.

Race/ethnicity Most respondents identified as White/Caucasian (89 percent). The remaining identified as African American/Black (1 percent), Asian or Pacific Islander (2 percent), American Indian/Native American (2 percent), Hispanic/Latino (2 percent), Slavic (2 percent), or some other race (2 percent).

Geography Most respondents said that they live in Multnomah County, 13 percent said they live in Washington County, and 11 percent said they live in Clackamas County.

Resident longevity Participants generally have lived in their community in the region for a long time, with 38 percent over twenty years, and 24 percent between 11 and 20 years.

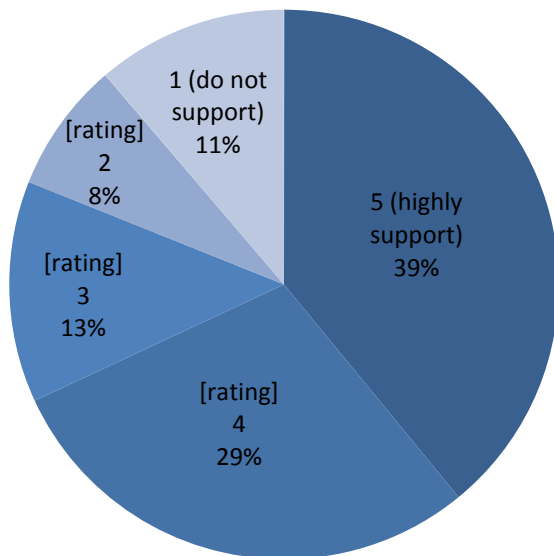
Education Respondents are highly educated, with 34 percent having completed a college degree and 48 percent a post-graduate degree.

In response to the public review draft

Online questionnaire

The RTP/ATP-specific questionnaire highlighted that the 2014 RTP would continue most of the policies, goals and objectives from the 2035 Regional Transportation Plan, adopted in 2010, which reflects goals to develop and maintain a well connected and complete transportation system that serves all users, including pedestrians, bicyclists, transit riders, drivers and freight movers. Of the 169 respondents to this question, 68 percent said they support or highly support this approach.

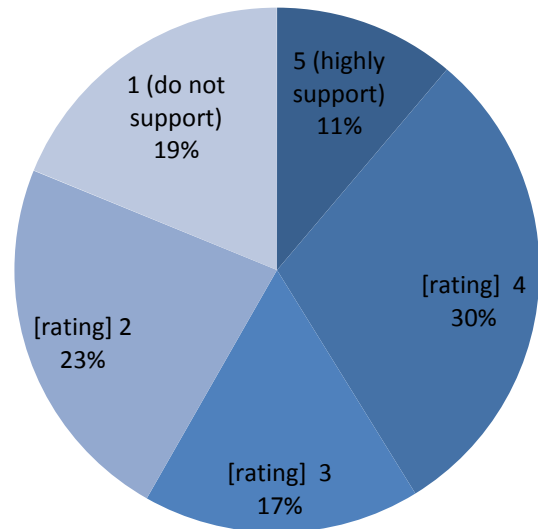
How supportive are you of this general approach?



The questionnaire then summarized the levels of investment by mode by both percent of funding and the percent of total number of projects. Participants were asked to rate whether these percentages reflect the right focus for our capital investments on a scale of one (do not support) to five (highly support).

The 170 respondents to this question were split on their level of support.

Do these percentages reflect the right focus for our capital investments?



The mixed levels of support in the above question were reflected in the two open-ended-questions that were part of this questionnaire. Participants were asked:

- What do you support about or what changes would you make to these priorities?
- What comments do you have on the 2014 Regional Transportation Plan or the Active Transportation Plan?

Since respondents were flexible with their responses, the following chart reflects the themes they expressed in responding to both of the above questions. An individual comment may have reflected more than one theme, which the tallies reflect. Substantive comments (i.e., those that were about the investment levels or policy rather than about the survey format or other procedural issue) were recorded and responded to for the staff recommendation, below.

Comments most often focused on modes, calls to support or to de-emphasize investments in terms of autos, biking and walking, and transit. Though investments in "roads and bridges" and "throughways" were separated for the purposes of expressing the levels of investment, responses combined these as related to auto use. 177 statements were calls to support or to de-emphasize investments by a certain mode. Of these statements:

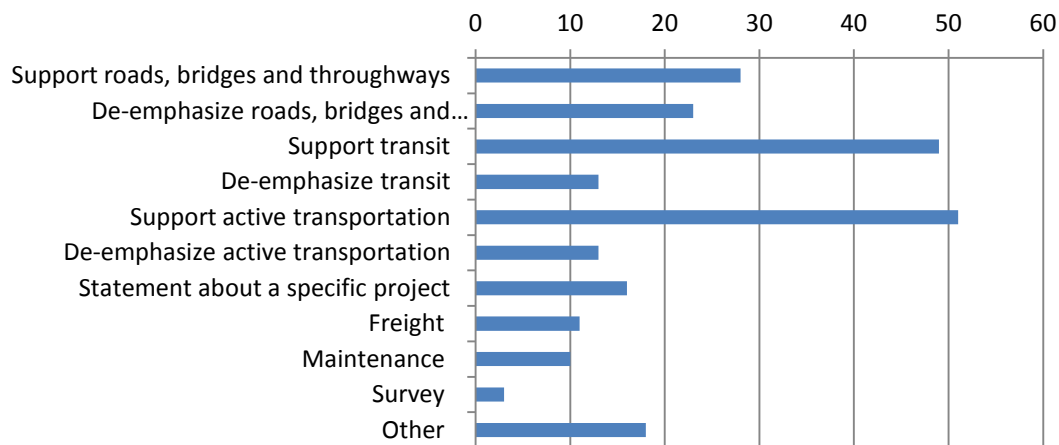
- 28 were for support for roads, bridges and throughways
- 23 were for a de-emphasis on roads, bridges and throughways
- 49 were for support of transit, including those who called for an expansion of the light rail system and those that supported local bus service while decrying further investments in light rail

- 13 were for a de-emphasis on transit
- 51 were for support of active transportation
- 13 were for a de-emphasis on active transportation

In addition:

- 16 respondents made comments on specific projects in the RTP project list or suggested projects to address their concern
- 11 respondents highlighted the need to invest for freight
- 10 respondents called for prioritizing or limiting funding to maintenance
- three respondents expressed frustration with the form of the survey.

Themes expressed in RTP/ATP-specific questionnaire



There were 18 other statements that ranged from calls to spend less, to find new sources of funding, to consider the needs of an aging population, focus on safety in all investments, focus on intelligent transportation systems management and cross-jurisdictional cooperation in transportation system planning as well as issues of regarding traffic

enforcement, land use planning and density, and housing.

Demographic information

Participants who submitted comments via the RTP/ATP-specific online questionnaire were asked to provide some demographic

information. Responses were not required to submit responses to the other questionnaires.

Race/Ethnicity Respondents were encouraged to choose multiple ethnicities, as applicable. At 147 respondents, most identified as White/Caucasian, including most who identified as more than one ethnicity. Other identifications were:

- African American/Black: three respondents
- American Indian/Native American or Alaskan Native: three respondents
- Asian or Pacific Islander: two respondents
- Hispanic/Latino: five respondents
- Slavic: two respondents
- Middle Eastern: one respondent
- Other: six respondents

Age no respondents were 20 years old or younger. Respondents identified their ages as:

- 21 to 35: 31 respondents
- 36 to 50: 49 respondents
- 51 to 65: 61 respondents
- 66 years or older: 29 respondents.

Education The level of education of respondents skewed significantly higher than the regional rates:

- High school degree or less : three respondents
- Some college/technical/community college/2-yr degree: 26 respondents
- College degree/4-yr degree: 57 respondents
- Post graduate: 83 respondents

Income The household income of respondents was slightly more balanced than demonstrated in prior, similar questionnaires:

- Less than \$20,000: 15 respondents
- \$20,000 to \$50,000: 34 respondents
- \$50,001 to \$100,000: 58 respondents
- More than \$100,000: 55 respondents.

Participation on community meetings

Participants were asked how often they participate in community meetings to gauge whether this online outreach was expanding public participation. Over 50 percent of respondents rarely or never attend community meetings:

- Very often: 26 respondents
- Fairly often: 53 respondents
- Rarely: 75 respondents
- Never: 15 respondents

Other comments received

Besides the RTP/ATP-specific questionnaire, Metro received comments via email, letter, phone call and message, and other conversations, including comments from other agencies and local jurisdictions. Most of these comments included requests for changes to listings in the RTP project list. All substantive comments have been recorded and responded to for the staff recommendation.

Community forums

Three community forums were offered during the comment period to allow participants to interact with staff and Metro Councilors on the upcoming decisions, including the 2014 RTP and ATP. These events were promoted as an opportunity to learn about Metro's plans and projects and participate in a wider discussion of what they would like to see in their communities and for our transportation system:

- Multnomah County on April 3 at Madison High School 14 folks attended, with 11 participating in the wider discussion
- Clackamas County on April 9 at Oak Lodge Sanitary District with 14 folks attending and participating in the wider discussion
- Washington County on April 17 at Beaverton library with four people attending and only one participating in the wider discussion.

The first two discussions included lively conversations around transportation priorities and how we should manage growth and development.

The Multnomah County participants spent a lot of time discussing funding sources, with voices advocating for more roadways and less density to address traffic issues. A lot of their perspective focused on transportation funding sources (gas tax), “subsidies” for transit riders, ideas of usage fees for bikes, more expansion to relieve density. The majority of participants stated the desire to expand active transportation facilities and expanded transit service as well as their support for the urban growth boundary.

The Clackamas County Oak Grove conversation spent a lot of time on the opportunities to encourage community benefiting development presented by the new light rail line and Oak Grove station.

Both conversations included advocacy for and against investments for autos, transit and active transportation as well as for and against land use policies such as the urban growth boundary and density.

The final conversation was an intensive conversation with the one participant about the work that Metro does, his support for a balanced approach but highlighting support for robust transit and active transportation systems, and potential ways to approach future outreach.

The discussions ended on the idea that there are a lot of competing interests that decision-makers have to balance. Though attendance was lower than projections, participants expressed that they felt their perspectives were welcome and respected.

Staff recommendations

As mentioned, all substantive comments received during the comment period have been recorded and responded to by Metro staff. See Appendix D for staff responses.

Though some changes have been made to the project list and technical fixes and clarifications for language and maps have been made to the plan, many staff responses include a recommendation of "no specific change proposed." This primarily due to either:

- the comment addressing an issue better handled through local jurisdiction transportation system or other planning effort, such as changes or additions to local jurisdiction project priorities
- the comment requesting a change in policy priorities such as more or less funding for a specific mode.

Those comments addressing issues better handled through have been forwarded to the appropriate jurisdiction to consider during its transportation system plan update or during project development for the specific item in question.

Comments requesting changes in policy will be reserved and considered as part of the development of the 2018 Regional Transportation Plan, which is envisioned as

an opportunity to reassess and calibrate the regional policies of the plan.

Comments requesting a change in funding priorities have demonstrated competing interests that decision-makers have to balance. Taken in aggregate, however, comments advocating for or against investments in certain modes demonstrate the need to take a balanced and measured approach to our regional investments. This is aligned with the Regional Transportation Plan goal of developing and maintaining a well connected and complete transportation system that serves all users, including pedestrians, bicyclists, transit riders, drivers and freight movers. The 2014 RTP project list continues to move the region's system toward this goal.

Overall, the comments seem to reflect a desire to increase investments in transit and active transportation. Since this is not a scientific survey, and the issues are more complex than a simple shift in resources, staff recommends continued conversations regarding transportation priorities, needs and visions both at the local regional levels. The policy conversations in preparation for the 2018 Regional Transportation Plan offers an opportunity for these conversations.

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

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

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Metro Council President

Tom Hughes

Metro Council

- Shirley Craddick, District 1
- Carlotta Collette, District 2
- Craig Dirksen, District 3
- Kathryn Harrington, District 4
- Sam Chase, District 5
- Bob Stacey, District 6

Auditor

Suzanne Flynn

MAKING A GREAT PLACE





Metro | Memo

Date: June 30, 2014
To: JPACT, Metro Council and Interested Parties
From: John Mermin, 2014 Regional Transportation plan (RTP) Project manager, Metro
Subject: Addendum to Exhibit A of Ordinance No.14-1340

Attached is an addendum to Exhibit A of Ordinance No.14-1340. The addendum displays edits to the RTP financially constrained project list that were proposed by the City of Portland at the June 27, 2014 Transportation Policy Alternatives Committee (TPAC) meeting. Highlighted text represents updated information.

This addendum is provided for transparency purposes, since these changes were submitted to Metro after the RTP public comment period (March 21– May 5, 2014) ended. TPAC voted to recommend approval of the RTP ordinance with these changes at its June 27, 2014 meeting.

Addendum to Exhibit A for Ordinance No.14-1340

Shaded text displays edits proposed by City of Portland and recommended for approval by TPAC on June 27, 2014

RTP 2014 ID	Lead Agency	Facility Owner/Operator	Project Name	Proposed Project Name	Current Description	Recommended Description	Cost Estimate	Reason for Change
10164	Portland	Portland	South Portal Phase I & II, SW: Intersection Improvements	South Portal Intersection Improvements and Moody Ave Extension	Improve SW Bancroft, SW Moody and SW Bond Streets. Extend Moody/Bond couplet to SW Hamilton St. Realign SW Hood to connect to SW Macadam/SW Hamilton intersection.	Improve the South Portal to the North Macadam District (intersection of Bancroft, Hood, and Macadam) to address safety and capacity issues. Extend SW Moody Ave from Bancroft to Hamilton St to improve circulation within the South Waterfront neighborhood.	\$41,478,000	Clarification of project scope and extent.
10199	Portland	Portland	SE 136th Ave. (Division to Powell): Multimodal Improvements	136th Ave, SE (Division to Foster): Multimodal Improvements	From SE Division Street to SE Powell Boulevard: Improve to 36' curb-to-curb with 2-13' traffic lanes and 2-5' bike lanes; 6" curbs, 9' swales and 6' sidewalks on both sides.	Improve street to provide curbs, sidewalks, swales, and bike lanes from Division to Foster.	\$ 5,000,000	Extension of project scope.
10267	Portland	Portland	Going, N (Interstate - Basin): Bikeway		Design & implement bike lanes.	Design and implement a multi-use path.	\$ 768,000	Project facility type has changed.
11645	Portland	Portland/ODOT	I-84 Bike/Ped Crossing @ 9th Ave	7th/9th/I-84, NE: Pedestrian/Bike Bridge	bike ped bridge over I-84	Construct a pedestrian/bike bridge at NE 7th Ave or NE 9th Ave across Interstate 84.	\$ 8,300,000	Clarification of project scope and extent.
11198	Portland	Portland/ODOT	Portland-Milwaukie Light Rail Active Transportation Enhancements Project		This project currently has two outstanding aspects including a shared-use path in the McLoughlin right-of-way between 17th Avenue and the Springwater Corridor Trail, and a bicycle parking center at the Tacoma/Springwater light rail station.	Construct a shared-use path along SE McLoughlin Blvd from 17th Ave to the Springwater Corridor Trail and build a bicycle parking center at the Tacoma/Springwater light rail station. This project will be coordinated with ODOT to determine the alignment along McLoughlin Blvd.	\$ 8,000,000	Responding to RTP Comment #213
10232	Portland	Portland/ODOT	Flanders, NW (Steel Bridge to Westover): Bicycle Facility		Add bike boulevard from NW 24th Ave to the Steel Bridge, new bike/pedestrian bridge over I-405 on Flanders, connections to bikeways on Vista, 18th, 14th, 13th, Broadway, 3rd, 2nd, Glisan and Everett.	Add bike boulevard from NW 24th Ave to the Steel Bridge, new bike/pedestrian bridge over I-405 on Flanders, connections to bikeways on Vista, 18th, 14th, 13th, Broadway, 3rd, 2nd, Glisan and Everett. This project will be coordinated with ODOT to address potential impacts to the I-405 interchanges, overcrossings and ramps.	\$ 5,392,337	Responding to RTP Comment #214
10235	Portland/ODOT	Portland/ODOT	South Portland Improvements, SW		Reconstruct Naito Pkwy as two-lane road w/bike lanes, sidewalks, left turn pockets, & on-street parking. Includes realignment/regrading at intersecting streets; removal of Barbur tunnel, Ross Is Br ramps, Arthur/Kelly viaduct & Grover ped bridge.	Reconstruct Naito Pkwy as two-lane road w/bike lanes, sidewalks, left turn pockets, & on-street parking. Includes realignment/regrading at intersecting streets; removal of Barbur tunnel, Ross Is Br ramps, Arthur/Kelly viaduct & Grover ped bridge. This project will be coordinated with ODOT and with the Southwest Corridor Plan, and will consider impacts to ODOT facilities including Naito Parkway and the Ross Island Bridge.	\$ 39,695,079	Responding to RTP Comment #214
10171	Portland	Portland	Burnside/Couch, W/NW (Burnside Bridge - NW 15th): Couplet and Street Improvements		Implements a one-couplet design including new traffic signals, widened sidewalks, curb extensions, bike lanes, on-street parking and street trees.	Implements a one-couplet design including new traffic signals, widened sidewalks, curb extensions, bike lanes, on-street parking and street trees. This project will be coordinated with ODOT to address potential impacts to the I-405 interchanges, overcrossings and ramps.	\$ 75,895,353	Response to RTP Comment #214
10299	Portland	ODOT	Lombard, N (I-5 - Denver): Street Improvements		Establish a landscaped boulevard to promote pedestrian-oriented uses and to create a safe, pleasant pedestrian link over I-5 w/ new traffic light and road access to Fred Meyer development.	Establish a landscaped boulevard to promote pedestrian-oriented uses and to create a safe, pleasant pedestrian link over I-5, including a signal or other intersection improvement at Montana & Lombard and an improved pedestrian crossing over I-5. The project will be coordinated with ODOT to address potential impacts to Lombard and the I-5 interchange.	\$ 1,703,242	Responding to RTP Comment #214
NEW	Portland/ODOT	Portland/ODOT		23rd/Vaughn and 20th Ave (Upshur - Thurman), NW: Intersection Improvements and Street Extension		Modify the intersection of NW 23rd Ave & NW Vaughn St and extend NW 20th Ave from Upshur to Thurman in accordance with the Northwest Master Plan for Con-way Site. This project will not be adding auto capacity to the 23rd/Vaughn intersection.	\$ 1,540,000	New project from Conway Master Plan.

Materials following this page were distributed at the meeting.

**METRO COUNCIL MEETING****Meeting Minutes**

June 26, 2014

Metro, Council Chamber

Councilors Present: Council President Tom Hughes and Councilors Sam Chase, Carlotta Collette, Shirley Craddick, Craig Dirksen, Kathryn Harrington, and Bob Stacey

Councilors Excused: All present. No excused.

Council President Hughes noted a quorum was present and called the council meeting to order at 2:00 p.m.

1. INTRODUCTIONS

Council President Hughes outlined the agenda and related logistics.

2. CITIZEN COMMUNICATIONS

Les Poole, Gladstone, OR, spoke to the Council about the scope of Metro's work including land use and the Urban Growth Boundary, density, the zoo, and grants provided to parks and open space.

Ellen Ino, Portland, OR, spoke to the Metro Council regarding zoo employee's hours and notified the Council that she is going to increase her outreach regarding zoo employees and related issues.

Dana Carstensen, Hillsboro, OR, also spoke to the Council about investing in zoo employees including hourly wage, work hours, and employee relations.

3. NORTH PORTLAND ENHANCEMENT COMMITTEE 2014 CAPACITY BUILDING GRANT AWARDS

Council President Hughes invited Metro staff Heather Kent to come forward and introduce Councilor Chase's invited guests. As Ms. Kent and guests were making their way to the testimonial desk, Council President Hughes asked Councilor Chase to make a few opening remarks. Councilor Chase spoke to Metro's investments in equality and how the North Portland Enhancement Committee 2014 Capacity Building Grants Program is an example of Metro's equality goals being moved

forward. He highlighted the grant programs history, allocation of funds, the hard work of the committee members, and then introduced Steve Joiner from the Kenton Neighborhood and Sean DeCarlo from the St. John Neighborhood.

Mr. Joiner briefed the Council on the North Portland Enhancement Committee's grant process and evaluation criteria. Mr. Decarlo did the same for the St. John's Neighborhood. He also identified the committee members and recognized their work. Ms. Kent showed a three minute video profiling one recipient's story from Momentum Alliance who applied for and received a grant.

Councilors expressed their appreciation for the committee's work and the real life stories of the grant recipients. They also noted other similar committee's look to the North Portland Enhancement Committee for leadership.

4. **FINANCIAL CONDITION OF METRO AUDIT REPORT**

Council President Hughes called on Metro Auditor Suzanne Flynn and her staff, Brian Evans, to present the audit report. Mr. Evans presented a PowerPoint. He noted that the June 26 presentation is the fourth in a series that provides a long term look at Metro's finances and trends.

Mr. Evans highlighted budget indicators including revenue trends, expenditure trends, general financial health, and trends in economic and demographics. He noted negative trends as being increased fixed costs, total debt, decreased liquidity, capital assets, and the value of new construction. Mr. Evans clarified that even with the negative trends Metro is in sound financial health with no recommendations in this report. He continued and spoke to revenue growth including the diversity of revenue sources, charges for services, taxes, and grants. Mr. Evans continued by highlighting expenditures including salary/wages and benefits, bond measures, liquidity as a comparison measure of short-term cash and short-term liabilities, and capital assets. Mr. Evans concluded with a summary of improving economic trends as they relate to per capita income and a lower unemployment rate.

Council spoke to such issues as setting aside reserves to safe guard assets, the importance of a management response, the importance of public accessibility and publishing information on the new Metro website, the value of new construction, and property value trends. Council President Hughes noted Metro's Director of Finance and Regulatory Services Tim Collier is in the audience and could provide answers to Council questions and comments. Mr. Collier responded to the points each councilor raised.

5. **SPONSORSHIP EXPENDITURE AUDIT REPORT**

Council President Hughes called on Metro Auditor Suzanne Flynn to present the Sponsorship Expenditure Audit Report. Auditor Flynn highlighted the purpose of the audit report, its process, criteria used, scope of work, and findings. The findings are formalized procedures to increase accountability and transparency including reporting of sponsorships that are awarded and how administrative resources are assigned, so the program can be monitored to ensure procedures are being followed and provide guidance to employees about proper coding and process.

After Auditor Flynn's brief overview, Council President Hughes called on Metro Council Policy Manager Ina Zucker to provide the management response. Ms. Zucker noted complete support for Auditor Flynn's finding regarding greater transparency and accountability and stated that there will be increased measures taken to do so. She highlighted the creation of an interdepartmental team to increase representation from every Metro department, a standardized application form, and the need for a method to publicize all materials related to sponsorships including application deadlines and criteria to name a few. Ms. Zucker also called for more staff education to achieve clear interface with the public and clear instructions for staff on how to handle sponsorship requests.

Council President asked his Council colleagues if there were any questions or comments after Ms. Zucker's management response.

Council spoke to their appreciation for both Auditor Flynn's work and that of Ms. Zucker. Other issues they spoke to include the need for Metro Council involvement and/or review of sponsorship requests, making sure there is sufficient oversight as to how well public funds are spent, process, and the need for clear and equitable criteria required by applicants.

6. **CONSIDERATION OF COUNCIL MEETING MINUTES FOR JUNE 19, 2014**

Council President Hughes introduced agenda item number five and asked for a motion. Councilor Harrington moved the meeting minutes for June 19. Councilor Stacey seconded. The motion passed unanimously, 7/0/0.

7. **RESOLUTIONS**

7.1 **Resolution No. 14-4540, For the Purpose of Adopting the Southwest Corridor High Capacity Transit Alignment Options, Complementary Multimodal Projects and Potential Station Locations for Further Study.**

Council President Hughes asked the Council Administrator to read into the record the resolution by title only. Resolution No. 14-4540 was read into the record by title only.

Council President Hughes called for a motion and second. Councilor Stacey moved the resolution. Councilor Dirksen seconded.

Council President Hughes then asked Councilor Stacey and Councilor Dirksen if they had any introductory comments. Councilor Stacey noted that Councilor Dirksen and he were co-chairs of the Southwest Coordinator High Capacity Transit Project Steering Committee and provided a brief history of the project. He highlighted the Steering Committee's recommendations and project options. Councilor Dirksen commented on the wise investment of limited public dollars, memorization of the process the Steering Committee made in narrowing the high capacity transit options, and the certainty it provides regional partners. Councilor Stacey noted a letter from City of Portland Commissioner Steve Novick stating his support for the project.

Council President Hughes then called on Mayor John Cook of the City of Tigard, Mayor Lou Ogden of the City of Tualatin, and Dr. Neil McFarlane from TriMet for comments. All three gentlemen spoke in favor of the project.

Council President Hughes called Metro staff Malu Wilkinson to provide the staff report. Ms. Wilkinson presented a PowerPoint presentation and spoke to the projects purpose, history, process, regional partners, design options, and current status.

Council President Hughes asked if his fellow councilors had any questions or comments. Councilors spoke to their appreciation for the hard work from all of the regional partners and staff.

Council President Hughes then called for a vote and directed the Council Administrator to call the roll. The motion passed unanimously 7/0/0.

7.2 **Resolution No. 14-4537**, For the Purpose of Approving a Contract Amendment for Outside Legal Counsel.

Council President Hughes asked the Council Administrator to read into the record the resolution by title only. Resolution No. 14-4537 was read into the record by title only.

Council President Hughes called for a motion and a second. Councilor Harrington moved Resolution No. 14-4537. Councilor Collette seconded.

Council President Hughes called on Metro Attorney Allison Kean to present a brief staff report. Ms. Kean noted the resolution is the result of the Metro Public Contracting Code to amend and extend Metro's Bond Council Contract. She also noted associated timelines.

Council President Hughes asked his Metro Colleagues if they had any questions or comments for Ms. Kean. Seeing none, he asked the Council Administrator to call the roll. The motion passed unanimously, 7/0/0.

7.3 **Resolution No. 14-4531**, For the Purpose of Revenue Bond Issuance Authority for the Hotel Convention Center.

Council President Hughes asked the Council Administrator to read into the record the resolution by title only. Resolution No. 14-4531 was read into the record by title only.

Council President Hughes called for a motion and a second. Councilor Harrington moved Resolution No. 14-4531. Councilor Collette seconded.

Council President Hughes called on Metro staff Tim Collier to present the staff report. Mr. Collier noted the purpose of the resolution is to authorize the sale of bonds to assist with the funding and construction of the Convention Center Hotel, limits to amount, and repayment structure.

Council President Hughes asked the Metro Council if there were any questions or comments. Councilor Chase inquired about use of net proceeds. Mr. Collier answered his question.

Seeing no further questions, Council President called for a roll call vote. The motion passed unanimously, 7/0/0.

7.4 **Resolution No. 14-4520, For the Purpose of Authorizing Execution of Development and Finance agreement with Oregon Convention Center Hotel Project Developer.**

Council President Hughes asked the Council Administrator to read into the record the resolution by title only. Resolution No. 14-4520 was read into the record by title only.

Council President Hughes called for a motion and a second. Councilor Chase moved Resolution No. 14-4520. Councilor Harrington seconded.

Council President Hughes then opened a public hearing on Resolution No. 14-4520 and called on members of the audience to testify. The Metro Council heard from four citizens including Michael Lewellen with the Portland Trail Blazers, Roy Jay with the Oregon Convention Services, private citizen Mary Ann Schwab, and private citizen Les Poole.

Council President Hughes called on Metro staff Tim Collier and Hillary Wilton to present the staff report. Mr. Collier and Ms. Wilton briefed Council on negotiations with Mortenson Development and Hyatt Hotel, type of agreements involved including the Room Block Agreement and Development and Finance Agreement, associated history and timelines, and next steps.

Council President Hughes asked the Councilors if they had questions and/or comments. Councilors spoke to protection of taxpayer dollars, investment made and return on investment, benefits to the region, investments in the local economy, a tool that will bring people to the Convention Center and the region, the project's history, job generator, benefits to local tax base, minimized risk of the public, allocation of funds and management of the Visitors Development Fund Board, and the Convention Center Hotel's role in attracting more and larger conventions to the region.

Council President Hughes called for a roll call vote. The motion passed unanimously 7/0/0.

8. CHIEF OPERATING OFFICER COMMUNICATION

Chief Operating Officer Martha Bennett spoke to her appreciation for all of the staff's focus and hard work relating to the Oregon Convention Center Hotel. She noted Metro was the recipient of the Certificate of Achievement for Excellence in Financial Reporting for the 22nd year in a row by the Government Finance Officers Association of the United States and Canada. Ms. Bennett also commented on the addition of the Regional Transportation Plan to the July 8 Council work session. She also reminded the Council that it will be in recess the week of Monday, June 30 through Friday, July 4 and work session and Council meeting are cancelled. Ms. Bennett expressed her appreciation for those Metro departments that will not be closed for Independence Day, including the Oregon Zoo and all of Metro's parks. She highlighted the July 4 celebration at Blue Lake Park. Ms. Bennett concluded with reminding Council that she will be out the following week at the Oregon City County Manager's Summer Conference in Bend, OR and Deputy Chief Operating Officer Scott Robinson will be stepping in while she was away at the conference.


9. COUNCILOR COMMUNICATIONS

Councilor Chase updated the Council on MPAC's meeting actions the night before. Councilor Craddick briefed the Council on two events around the region including the opening of the I-84 Bridge that crosses the Sandy River and the ground breaking ceremony for the Legacy Health Center in Gresham. Councilor Collette noted her upcoming attendance at an Oregon Motion Picture Association function in Clackamas County.

ADJOURN

There being no further business, Council President Hughes adjourned the regular meeting at approximately 5:00 PM. The Metro Council will convene in next regular council meeting on Thursday, July 10, at 2 p.m. at Mt. Hood Community College in the Town and Gown Room.

Respectfully submitted,



Troy Rayburn
Council Administrator

ATTACHMENTS TO THE PUBLIC RECORD FOR THE MEETING OF JUNE 26, 2014

Item	Topic	Doc. Date	Document Description	Doc. Number
4.	Handout	6/26/2014	Copy of PowerPoint Presentation	62614c-01
6.	Handout	9/19/2014	Copy of June 19 Council Meeting Minutes	62614c-02
7.1	Testimonial Desk Display	6/13/2014	Hard copy of Steering Committee Recommendations on HCT Options, Multimodal Projects, and Potential Station Area for Further Study	62614c-03
7.4	Testimonial Desk Display	6/16/2014	Exhibit A DRAFT Development and Financing Agreement for the Oregon Convention Center Hotel	62614c-04



June 9, 2014

Tom Hughes
Metro
600 NE Grand Ave.
Portland, OR 97232

Re: Letter of Support for updating the Regional Trail Map

Dear Tom,

Together, Metro and The Intertwine Alliance have worked to raise the visibility of our regional trails system on a myriad of platforms over the years. Metro was a critical player in the development of our on-line trails map which brings together information from 28 different jurisdictions and trails providers into a single web portal. In addition, we work closely with Metro on the quarterly Trails Forums and Annual Trails Fair, this year partnering to expand that event and spread the information about trail access to an even broader public. And in 2015, we will work closely with Metro to host the 2015 International Trails Symposium, an endeavor which will bring national and even global attention to this exceptional system.

The Regional Trails Map is a critical tool to bring attention to the good work of our many partners in expanding, maintaining and educating people about our trails, parks and natural areas. For those groups and entities, being listed on the regional trails map helps leverage federal and state grants to continue the efforts to further design and build the trails. The map visually shows how our system of trails connects town centers, businesses, schools, residents and of course parks and natural areas. And it continues to support the concept and vision that the region has been working on since the 1903 Olmsted Brothers Park Plan.

Despite our ability to boast of building over 300 miles of trails in the region, our bigger goal of 900 connected miles will require continued advocacy and fund raising. The Regional Trails Map becomes an important tool to show how far we've come but also how much work there still is to do. It is a significant publication that raises the visibility of the successes of our many partners while building a case for continued investment.

We hope you see the value in funding this endeavor while supporting hundreds of organizations, parks districts, and community groups who rely on this tool to create visibility for their effort sand facilities.

Sincerely,

Mike Wetter
Executive Director
The Intertwine Alliance





*Metro Council
600 NE Grand Avenue
Portland, Oregon 97232*

re: Metro Regional Trails Map Update

President Hughes and Councilors,

Please accept this letter as a show of support for the 2014 Regional Trails Map update. The Tualatin Hills Park & Recreation District (THPRD) has long been a partner with Metro over the years on a variety of projects and interests. THPRD staff has worked with Metro staff over the past several months on the proposed map update to ensure it accurately represents regional trails, both existing and proposed, within THPRD's service area.

THPRD is pleased to know that its 13 completed miles of the Westside, Rock Creek, and Fanno Creek Regional Trails make up a small part of the over 400 miles of regional trails being used in the metro area. THPRD will continue to add to its regional trail inventory, further helping Metro reach its goal of 900 miles of regional trails interconnected throughout the region.

As you are already aware, having a regional trail network encourages healthy, active lifestyles by providing opportunities for walking and biking, two of the top recreational activities in the Portland metro area and state of Oregon. Furthermore, having a network of off-street regional trails also provides opportunities for alternative transportation options. Adoption of the regional trails map helps in obtaining local, state, and federal grants for future projects that will connect into the existing network of regional trails, supporting both recreation and transportation interests. I speak of this with firsthand knowledge having over two miles of the Westside Regional Trail constructed with federal assistance and another mile currently in the engineering phase with construction anticipated next year.

In closing, please recognize that adoption of the regional trails map is an asset to the region and a major piece in reaching a lofty goal. THPRD fully supports its adoption and respectfully requests the Metro Council do the same. Please feel free to contact me should you have any questions.

Sincerely,

Aisha Willits
Director of Planning



Access Recreation

June 23, 2014

Metro Council
600 NE Grand Ave
Portland, OR 97232

To the Metro Council,

Access Recreation (AR) is pleased to support Metro's proposal to create a 2014 Regional Trails System map update. This map complements AR's mission to connect people of all abilities to outdoor recreation. It will be an excellent resource to view existing regional trails and planned trails across all jurisdictions. This map will be of interest to the public, seeking trails and future trail connectivity without concern for whose jurisdiction it may be in. AR understands how frustrating it can be to find information on trails. This is a step in making the search easier.

The updated regional trail system map will be a useful resource for AR in our work. AR is currently producing a regional online trail map that will contain information that will provide people of *all* abilities the information needed to know whether a trail will meet their abilities and expectations before they arrive at the trailhead. AR will be able to use Metro's map as a reference on current and future regional trails as we consider the best trails and planning strategies for our project.

AR has partnered with Metro on past projects, resulting in increased accessibility on trails. It is our belief that lack of information on trails can be one of the greatest obstacles that can stand in the way of people accessing trails. This updated Regional Trail System Map will do much in informing the public and public agencies of what is currently available in the region. We look forward to having this valuable resource available. We hope you will support Metro in the creation of the 2014 Regional Trail System Map.

Feel free to contact me if you would like additional information.

Sincerely,

A handwritten signature in cursive script that reads "Georgena Moran".

Georgena Moran
Access Recreation Project Coordinator
www.accessrecreation.org
503-887-7453



June 26, 2014

Metro President Tom Hughes and Councilors
Metro
600 NE Grand Avenue
Portland, Oregon 97323

Dear President Hughes:

On behalf of the Gresham Area Chamber of Commerce and Visitors Center, I would like to express strong support for the work done on the Regional Trails Map and Update. In East Multnomah County, businesses, visitors, and residents benefit greatly from our regional trail assets, such as the Springwater Corridor Trail and the Gresham-Fairview Trail. These trails are significant in the Chamber's regional Bicycle Tourism Initiative, which seeks to grow the region's economy by increasing bicycle tourism.

Bikes mean business. According to two studies prepared by Dean Runyan and Associates, Travel Oregon's Mt. Hood/Gorge region, where most of the Bicycle Tourism Initiative's activities are focused, generates \$46 million annually in bicycle travel-related visitor spending. This same region has the third highest concentration of bicycle employees to 1,000 households in the state at 1.9. The Dean Runyan studies also show that people who bicycle as a recreational activity spend the most per party trip than any other bicycle travel type, and they also stay overnight more than any other bicycle travel type. People who bicycle as a recreational activity tend to prefer using facilities like Metro's regional trails. This valuable trail infrastructure links together hotels, restaurants, parks, and other regional destinations, building the local and regional economy and contributing to health and livability.

So many of these new regional trails or trail segments have been built or are under construction because of your efforts, your elected council people, volunteer board members, local business people, and residents. Please continue working to provide and enhance regional trails throughout the Metro area. On behalf the Chamber, I also encourage you to give special attention to the East Multnomah County area where we have incredible trails but are missing some key connections that would considerably enhance the system's economic development potential. These connections include:

- Completing the Gresham-Fairview Trail to Blue Lake Regional Park
- Linking the Springwater Corridor Trail to downtown Troutdale
- Completing sections of the 40-Mile Loop along Marine Drive between Troutdale and Fairview

We are incredibly grateful for these economic assets and look forward to continued Metro support for regional trails.

Sincerely,

A handwritten signature in cursive script that reads "Alison Hart".

Alison Hart, CEO

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Gresham Sanitary

PRESIDENT ELECT:

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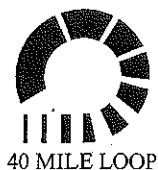
Gresham-Barlow School District

ROSS WAGGONER

Frontier Communications

DORANE WINTERMEYER

Adventist Health



40-Mile Loop Land Trust
P.O. Box 262
Portland, OR 97207-0262
www.40mileloop.org

Page | 1

March 18, 2014

Mel Huie, Regional Trails Coordinator
Metro
600 NE Grand Avenue
Portland, Oregon 97232

Dear Mel,

After your presentation of the Metro Regional Trails and Greenways Map on March 11th, the 40-Mile Loop Land Trust voted to support the map and will plan to testify at the Metro Council when the map is up for adoption.

We would also like to thank you for your update of trail activities at Metro.

The 40-Mile Loop will be publishing an update of their map soon.

Sincerely,

A handwritten signature in cursive script that reads "Bob Bothman".

Bob Bothman
40-Mile Loop Land Trust



June 18, 2014
Metro President Tom Hughes and Councilors
600 NE Grand Ave.
Portland, OR 97232

Dear Metro Council President Hughes and Councilors:

I am writing to express Cycle Oregon's support for the 2014 update of Metro's Regional Trails System map. It is an excellent blueprint for the planning and building of our network of trails and off-street facilities. Cycle Oregon has enjoyed Metro's support in the past, most notably the annual Policy Maker Ride. Scheduled for August 1, we will create a vision for America's first Urban Scenic Bikeway. We hope you all can join us.

We also work with many partners through the Oregon Bicycle Tourism Partnership and the Scenic Bikeways programs to create and promote regional trails and bicycle networks because doing so has real returns to the communities who participate. Bicycle tourism contributes \$400M annually to Oregon's economy. Cycle Oregon's annual Week Ride and Weekend Ride generate more than \$5M annually in the communities we ride through. Riders spend \$2.5M when they participate with Cycle Oregon and host communities each earn about \$20,000 for a days' work. Plus, communities are eligible for our grant program, which has provided 176 grants totaling nearly \$1.5M since 1996.

It's exciting to see that the Metro trails plan interconnects urban to suburban and rural areas of the region. Cycle Oregon is particularly supportive of the Yamhelas Westsider Trail, which would be a 17-mile multi-use trail on a former railroad line stretching from Gaston to McMinnville. This project would be a welcome addition to our Weekend Ride, which takes place in McMinnville this year. We look forward to including this route in the future. We are also supportive of trails that improve and increase access to Vernonia, which will be the start of the future Salmonberry Trail connecting Vernonia to Tillamook.

This work represents good planning as it promotes active transportation and supports economic development in rural communities. We hope the Council will adopt the updated trails map at its July 10, 2014 meeting and look forward to seeing you on the Policy Maker Ride on August 1.

Sincerely,

Alison Graves
Executive Director, Cycle Oregon



Staff

Mike Houck, Executive Director

Officers

M J Cody, Chair

Goody Cable, Vice-chair

Bob Wilson, Secretary/Treasurer

Board

Mike Faha

Steffeni Mendoza Gray

Mel Huie

Tom Liptan

Janet Oliver

Kelly Puntenev

Jim Rapp

Ruth Roth

Judy BlueHorse Skelton

Advisory Board

Bill Blosser,
Bill Blosser Consulting

Janet Cobb,
California Oak Foundation

Patrick Condon,
University of British Columbia

John Fregonese, President,
Fregonese Associates, Inc.

Randy Gragg, Editor, Portland
Spaces Magazine,

Dan Heagerty, Sr. VP/Strategic
Officer, David Evans Enterprises

Steve Johnson, Public
Involvement Consultant

Charles Jordan,
The Conservation Fund

Jon Kusler, Association of
Wetland Managers

Peg Malloy, Director,
Portland Housing Center

Dr. Rud Platt, Ecological Cities
Project

Dr. Joseph Poracsky
PSU Geography

Rodolpho Ramina, Sustainability
Consultant, Curitiba, Brazil

Ann Riley, California Department
of Water Resources

Geoff Roach, Oregon Field
Director, Trust For Public Land

Jennifer Thompson,
U. S. Fish and Wildlife Service

Paddy Tillet, Architect, ZGF,
Portland

Ethan Seltzer, Director, PSU
School of Urban Studies and
Planning

David Yamashita,
Senior Planner, Long Range Planning,
Maui, Hawaii

Dr. Alan Yeakley, PSU
Environmental Sciences and
Resources

Lynn Youngbar, Organizational
Development Consultant

June 18, 2014

Tom Hughes, President
Metro Council
Metro
600 NE Grand Ave.
Portland, OR 97232

Dear President Hughes and Councilors,

As you may or may not recall, I worked with Mel Huie of your staff, National Park Service Rivers and Trails Conservation Assistance Program, Vancouver-Clark Parks, and other partners of The Intertwine Alliance to produce a Bi-state Regional Trail System Plan and Map in 2008. I am writing now, on behalf of our organization, to urge adoption of the 2014 Regional Trails Map and to continuing funding the excellent work Metro has done in taking a leadership role in bringing park and transportation planners and advocates together to work on expanding The Intertwine's regional trail network.

The Bi-State Regional Trails Map is essential to educating the public and policy makers regarding efforts to the regional trail elements of The Intertwine. We hope you see the value added by your staff to regional trail planning and implementation and providing support to hundreds of organizations, park providers, and citizen groups who rely on the document to pursue on the ground implementation.

The Map documents the fact that we've already built over 400 miles of regional trails, but also illustrates the daunting fact that we have more than 500 more miles of trail to put in place to attain the ultimate goal of providing almost a thousand miles of trails in the Portland-Vancouver region.

As you no doubt know, walking, cycling and hiking are important recreational activities in our region and the regional trail network connects the region's cities, counties, regional centers to work, schools, business and shopping areas, parks and natural areas. We hope you will adopt the Bi-State Regional Trail Map at your upcoming Metro Council meeting on July 10th and continue to support the regional trail planning and implementation effort that Metro has provided leadership to for over two decades.

Sincerely,

Mike Houck,
Executive Director

71014-03



DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT

DEVELOPMENT SERVICES BUILDING

150 BEAVERCREEK ROAD | OREGON CITY, OR 97045

June 3, 2014

Council President Hughes and Metro Councilors
600 NE Grand Avenue
Portland, OR 97232

Dear Council President Hughes and Metro Councilors,

The Clackamas County Pedestrian/Bikeway Advisory Committee is pleased to support the Mount Scott/Scouters Mountain Trail Loop Master Plan. The committee voted unanimously in support of this plan at its meeting on June 3, 2014.

Providing a system of on- and off-street pedestrian and bicycle paths with connections to natural areas, the Springwater Corridor and parks, including Mt Talbert Nature Park, will be of great benefit to the communities in the area. The value of this loop has already been recognized by Clackamas County in its recently-approved 20-year Transportation System Plan.

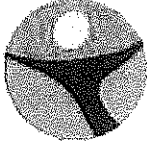
This plan is an excellent example of Active Transportation planning among multiple jurisdictions and districts in the region and coordination of regional trail planning efforts.

We look forward to working with Metro and partnering organizations as the design and construction phases of this plan are finalized and the plan is implemented.

Sincerely,

Blane Meier
Chair
Clackamas County Pedestrian/Bikeway Advisory Committee

c: Lori Mastrantonio-Meuser, Senior Planner
Karen Buehrig, Transportation Planning Manager



**NORTH CLACKAMAS
PARKS & RECREATION DISTRICT**

Administration

150 Beavercreek Rd.
Oregon City, OR 97045
503.742.4348 phone
503.742.4349 fax ncprd.com

Council President Hughes and Metro Councilors
Metro
600 NE Grand Avenue
Portland, OR 97232

June 11, 2014

Dear Council President Hughes and Metro Councilors:

The North Clackamas Parks and Recreation District (NCPRD) Advisory Board would like to express support for the Mount Scott/Scouters Mountain Trail Loop Master Plan. This plan will lay the foundation to establish a regional trail network that will connect many significant open space areas and communities within the District to other communities within the Portland Metropolitan region.

The goals and vision of this plan are the result of a multi-jurisdictional effort that aligns with several other regional plans that support the need for non-motorized recreation and transportation connections including NCPRD's 2014 Master Plan (Draft), Clackamas County Transportation System Plan and the City of Happy Valley's Transportation System Plan. The proposed NCPRD 2014-2023 Capital Improvement Plan identifies implementation initial phases of the plan.

The value of community involvement is evident throughout the plan. Local citizens were involved in the project through public open houses and multiple stakeholder interviews. Benefits of the proposed regional trail include improving access to outdoor recreation, linking schools to residential neighborhoods, and supporting tourism and economic development opportunities.

NCPRD has been an active partner throughout the master planning process, with staff and a member of the DAB collaborating with project partners including Metro, the City of Happy Valley, and North Clackamas School District. Due to the extensive scope of the 37.5-mile planned trail, the importance of continuing this multi-agency effort is evident. NCPRD is committed to making this plan a reality.

The District Advisory Board fully supports the Mount Scott/Scouters Mountain Trail Loop Plan and its implementation. We look forward to working with Metro, other project partners, and stakeholders in the years ahead to build a regional trail that will benefit the citizens of our District and the region as a whole.

Sincerely,

A handwritten signature in cursive script that reads "Bill Bersie".

Bill Bersie,
Chair, NCPRD Advisory Board



PORTLAND PARKS & RECREATION

Healthy Parks, Healthy Portland

Council President Hughes and Metro Councilors
600 NE Grand Avenue
Portland, OR 97232

April 1, 2014

Dear Council President Hughes and Metro Councilors:

On behalf of Portland Parks & Recreation (PP&R), I would like to express my support for the Mount Scott/Scouters Mountain Trail Loop Master Plan. The plan will do an excellent job guiding the expansion of trails on the east side from the Clackamas River to the Springwater Trail.

I am pleased that the trail alignments are consistent with Portland's existing plans and policies, including the Recreational Trails Strategy and the 2030 Bicycle Master Plan, and emphasis placed on maintaining wildlife corridor connectivity. PP&R is working to restore our East Buttes property for wildlife and other natural resource functions.

Planners and natural resource specialists from PP&R were part of the planning team and have fully participated throughout the process. Their participation in public open houses, site visits with neighbors and stakeholder interviews shows the continued coordination between Metro and PP&R on moving the region forward for active transportation and recreation. PP&R and the Portland Bureau of Transportation comments on draft materials are reflected in the final plan for the alignment within the City of Portland.

My understanding is that this project included extensive public engagement, and that Portland residents are excited about the alignment and the opportunities for their communities and schools. Metro has done a good job listening to local residents and understanding their concerns. I encourage Metro to continue to work closely with partnering organizations through design and construction.

PP&R is committed to supporting Metro and other partners as they implement the Mount Scott/Scouters Mountain Trail Loop Master Plan. We look forward to working with you to seek funding for the alignment within the City of Portland and in the future on additional park, trail and natural area projects.

Sincerely,

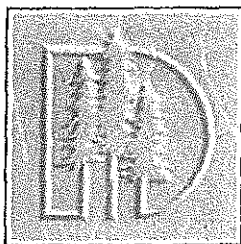
Mike Abbaté, Director
Portland Parks & Recreation

Administration
1120 S.W. 5th Ave., Suite 1302
Portland, OR 97204
Tel: (503) 823-7529 Fax: (503) 823-6007

www.PortlandParks.org
Amanda Fritz, Commissioner
Mike Abbaté, Director

Sustaining a healthy park and recreation system to make Portland a great place to live, work and play.





David Douglas School District

Don Grotting, Superintendent

1500 SE 130th • Portland, Oregon • 97233-1719

(503) 252-2900 • Fax (503) 256-5218

June 24, 2014

Metro Council President Tom Hughes
Metro Councilor Shirley Craddick
Metro Councilor Carlotta Collette
Metro Councilor Craig Dirksen
Metro Councilor Kathryn Harrington
Metro Councilor Sam Chase
Metro Councilor Bob Stacey

Re: Mt. Scott/Scouter Mountain Trail Loop Master Plan

President Hughes and Metro Councilors:

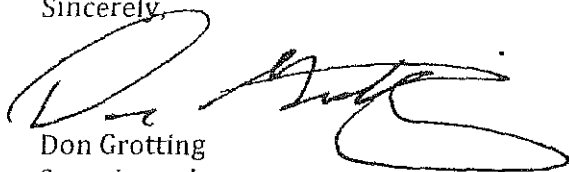
I am pleased to write this letter in support of the Mt. Scott / Scouter Mountain Trail Loop Master Plan. The proposed 37.5 mile trail will be an important asset for our community, creating a loop around its namesake buttes, connecting town centers, neighborhoods, schools and natural areas. The trail will also connect to other major trails in the region including the Springwater Corridor to the Sunrise Corridor & Clackamas River Greenway and the I-205 Pathway to SE 162nd / SE 172nd bikeways.

This trail has been a regional priority for many years. Funds from the 1995 and 2006 Metro Bond Measures helped purchased natural areas on Mt. Talbert and Scouter Mountain, which will be connected by the trail. This plan has truly been a collaborative effort between local partners, who have helped provided the local match and staff time to develop the plan.

Most importantly, the Mt. Scott / Scouter Mountain Trail Loop Master Plan will provide safe trail options for students walking and biking to school and recreational opportunities. This is significant as many of the neighborhoods in the area lack sidewalks and safe crossings at busy intersections.

I strongly urge you to support the development of this master plan.

Sincerely,



Don Grotting
Superintendent



East Portland Action Plan

June 26th, 2014

Metro Council President Tom Hughes
Metro Councilor Shirley Craddick
Metro Councilor Carlotta Collette
Metro Councilor Craig Dirksen
Metro Councilor Kathryn Harrington
Metro Councilor Sam Chase
Metro Councilor Bob Stacey

Re: East Portland Action Plan support for Mt. Scott/Scouters Mountain Trail Loop Master Plan

President Hughes and Metro Councilors:

East Portland Action Plan (EPAP) is pleased to write this letter in support of the Mt. Scott / Scouters Mountain Trail Loop Master Plan. The proposed 37.5 mile trail will be an important asset for our community, creating a loop around its namesake buttes, connecting town centers, neighborhoods, schools and natural areas. The trail will also connect to other major trails in the region including the Springwater Corridor to the Sunrise Corridor & Clackamas River Greenway and the I-205 Pathway to SE 162nd / SE 172nd bikeways.

This trail has been a regional priority for many years. Funds from the 1995 and 2006 Metro Bond Measures helped purchase natural areas on Mt. Talbert and Scouters Mountain, which will be connected by the trail. It is supported by Action Plan by:

Natural Areas and Environment .3.3 Purchase land in the Lava Dome area to begin "Forest Park East."

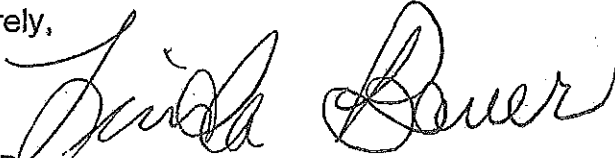
Natural Areas and Environment .4.1 Increase active and passive recreation space on par with citywide recreation space and best practices standards.

This plan has truly been a collaborative effort between local partners, who have helped provided the local match and staff time to develop the plan. EPAP is particularly grateful to both Commissioner Craddick for including EPAP's voice and our Scott and Scouters Mt. Trail Committee representative, Linda Bauer.

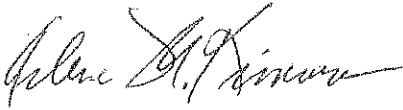
Most importantly, the Mt. Scott / Scouters Mtn. Trail Loop Master Plan will provide safe trail options for students walking and biking to school and recreational opportunities. This is significant as many of the neighborhoods in the area lack sidewalks and safe crossings at busy intersections.

I strongly urge you to support the development of this master plan.

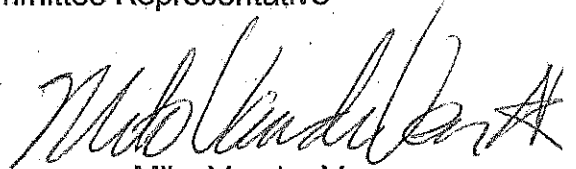
Sincerely,



Linda Bauer
East Portland Action Plan Scott and Scouters Mt. Trail Committee Representative



Arlene Kimura



Mike Vander Veen

East Portland Action Co-Chairs

EAST PORTLAND ACTION PLAN

www.eastportlandactionplan.org

East Portland Neighborhood Office 1017 NE 117th Ave. Portland, OR 97220
503.823.4035 or lore.wintergreen@portlandoregon.gov

CITY OF HAPPY VALLEY
ORDINANCE NO. 448

AN ORDINANCE AMENDING THE CITY'S OVERALL COMPREHENSIVE PLAN TO INCLUDE THE MT. SCOTT/SCOUTERS MTN. TRAIL LOOP MASTER PLAN (MSSMTL) AS AN ANCILLARY DOCUMENT.

THE CITY OF HAPPY VALLEY ORDAINS AS FOLLOWS:

WHEREAS, the City has coordinated with Metro, Clackamas County and the City of Portland in the development of a 37.5-mile regional trail system that will provide City residents with non-motorized recreation and transportation connections to regional destinations and facilities; and

WHEREAS, adoption of the MSSMTL requires an amendment to the City's Comprehensive Plan that has been discussed in an extensive citizen involvement process, including a public hearing and two open houses; and

WHEREAS, the Planning Commission recommended the City Council approve the amendments associated with the MSSMTL as detailed in the Staff Report to the Planning Commission dated April 8, 2014; and

WHEREAS, the City has forwarded a copy of the proposed amendments to the Oregon Department of Land Conservation and Development, METRO and Clackamas County in a timely manner; and

WHEREAS, the Council of the City of Happy Valley, Oregon, has determined that it is reasonable, necessary and in the public interest to adopt the MSSMTL as detailed within Staff Report to the Planning Commission dated April 8, 2014 and as discussed at the regular meeting of the City Council on May 6, 2014; and

NOW, THEREFORE, based on the foregoing,

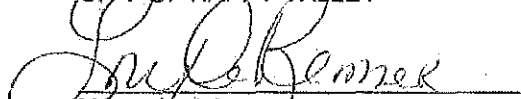
THE CITY OF HAPPY VALLEY ORDAINS AS FOLLOWS:

- Section 1. The City of Happy Valley declares that the MSSMTL shall be incorporated into the City's overall Comprehensive Plan as an ancillary document, as detailed within the Staff Report to the Planning Commission dated April 8, 2014.
- Section 2. The City of Happy Valley declares that the Findings of Fact included within the Staff Report to the Planning Commission dated April 8, 2014 are hereby adopted in conjunction with this ordinance.
- Section 3. To ensure the safety and welfare of Happy Valley Residents, a public safety plan must be developed and approved by the City Council for trails that connect Happy Valley trails to trails outside the city limits.

BE IT FURTHER declared that this Ordinance shall become effective thirty (30) days after adoption by the City Council.

READ for the first time at the regular meeting of the City Council of the City of Happy Valley, Oregon on May 6, 2014; read for the second time with language added for revision on May 20, 2014; and, read for the second time as amended on June 3, 2014, and adopted by a 4-0 vote of the members of the City Council of the City of Happy Valley, Oregon

CITY OF HAPPY VALLEY



Mayor Lori DeRenjer

ATTEST:



Marylee Walden, City Recorder

City of Happy Valley
Planning Commission Minutes
Tuesday, April 8, 2014

Commission Members Present:

Chair, Shanin Prusia
Vice Chair, Ted Hartzell
Commissioner, Ken Koblitz
Commissioner, Jennifer Brown
Commissioner, Dennis Orbitikschwitke
Commissioner, Tom Summers
Commissioner, Alex Ianos

Staff Members Present:

Michael Walter, Economic & Community
Development Director
Justin Popilek, Senior Planner
Cheryl Whitehead, Planning Assistant

Others Present:

(See attached sign-in sheet)

CALL TO ORDER

Chair Prusia called the meeting to order at 7:03 p.m. Roll call was taken.

I. CITIZEN COMMENT

None

II. CONSENT AGENDA ITEMS

1. Minutes Dated February 11, 2014

Vice Chair Hartzell made a motion to approve the consent agenda. Commissioner Brown seconded the motion.

Roll Call Vote: Ayes from Commissioners Prusia, Hartzell, Koblitz, Brown, Orbitikschwitke, Ianos & Summers. The motion was passed with a unanimous vote.

III. CPA-02-14 MT. SCOTT SCOUTERS MTN. TRAIL LOOP MP

The Mt. Scott/Scouters Mtn. Tail Loop Master Plan is the continuation of an ambitious multijurisdictional effort to establish a regional trail network connecting several communities within the Portland Metropolitan Area. The roughly 37.5-mile trail loop project will offer a route for alternative transportation modes with a looped, north-south oriented multi-use trail system. The proposed regional trail will connect numerous schools, community parks, local trails, businesses, retail stores and the Happy Valley Town Center. The new trail will facilitate potential access to Mount Scott Creek, Rock Creek, and have connections to the future East Buttes Loop Trail and Powerline Corridor Trail.

Chair Prusia read the hearing script in to the record. She asked the Commissioners for any Declarations of Exparte Contact, Bias or Conflict of Interest.

None Declared.

Chair Prusia asked the audience if there are any challenges to any Commissioners Exparte Contact, Bias or Conflict of Interest.

None Challenged.

Justin Popilek, Senior Planner, gave the following staff report:

- This has been a multi-jurisdictional effort on this project
- The intent is to provide recreation and transportation opportunities
- This has been an ongoing effort since 2011
- The trail is a 37 mile loop
- The northern portion of the trail is in Portland and one third of the southern portion is in Clackamas County
- Due to steep topography it was determined that there is no way to have the trail go through portions of the bowl of the city
- There is a signage plan included to help navigate the trail
- The trail pathways are either paved, wood chipped or earthen
- The bike portion looks like a cycle track with separate bike lane
- The project included a public advisory committee which met for approximately a year and a half to align the trails and work with the topography and easements
- Held two open houses for citizen input
- Stake holder interviews were conducted via email and phone calls
- For security purposes the trail will need a high level of visibility and use – a well-used trail is the best deterrent for crime.
 - Eliminate overgrown vegetation
 - Lighting
 - Discussed emergency phones or call boxes
 - Clean and maintained
 - Litter and safety patrols
 - Trail watch program
 - Vehicular access points for police and first responders
 - Equip the police department with bikes or motorcycles for trail access
- Implementation of the trail plan is open, there are no dedicated funds for the program
- It is up to local jurisdictions to receive funds from grants etc.
- As development occurs developers will be informed of trail requirement and installation
- The local jurisdictions will participate in the maintenance
- Staff recommends approval of the application
- No additional correspondence were received

The Planning Commission and staff made the following comments:

- There is no dedicated funding source so it will be through development
- How does the developer know which section is theirs to develop
 - Specific sections by topography gives a general use and specific design up to the final process with the local jurisdiction

- What is in place to ensure that the trail sections match
 - The final design is up to staff to guide the developer to keep the trail consistent
 - Didn't get into defining the specific design
 - There could be an interim step which would be defining the design manual – once adopted would take the next step to ensure consistency
- Will need to make sure that each section is defined by what is required so that developers know what the expectation of the trail build out is
- Defining the expectations will also give the Planning Commission something to stand on with future applications and upcoming development
- Residents will have the most issues by not wanting the trail system close to their property – residents will be against both the trail and the development in their area
- What about excluding dogs on the trails
 - It was discussed, if so, this would be up to the Code Enforcement Department
 - Any Metro owned open space will not allow dogs
 - NCPRD owned property will allow dogs with leash law
- Discussed the fatal flaws section
- A public opinion poll was conducted and it was overwhelmingly positive with some of the concerns that were addressed
- There won't be a bond levy, will be mainly funded by development, but there is a chance we could get some grants
- The jurisdictions involved are Metro, Portland, Clackamas County and Happy Valley
- Will there be a centralized person to oversee the maintenance or is it up to each municipality
 - Privately owned property would be up to the HOA or property owner

Public testimony closed at 7:49pm

Vice Chair Hartzell made a motion to recommend approval of CPA-02-14 Mt. Scott Scouters Mtn. Trail Loop MP to the City Council. Commissioner Summers seconded the motion.

Roll Call Vote: Ayes from Commissioners Prusia, Hartzell, Koblitz, Brown, Orbitkschwitke, Ianos & Summers. The motion was passed with a unanimous vote.

IV. COMMISSIONERS CONCERNS AND COMMENT

The Planning Commission and staff gave the following discussion:

- The legal training was helpful and enjoyed it
- Surprised that some residents are more concerned with a McDonalds than a regional trail system
- Applications will continue to increase – currently it is manageable with meetings once a month but there is the possibility of having two meetings in a month

V. ADJOURNMENT

Commissioner Brown made a motion to adjourn the meeting. Vice Chair Hartzell seconded the motion.

Roll Call Vote: Ayes from Commissioners Prusia, Hartzell, Koblitz, Brown, Orbitkschwitke, Ianos & Summers. The motion was passed with a unanimous vote.

City of Happy Valley
Planning Commission Minutes
April 8, 2014
Page 4 of 4

The meeting was adjourned at 8:04 p.m.

Prepared and submitted by:

Cheryl Whitehead
Planning Assistant

These minutes will be approved at the June 10, 2014 Planning Commission Meeting.

F.V.I

71014-04



PORTLAND PARKS & RECREATION

Healthy Parks, Healthy Portland

July 10, 2014

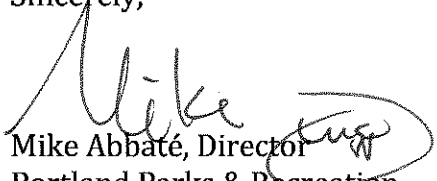
Council President Hughes and Metro Councilors
600 NE Grand Avenue
Portland, OR 97232

Dear Council President Hughes and Metro Councilors:

On behalf of Portland Parks & Recreation, I would like to express my support for the 2014 Update of Regional Trails Map. The plan will help guide the effort to connect all the region's cities, counties, regional centers to work, schools, business and shopping areas, parks and natural areas.

Having our trails in the regional trails map helps us obtain state, federal, and other grants. And so many new trails have been built or are under construction because of your efforts, your elected council people, volunteer board members and citizens/residents. PP&R is committed to supporting Metro and other partners as they implement the 2014 Update of Regional Trails Map. We look forward to working with you in the future on additional park, trail and natural area projects.

Sincerely,


Mike Abbate, Director
Portland Parks & Recreation

- cc: Kia Selley, Portland Parks & Recreation
- Brett Horner, Portland Parks & Recreation
- Emily Roth, Portland Parks & Recreation
- Jim Desmond, Metro
- Mark Davison, Metro
- Robert Spurlock, Metro
- Mel Huie, Metro

Administration
1120 S.W. 5th Ave., Suite 1302
Portland, OR 97204
Tel: (503) 823-7529 Fax: (503) 823-6007

www.PortlandParks.org
Amanda Fritz, Commissioner
Mike Abbate, Director

Sustaining a healthy park and recreation system to make Portland a great place to live, work and play.



A presentation slide with a light green background featuring a faint map of the region. The text is centered and reads: "Regional trails update", "Regional trails and greenways map", "Mt. Scott/Scouters Mountain Trail Loop Master Plan", "Metro Council | July 10, 2014", and "Jim Desmond, Sustainability Center". At the bottom, there is a dark green bar containing the Metro logo and the tagline "Metro | Making a great place".

Regional trails update
Regional trails and greenways map
Mt. Scott/Scouters Mountain Trail Loop Master Plan

Metro Council | July 10, 2014

Jim Desmond, Sustainability Center

 Metro | *Making a great place*

It's fitting that we begin this special meeting by talking about regional trails – the corridors that connect our parks and natural areas.

You'll have the opportunity today to vote on two resolutions:

Updating the Regional Trails and Greenways Map and approving a master plan for the Mt. Scott / Scouters Mountain Loop Trail.

Regional trails and greenways



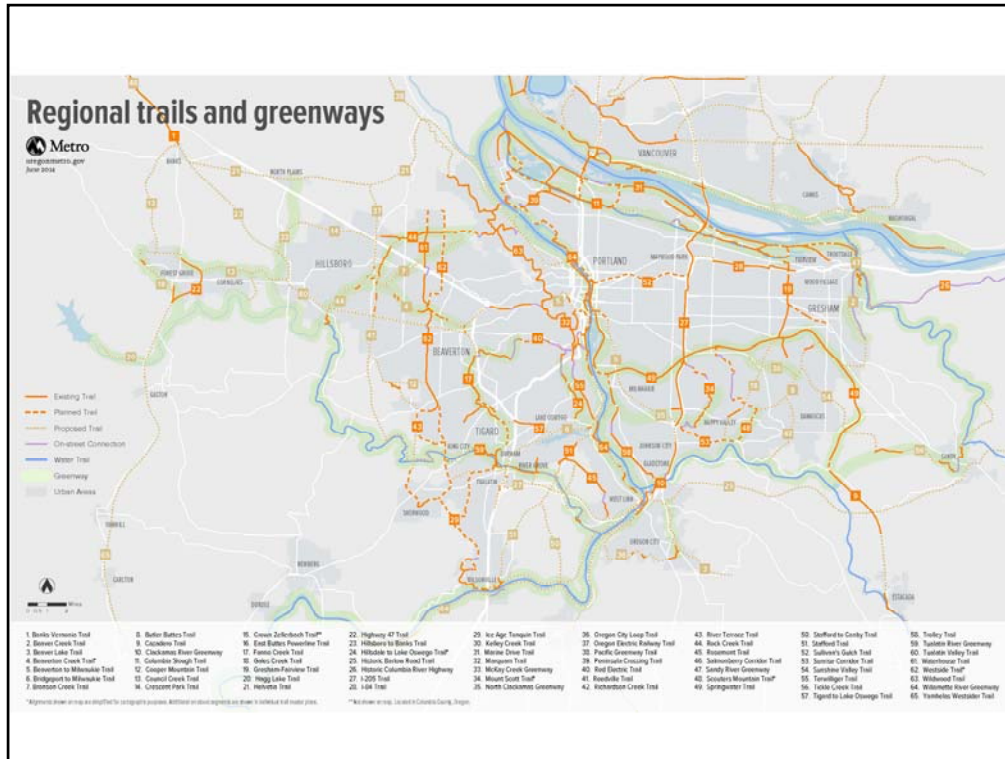
First I'd like to share what we've done with the Regional Trails and Greenways Map.

This is the definitive guide to trails that exist today, and those we hope to put on the ground in the future.

We've updated the map five times since 1992, most recently in 2008.

The map is designed to advance our region's vision for an interconnected trail system, connecting people to nature and giving them choices about how they get around.

Putting a trail on this map is the first step to making it reality – because, once it's on the map, it becomes eligible for a key type of federal funding.



The update before you today adds 11 trail corridors. It's important to note they are conceptual – exact routes will be determined through public planning and community engagement.

These new trails span every corner of our region – from the historic Columbia River Highway State Trail on the east to the Yamhelas Westsider Trail on the west.

The Yamhelas Westsider Trail is particularly interesting. Neighbors along this old rail corridor brought the idea to Metro in a grassroots effort. Metro is providing technical assistance to the group, which is working primarily with the State and Union Pacific.

Regional trails and greenways



This updated map does not stand alone.

It informs many other local, state, regional and federal plans – from the Regional Transportation Plan to the Bi-State Regional Trails Plan.

Because we have mapped the vision for regional trails, we can weave them into other aspects of making great places.

Mt. Scott/Scouters Mountain

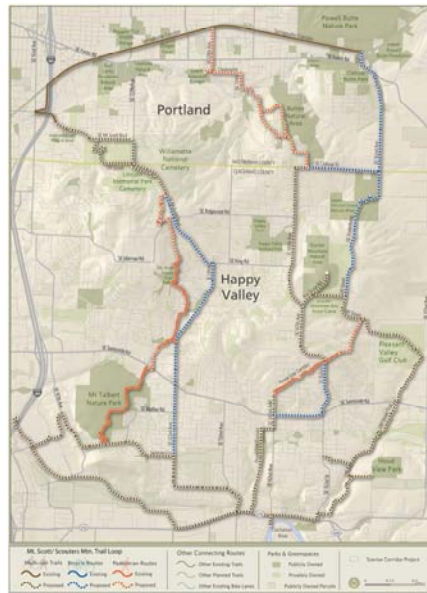


Moving from the overall regional trails map to a specific project, I'd like to present to you the Mt. Scott/Scouters Mountain Trail Loop Master Plan.

When this trail is built, it will be practically in our backyard here at Mt. Hood Community College.

Stretching nearly 38 miles, the trail will connect Portland, Happy Valley, Gresham and Damascus.

Mt. Scott/Scouters Mountain



It will also provide a link between the Springwater Corridor and the future Sunrise Corridor Trail.

It's easy to describe a trail in terms of the miles covered or the beginning and end points, but of course the most interesting part is what you see along the way.

In this case, you'll be able to have a picnic at the soon-to-open Scouters Mountain Nature Park, explore native plants at Leach Botanical Garden, or gaze up to admire the lava domes that punctuate the east side of our region.

Mt. Scott/Scouters Mountain



The City of Happy Valley has adopted the master plan for this trail, and incorporated it into the city's comprehensive plan.

With your approval today, we will reach a milestone a long time in the making.

Happy Valley nominated this trail for the 1992 Regional Trails and Greenways Map.

In 2007, the city and Metro secured a grant to develop a master plan.

And for the past couple of years, we worked together to engage the community in the product you see today.

Stakeholder interviews, project advisory committee meetings and public open houses built a strong foundation for the master plan – and the trail to come.

Mt. Scott/Scouters Mountain



With more than 7 miles of trail already built in Happy Valley and Portland, we have a great start.

This master plan helps local partners identify where to secure land as we continue expanding the trail – as well as what to look for in trail design, preliminary engineering and construction.

As each segment gets built, partners are ready to welcome visitors and manage the trail.

The trail brings together not only all the people who will enjoy it, but also Happy Valley, Portland Parks, Metro and other partners who will put this vision on the ground.



Resolutions

Resolution No. 14-4546

For the purpose of approving the regional trails and greenways map

Resolution No. 14-4547

For the purpose of approving the Mt. Scott/Scouters Mountain trail loop master plan

Thank you for the opportunity to talk about the regional trails vision as a whole, and to zero in on one of those dotted lines on the map.

We look forward to your comments on this work.

I know we have a couple members of the public who have worked on these trail projects with us, who would like to offer their support.

Parks and natural areas milestones: levy, bond and system plan

Metro Council | July 10, 2014

Kathleen Brennan-Hunter, Natural Areas Program
Justin Patterson, Parks and Environmental Services



Metro | *Making a great place*

SLIDE 1 – WELCOME

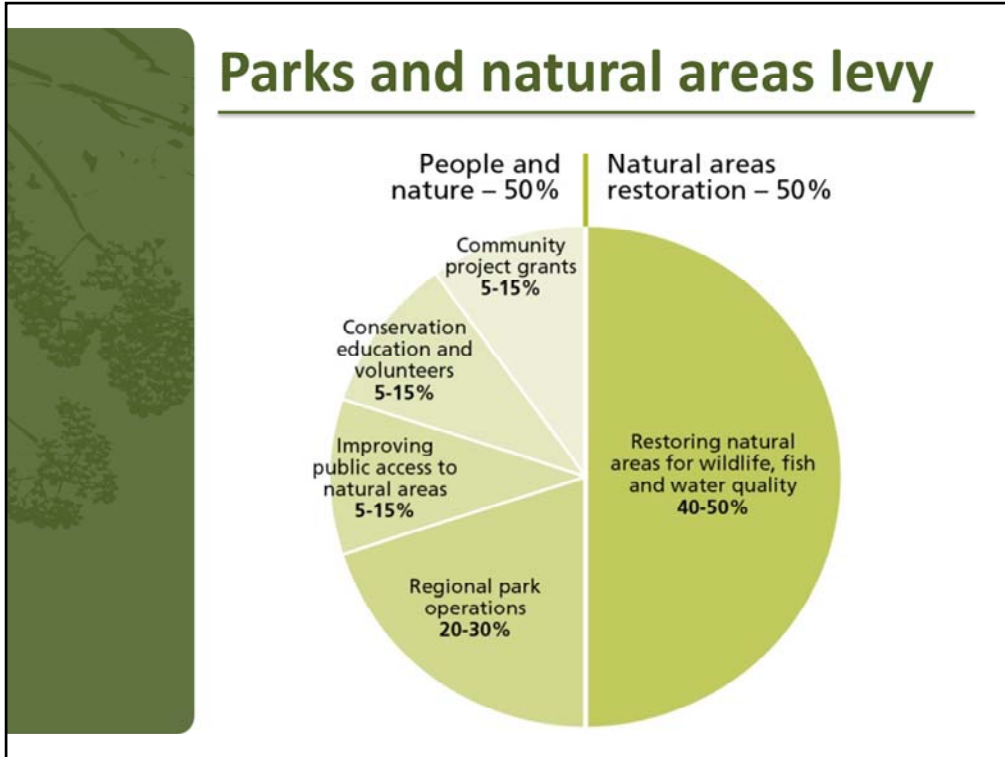
Introduction



SLIDE 2 – INTRODUCTION

More than 20 years ago the region developed a shared vision about the kind of nature it aspired to protect. The Greenspaces Master Plan was adopted by every city and county in the region in 1992 and laid out a network of protected and connected parks, trails and natural areas. Today, due to the efforts of thousands of people, strong political leadership and voters across this region who passed two bond measures and a levy, more than \$400 million dollars is being invested in regional parks, trails, natural areas and nature programs, achieving much of this original vision. We have succeeded because of the kinds of partnerships and collaborations you'll hear about throughout the meeting.

Today I'm going to share some of the special places that are welcoming more birds, people and native plants as a result of this vision and investment. I'm going to start by reporting on results from the first year of levy implementation. Then I will share a brief update on the 2006 Natural Areas bond and will end with some information about an effort we're launching to develop a vision for the portfolio that's resulted from these investments.



SLIDE 3 – PIE CHART

In May 2013 voters passed the parks and natural areas local option levy. \$8-10 million per year has been set aside for these areas of effort. Within the levy there are specific criteria and guidance about the types of projects to be accomplished within each category.

Promises made, promises kept



SLIDE 4 – PROMISES MADE PROMISES KEPT

We've had one year to put these promises on the ground, and already we're making significant progress. The levy called for an annual work plan that lays out projects and program achievements for the year. The resolution passed by the Metro Council, which referred the levy to the ballot, included specific outcomes to be achieved over the life of the levy.

Promises made, promises kept

Restore natural areas for wildlife, fish and water quality

- Control invasive species on 10,000 to 12,000 acres
- Restore habitat on 2,000 acres
- Do business with MWESB contractors

Expand opportunities to enjoy Metro's parks and natural areas, learn about and connect with nature

- Improve parks and natural areas for visitors
- Expand education, volunteer, partnership and grant programs
- Increase opportunities for communities of color and low income families to experience the region's parks and natural areas

SLIDE 5 – PROMISES MADE PROMISES KEPT

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Natural areas restoration



SLIDE 6 – NATURAL AREAS RESTORATION (Willamette Narrows)

About half of annual levy funds are dedicated to protecting water quality, eradicating invasive weeds that displace native species, and improving habitat for wildlife and fish. Many of the levy projects will play out over a number of years, but we're right on track.

We've met outcomes in the first year by assessing our properties for invasive plants and infrastructure issues and starting treatments on invasive plant populations in the most sensitive areas of the site.

At Willamette Narrows, we've acquired more than 700 acres over 15 years and have leveraged \$100,000 in Oregon Watershed Enhancement Board grants for oak habitat restoration. Now, with levy funding, we're able to extend the oak habitat efforts by doing projects like the one seen here.

Last fall, staff treated a test plot after most of the native prairie plants died back for the year. This spring, it was obvious where the grass had been suppressed by the spray work. This photo shows the treated and untreated areas side by side. You can see a tremendous bloom of Delphinium on the right, where the grasses are not swamping it this year. It's present on the left too, but what a difference the removal of grasses can make!

The site is such high quality that it serves as a reference site for the region. This means ecologists and restoration practitioners use it as a standard of what the habitat should look like. And the rich community of native wildflowers provides seed that is collected by volunteers and Metro staff for use on other sites. So levy funding to test treatments and implement most effective weed suppression will have impacts beyond this site.

Natural areas restoration



SLIDE 7 – NATURAL AREAS RESTORATION (Quamash Prairie)

Quamash Prairie is a great example of the results we can achieve through sustained efforts over the years. After building a 120-acre natural area piece by piece, we were able to leverage several state grants here, and collaborated with multiple partners, conservation education programs and volunteers, and created partnerships with nearby farmers.

The wet prairie here is exceptionally rare habitat, supporting plants and animals such as Nelson’s checkermallow, camas lilies and red-legged frogs. This restoration recreated floodplain connections, taking pressure off downstream urban areas.

This first year, the levy is supporting ongoing weed suppression, which helps native plants thrive. Some are important First Foods for Native American tribes, and – as you see here – now camas is being harvested and will be planted in the Cully Park Intertribal Gathering Garden.

Natural areas restoration



SLIDE 8 – NATURAL AREAS RESTORATION (Clear Creek)

More than 30 additional restoration projects were started and completed last year. They have equally important stories, including stream and wetland restoration work on important waterways, like this tributary to Clear Creek.

Natural areas restoration



SLIDE 9 – NATURAL AREAS RESTORATION (Clear Creek forest)

Also at Clear Creek and other sites, we're thinning overcrowded forests, like the one you see here.

Natural areas restoration



SLIDE 10 – NATURAL AREAS RESTORATION (Clear Creek forest)

Once they are thinned, light can reach the forest floor to develop a mixed understory, which provides wildlife and pollinator habitat.

Regional park operations



SLIDE 11 – REGIONAL PARK OPERATIONS (Mason Hill)

We're also working on improving our parks and natural areas for people.

1.3 million visitors enjoy our developed parks each year, and our facilities need improvements and maintenance. Guided by the levy, we're focusing on improving sustainability features, upgrading facilities that have reached the end of their life expectancy, and improving safety and security in all of our developed parks.

We're also working on a Regional Parks Business Plan to help outline how we continue to provide high-quality customer service and ensure that we respond effectively to requirements such as the Americans with Disabilities Act.

Here at Mason Hill Park – a great retreat from the city on the western edge of Multnomah County – we've replaced an aging fence, installed new signage and added new site furnishings.

Regional park operations



SLIDE 12 – REGIONAL PARK OPERATIONS (Cooper)

We opened a much-needed overflow parking lot at Cooper Mountain Nature Park, which can get busy on beautiful summer days.

Regional park operations



SLIDE 13 – REGIONAL PARK OPERATIONS (Chinook)

And we installed solar-powered payment machines to better serve the thousands of boaters who park at Chinook Landing Marine Park.



SLIDE 14 – REGIONAL PARK OPERATIONS (Oxbow)

We planned a new nature play area at Oxbow Regional Park, which will increase connections to nature for kids and adults. I’m excited to let you know that we just found out a grant from Oregon Parks & Recreation will help make this playground a reality.

In addition to the projects I just mentioned, landscape beds inside Blue Lake Park are being renovated to include more native plantings and reduce irrigation and maintenance. Design is underway to replace and/or renovate the four main restroom buildings at Blue Lake, and the design was completed for the renovation of the entry at Blue Lake, which will go to bid in September. Site furnishings at Oxbow Park have been replaced in addition to ADA access improvements, and the design for the replacement of the Oxbow office is complete and heading to construction this winter. The renovation of the maintenance facility at Blue Lake is in design, and new recycling containers are being installed at Graham Oaks Nature Park.

Partners in Nature



SLIDE 15 – PARTNERS IN NATURE

Throughout all this, we are working hard to meet our commitment to expand opportunities for communities of color and children from low-income families to experience the region’s parks and natural areas. One important way to achieve this is a new effort called Partners in Nature, which draws on the energy and unique perspectives of a wide variety of organizations.

One pilot partnership is with the Center for Intercultural Organizing. They enhanced their year-long Pan-Immigrant Leadership and Organizing Training Program with outdoor experiences such as this field expedition at Cooper Mountain Nature Park.

In another partnership, students from Self Enhancement, Inc. are developing a pollinator restoration project at our North Abbey Creek Headwaters natural area and looking at ways to apply that work at their campus.

Volunteer program



SLIDE 16 – VOLUNTEER PROGRAM

In this photo, you can see volunteers working at the Native Plant Center, where opportunities to get involved have expanded because we've increased our capacity through the levy. We have also expanded the site steward program, adding more boots on the ground to provide stewardship at Metro's natural areas. Volunteer opportunities will continue to grow.

Conservation education



SLIDE 17 – CONSERVATION EDUCATION

We're also expanding conversation education programs to engage more people and nurture future conservation leaders.

We developed the Youth Ecology Corps with Project YESS here at Mt. Hood Community College. Metro provides paid opportunities for these youth to engage in field work to develop conservation leadership skills and environmental literacy.

We're excited that they're here today offering tours of our own Beaver Creek Natural Area. If you're interested, please listen for announcements after the meeting and join a group to experience first-hand the great work they're doing.

Access to nature



SLIDE 18 – ACCESS TO NATURE (Newell)

Another important aspect of the levy is giving people opportunities to experience the natural areas they have protected over the past two decades with a focus on safety and low impact improvements.

One prime example is Newell Creek Canyon in Oregon City, where we are collaborating with the community to plan improvements that will make this special habitat a fun and safe place to explore. For many neighbors, this project is the culmination of years of advocating and caring for the canyon. For others, it is an introduction to an exciting new place.

We have also laid the groundwork for access improvements at North Tualatin Mountains and Killin Wetlands natural areas, which you will hear more about in the coming year.

Access to nature



SLIDE 19 – ACCESS TO NATURE (Scouters)

At Scouters Mountain Nature Park, construction on the picnic shelter, loop trail, road and parking areas is nearly complete. The park will open August 28 with a special edition of Happy Valley's Concert in the Park series. We hope you all come out to celebrate with us.

Access to nature



SLIDE 20 – ACCESS TO NATURE (Canemah)

We're also developing a framework to address barriers that may discourage some people from using regional parks and natural areas.

In the photo, you can see our staff working with a community member in a wheelchair to identify appropriate heights for a safe and scenic overlook at Canemah Bluff in Oregon City.

Supporting the community



SLIDE 21 – SUPPORTING THE COMMUNITY

I'd also like to highlight two other components in engaging underserved communities.

Over the past year nearly one quarter of levy contract expenditures have supported minority, women and emerging small businesses.

The Nature In Neighborhood grants program is off to an excellent start. You will hear about that later today.

Tracking results



SLIDE 22 –TRACKING RESULTS

I'm pleased that we had this opportunity to share some stories and successes with you today. Our commitment to providing results will continue with an annual report this fall, which we'll be sure to share with you and put up on the web.

Natural Areas Bond Program



SLIDE 23 – BOND

Switching gears briefly to the bond measure: we have invested voters' money to achieve, and even surpass, many of the goals set forth in the refinement plans.

Our original promise was to protect about 4,000 acres of habitat across the region. So far, we've purchased over 5,000 acres and – including Scouters Mountain – opened four nature parks.

Using their share of the bond measure, local jurisdictions have purchased 17 sites for new parks, improved 32 other parks, and moved forward with plans for some of the trails you heard about earlier, leveraging nearly \$37.5 million in additional investments.

As a council, you have awarded more than two dozen Nature in Neighborhood capital grant projects that are taking shape on the ground. That list will grow today.

As you can see, we have accomplished a lot. We've reached the phase of the bond measure where we're targeting very specific gaps in our natural area acquisition. We believe we have an opportunity to use some of the remaining funds to achieve goals identified in both the bond and the levy.

For example, capital projects at Chehalem Ridge Natural Area and the Tualatin River Boat Ramp could enhance those areas for visitors, bringing voters' investments over the years together for an even bigger impact while staying true to the commitments made with the bond and levy. We'll talk to you about this some more in the coming months.



SLIDE 24 – SHAPING THE FUTURE

The work I've described is a very brief glimpse of the hundreds of great projects that have been implemented by Metro and by partners and community groups over the past two decades.

The Greenspaces Master Plan established the big vision, and two bonds and a levy provided the resources to buy more than 13,000 acres in addition to the 3,000+ acres Metro already held.

In 2011 the Portfolio project developed the first inventory of Metro's properties, and outlined opportunities and challenges ahead. In 2012, the first Regional Conservation Strategy provided a great foundation for protecting habitat as we go forward.

This brings us to an effort we're starting now – the parks and natural areas system plan – which will help us tie the accomplishments of the bond with the opportunity of the levy into a cohesive picture – from a collection of great places to making a great place.

After 20+ years of land acquisition to protect clean air and water and provide access to nature, we need a strategy to help ensure that our investments in nature continue to benefit our regional community. We want to complement the other great parks and natural areas providers that we collaborate with.

Through the system plan, values, strategies and actions will guide us as we make the most of our portfolio and become a more coordinated parks and natural areas system.

Shaping the future



SLIDE 25 – SHAPING THE FUTURE

Values will form the foundation of this plan – and to create those values we need the help of our community. Beginning today, Metro’s nature values booth will travel to more than a dozen events across the region.

For example, we will be attending a Slavic festival this Saturday at Blue Lake Regional Park, the Jade District Night Market, which launches this summer on 82nd Avenue and a health fair in Cornelius at the end of the summer.

Multi-lingual volunteers will engage community members in Spanish, Russian and other growing languages.

You can learn more about the launch of our community engagement process and weigh in yourselves at our nature values booth, following the meeting today.

Making a great place



SLIDE 26 – MAKING A GREAT PLACE

Thank you for taking the time to reflect on how far we have come and where we are headed as a system of regional parks, trails and natural areas. I look forward to your questions and discussion.



**Nature in Neighborhoods
Capital Grants 2014**



Beaver Creek fish passage
and habitat enhancement
Multnomah County



Grant recipient

Multnomah County

Partners

East Multnomah Soil & Water Conservation District

City of Troutdale

Mt. Hood Community College

Northwest Steelheaders

SOLVe

Sandy River Basin Council

Oregon Department of Fish and Wildlife



Dirksen Nature Park:
A walk through NW ecosystems
City of Tigard



Grant recipient

City of Tigard

Partners

Tualatin Riverkeepers

Fowler Middle School

Clean Water Services

Northwest Youth Corps

Donald L. Robertson Park trail extension

City of Wood Village





Grant recipient

City of Wood Village

Partners

Arata Middle School

Multnomah Education Service District
(MESD)

Rotarians

McMenamin's

Gateway Green

Friends of Gateway Green
Portland Parks & Recreation





Grant recipients

Friends of Gateway Green

Portland Parks & Recreation

Partners

18 non-profits including:

International Mountain Biking Association

Northwest Trail Alliance

Portland Audubon

7 private businesses including:

David Evans Associates

8 public agencies including:

Oregon Department of Transportation



Lilly K. Johnson Woods Natural Area
Tualatin Hills Park and Recreation District



Grant recipient

Tualatin Hills Park & Recreation District

Partners

Washington County

SOLVe



Old Town Loop trail and restoration
City of Forest Grove



Grant recipient

City of Forest Grove

Partners

Pacific University Sustainability Center

Joseph Gale Elementary School

Clean Water Services

Natural Resource Conservation Service



One North Community Courtyard
Catlin Gable School
Portland Bureau of Transportation



Grant recipients

Catlin Gabel School

Portland Bureau of Transportation

Partners

Kaiser Group Inc.

Karuna Properties



Overlook Bluff oak savanna protection

Friends of Overlook Bluff

Portland Parks & Recreation



Grant recipients

Friends of Overlook Bluff

Portland Parks & Recreation

Partners

Trust for Public Lands

Portland Bureau of Environmental Services

Overlook Tree Preservation

North Portland Neighborhood Services

SOLVe

Backyard Habitat Certification Program

Siskiyou Pathway
Dharma Rain Zen Center
Portland Parks & Recreation



KEN BOOKER
Photo 2014



Grant recipients

Dharma Rain Zen Center

Portland Parks & Recreation

Partners

Madison South Neighborhood Association

City Repair

Siskiyou Cohousing, LLC

Portland Bureau of Environmental Services



John Inskeep Environmental
Learning Center restoration
Clackamas Community College



Grant recipient

Clackamas Community College

Partners

Clackamas Water Environmental Services

City of Oregon City

Clackamas County office of Sustainability

Clackamas River Water Providers

Oregon State University Extension Services

Clackamas Soil & Water Conservation
Service

Greater Oregon City Watershed Council



Whitaker Ponds Nature Park entry, parking and access
Portland Parks & Recreation



Grant recipient

Portland Parks & Recreation

Partners

Columbia Slough Watershed Council

Portland Bureau of Environmental Services



Zenger Farm Urban Grange Courtyard
Zenger Farms and Portland Bureau of Environmental Services



Grant recipients

Friends of Zenger Farm

City of Portland Bureau of Environmental
Services

Partners

Wisdom of the Elders

Xerces Society

David Douglas School District

PLACE Studios LLC

Dennis' Seven Dees

Bob's Red Mill



Nature in Neighborhoods Conservation Education Grants 2014

Building environmental capacity in communities of color

Knowledge, research, discourse

Coalition of Communities of Color





Grant recipient

Coalition of Communities of Color

Partners

Hacienda CDC

KairosPDX

Africa House

Verde

Latino Network

Miracle Theatre

Asian Family Center

Asian Pacific American Network of Oregon (APANO)

Center for Intercultural Organizing (CIO)

Center to Advance Racial Equity at Portland State University (CARE)

Immigrant and Refugee Community Organization (IRCO)

Native American Youth & Family Center (NAYA)

Portland Community Reinvestment Initiatives (PCRI)



Creating change agents for inclusion during restoration
Friends of Trees



Grant recipient

Friends of Trees

Partners

Center for Diversity and the Environment

Johnson Creek Watershed Council

Columbia Slough Watershed Council

Tryon Creek Watershed Council

Forest Park Conservancy

Sandy River Watershed Council

North Clackamas Urban Watershed Council

IRCO intergenerational community gardens

Immigrant and Refugee Community Organization





Grant recipient

Immigrant and Refugee Community Organization (IRCO)

Partners

The Portland Metro (STEM) Partnership (PMSP)

Vestal School

Coalition of Communities of Color

Independence Gardens



Online regional trail map for people with disabilities
Independent Living Resources & Access Recreation



Grant recipients

Independent Living Resources & Access Recreation

Partners

Tualatin Hills Park & Recreation District

North Clackamas Parks & Recreation District

City of Hillsboro Parks & Recreation

City of West Linn Parks & Recreation

Hoyt Arboretum

Portland Audubon Society

US Forest Service

Oregon Parks and Recreation

City of Portland

Oregon Office on Disability and Health

Metro Planning and Sustainability

The Intertwine Alliance

Universal Adaptive Sports



East Metro Stewardship Project
Northwest Youth Corps



Grant recipient

Northwest Youth Corps

Partners

City of Gresham

Salem District Bureau of Land Management

National Fish and Wildlife Foundation

David Douglas High School

Siskiyou Field Laboratory

Dharma Rain Zen Center





Grant recipient

Dharma Rain Zen Center

Partners

Portland Community College – Southeast

Portland State University

Madison High School

Ecology in Classrooms and Outdoors

Jason Lee Elementary School

Oakquest

Urban Greenspaces Institute





Grant recipient

Urban Greenspaces Institute

Partners

Native American Youth and Family Center

Kingfisher Ecological Services LLC

The Intertwine Alliance

Confederated Tribes of the Grande Ronde

City of Portland Bureau of Environmental Services

Oregon Department of Fish and Wildlife

US Department of Fish and Wildlife

Portland Audubon Society

PSU Institute for Natural Resources

Tualatin Hills, Portland and North Clackamas Parks and Recreation Districts

West Multnomah, East Multnomah, Clackamas, and Tualatin Soil and Water Conservation Districts

Metro



Sense of Place: Engaging indigenous peoples

Urban Greenspaces Institute



Grant recipient

Urban Greenspaces Institute

Partners

Portland State University (PSU) Indigenous Nations Studies

PSU Geography Department

PSU Institute for Sustainable Solutions

Confederated Tribes of Grand Ronde

Confederated Tribes of Siletz Indians

Native American Community Advisory Council to Portland Parks & Recreation

Friends of Inter-Tribal Gathering Gardens
Portland Youth and Elders Council

The Intertwine Alliance

Native American Youth & Family Services

National Park Service RTCA Program

The Wisdom Project

Wisdom of the Elders





Grant recipient

Wisdom of the Elders

Partners

Native American Youth and Family Services

Beaverton School District's Title VII Indian Education Program

PSU Graduate School of Education

Northwest Indian College

Portland Community College's Career Pathway Program

City and county Offices of Sustainability

Portland Community Media TV

Ecotrust

Portland's United Nations Regional Center of Expertise

Oregon State Parks

Portland Parks and Recreation

Metro

Tualatin Hills Park and Recreation District



Environment 2042
Environmental Education Leadership Program
Center for Diversity and the Environment



Grant recipient

Center for Diversity and the Environment

Partners

Outdoor School

Friends of Trees

Portland Audubon

Janus Youth Programs

Play Again

The Conservation Fund

Environmental Education Association of Oregon

Coalition of Communities of Color

Trillium Public Charter School

Friends of Tryon Creek

Community Cycling Center

African American Outdoor Association

West Multnomah Soil & Water Conservation District

Confluence Environmental Center

Columbia Slough Watershed Council

Oregon State Parks Foundation

City of Portland Bureau of Planning & Sustainability



STEAM (Science, Technology, Engineering, Arts, Math)
Centro Cultural of Washington County



Grant recipient

Centro Cultural of Washington County

Partners

Clean Water Services

Pacific University

Forest Grove School District



Nadaka 2020

Conservation education and stewardship programming
Columbia Slough Watershed Council



Grant recipient

Columbia Slough Watershed Council

Partners

Friends of Nadaka

Audubon Society of Portland

Human Solutions

St. Aidan' s Episcopal Church

Outgrowing Hunger

City of Gresham

HB Lee Middle School SUN Program



Slough School community engagement project
Columbia Slough Watershed Council



Grant recipient

Columbia Slough Watershed Council

Partners

Portland Parks and Recreation

City of Portland Bureau of Environmental
Services Clean Rivers Education Program

Rosemary Anderson POIC

Meek High School

Shaver Elementary School

Peninsula K-8 School

Kenton Neighborhood Association

East Columbia Neighborhood Association



A regional leadership model for conservation education
Environmental Education Association of Oregon



Grant recipient

Environmental Education Association of Oregon

Partners

Greater Portland Sustainability Education
Network

The Intertwine Alliance

Portland Metro STEM Partnership

Portland Farm to School and School Garden
Network

Growing Gardens

Center for Diversity and the Environment



E-STEM Connections

Impact Northwest and Portland Metro STEM partnership



Grant recipients

Impact Northwest

Portland Metro STEM Partnership

Partners

Boise-Eliot Humboldt School

Joseph Gale Elementary

Quatama Elementary

Tobias Elementary

Clean Rivers Education

Clean Water Services

Oregon Zoo

SOLVE

Environmental Education Association of
Oregon