



METRO

TEL 503-797-1916 FAX 503-797-1930

MEETING: TRANSPORTATION POLICY ALTERNATIVES COMMITTEE

DATE: February 24, 2006

TIME: 9:30 A.M.

PLACE: Rooms 370A/B, Metro Regional Center

9:30	Call to Order and Declaration of a Quorum	Robin McArthur
9:30	Citizen communications to TPAC on non-agenda items	Robin McArthur
9:35	* Approval of January 27, 2006 Minutes	Robin McArthur
9:40	Future Agenda Items <ul style="list-style-type: none"> • Damascus Concept Plan (March) • Freight Data Collection (March) • Elderly & Disabled Transportation and Land Use Study (March/April) • Ozone Maintenance Plan • Willamette River Bridges (anytime) • Cost of Congestion Discussion (anytime) 	Robin McArthur
**	Resolution No. 06-3559, For the Purpose of Approving the FY 2007 Unified Planning Work Program – <u>RECOMMENDATION TO JPACT REQUESTED</u>	Robin McArthur
*	MTIP Policy Report Redux – <u>RECOMMENDATION TO JPACT REQUESTED</u>	Ted Leybold
#	Regional Freight Plan – <u>INFORMATION</u>	Deena Platman
*	Metro's Transportation Operations Program - <u>INFORMATION</u>	Jonathan Makler
#	2035 Regional Transportation Plan Update – <u>INFORMATION</u>	Kim Ellis
*	Blue Print for Better Bicycling Report – <u>INFORMATION</u>	Scott Bricker
#	Freeway Loop Study – <u>INFORMATION</u>	Steve Iwata
12:00	ADJOURN	Robin McArthur

* Material available electronically.

Please call 503-797-1916 for a paper copy

** Material to be emailed at a later date.

Material provided at meeting.
All material will be available at the meeting.



METRO

TRANSPORTATION POLICY ALTERNATES COMMITTEE

January 27, 2006

Metro Regional Center

MEMBERS PRESENT

AFFILIATION

Frank Angelo	Citizen
Scott Bricker	Citizen
Greg DiLoreto	Citizen
Nancy Kraushaar	City of Oregon City, representing Cities of Clackamas County
Susie Lahsene	Port of Portland
Mike McKillip	City of Tualatin, representing Cities of Washington County
Dave Nordberg	Oregon Department of Environmental Quality (DEQ)
John Rist	Clackamas County
Karen Schilling	Multnomah County
Phil Selinger	TriMet
Paul Smith	City of Portland
Jason Tell	Oregon Department of Transportation (ODOT – Region 1)
Jonathan Young	FHWA

MEMBERS ABSENT

AFFILIATION

James Castaneda	Citizen
Brent Curtis	Washington County
John Hoefs	C-Tran
Leland Johnson	Citizen
Dean Lookingbill	SW Washington RTC
Ron Papsdorf	City of Gresham, representing Cities of Multnomah County
Mike Williams	Washington State Department of Transportation (WSDOT)

ALTERNATES PRESENT **AFFILIATION**

Andy Back	Washington County
Danielle Cowan	City of Wilsonville
Linda David	RTC
Sorin Garber	Citizen
Ron Weinman	Clackamas County
Steven Matthews	Washington State Department of Transportation (WSDOT)

GUESTS PRESENT

AFFILIATION

June Carlson	Citizen
Fred Eberle	ODOT
Joyce Felton	ODOT
Teresa Green	Student
Jim Howell	Aorta
Steve Iwata	City of Portland
David Kim	ODOT
Duane Roberts	Tigard
John Wiebke	City of Hillsboro

STAFF

Andy Cotugno, Tom Kloster, Ted Leybold, Jonathan Makler, Jessica Martin, John Mermin Norjo Sugasawa, (Legal Intern)

CALL TO ORDER, DECLARATION OF A QUORUM & INTRODUCTIONS

Mr. Andy Cotugno called the meeting to order and declared a quorum at 9:32 a.m.

CITIZEN COMMUNICATIONS TO TPAC ON NON-AGENDA ITEMS

There were none.

INPUT ON FUTURE AGENDA ITEMS

Due to time constraints, the committee did not discuss any future agenda items.

MEETING MINUTES OF JANUARY 6, 2006

ACTION TAKEN: Ms. Karen Schilling moved and Mr. John Rist seconded the motion to approve the January 6, 2006 meeting minutes. Hearing no objections, the motion passed.

2007 UNIFIED PLANNING WORK PROGRAM (UPWP) INTRODUCTION

Chair Cotugno directed the committee's attention to the FY 2006-07 UPWP. He asked that committee members review the draft and provide comments. He added that the draft would go be reviewed at the Federal level on February 13th and is scheduled for approval at the February 24th TPAC meeting.

ODOT STIP – MODERNIZATION CANDIDATE LIST

Mr. Jason Tell appeared before the committee to provide an update on the 2008-2011 Statewide Transportation Improvement Program (STIP). Region 1 is now in the process of identifying, selecting and scoping candidate transportation projects to be funded with state and federal transportation dollars between 2008-2011. He directed the committee's attention to a copy of Region 1's candidate list of modernization projects. The list assumes approximately 150% of the

actual amount of funding available for modernization projects in Region 1 between 2008 and 2011. The candidate list of projects was generated from prior STIPs, the Regional Transportation Plan, local transportation system plans and the Oregon Freight Advisory Committee Recommendations for high priority freight mobility projects. Over the next few months, Region 1 will need to fiscally constrain the candidate modernization list to meet its funding target of \$74 million. ODOT is seeking comments to narrow the candidate list of modernization projects to the available funding level. Mr. Tell stated that ODOT would hold four open house meetings around the region to share information on various programs, funding and candidate projects. ODOT will also collect comments via mail and email. The comment period for the Candidate Project List ends April 14th.

He directed the committee's attention to the 150% list (included as part of the meeting record). He noted that of the almost \$74 million dollars, \$38 million is already allocated in the STIP to ensure projects currently programmed for construction are fully funded and remain on schedule. This leaves about \$36 million unencumbered dollars. Mr. Tell noted that had the Oregon Transportation Commission (OTC) not voted to increase federal highway funds to the Modernization Program to cover debt service payments on the Oregon Transportation Investment Act (OTIA) bonds scheduled to begin in 2008, the available funds would have dropped in half.

The committee agreed to finalize a formal comment on the candidate list at their March meeting in order to meet the comment deadline.

MTIP PROJECT DELIVERY REPORT - ACCEPTANCE

Mr. Leybold appeared before the committee to report on the MTIP Project Delivery Report. A special TPAC workshop was held on January 10th to further review and comment on the Final Report of the Local Project Delivery Subcommittee. A number of issues were identified at the workshop to possibly incorporate in the report. Mr. Leybold stated that the committee would be asked to consider adding the listed recommendations to the final report and then voting to accept the final report, which would provide direction on making improvements to the program. Mr. Leybold summarized and the committee discussed each comment.

MOTION: Mr. Mike McKillip moved, seconded by Mr. Sorin Garber to incorporate all the comments into the report.

Mr. Cotugno offered a friendly amendment to change the to last two comments:

- ~~Consider~~ Evaluate whether to allocate funding using a programmatic approach to bike, pedestrian and boulevard categories, which may reduce administrative costs and process time.
- Work with ODOT to evaluate whether to make a 2-year cycle 3 to 4 years as means of simplifying the process.

Mr. McKillip, as the maker of the motion, and Mr. Garber as seconder, agreed to the friendly amendment.

ACTION TAKEN: Mr. McKillip moved, seconded by Mr. Back to approve the report as amended. The motion passed.

MTIP POLICY REPORT

Mr. Leybold appeared before the committee to present information on the 2008-11 Transportation Priorities Policy Update process. Mr. Leybold directed the committee's attention to a draft Policy Report for the 2008-11 Metropolitan Transportation Improvement Program. The report included existing policies for the program as adopted by JPACT and the Metro Council.

Mr. Leybold reviewed and the committee discussed each of the refinement issues. The committee further discussed the comments and recommended adding the following:

- Allowing existing project sponsors to apply for additional regional flexible funds when project cost inflation threatens deliver of a project when the project scores well and documents legitimate cost increases relative to unanticipated inflationary factors.
- Update the policy report to include a screening criterion that ITS elements of a project be included in a relevant plan and is consistent, or can be incorporated into the regional ITS architecture.
- Project measures outlined in the project solicitation packet should be updated to encourage integration of TSMO strategies.
- Consider the merit of a programmatic allocation for TSMO activities of a regional scale, similar to the RTO Program.

For future allocations, the committee is interested in further discussion with Transport on the development of a new program Goal and potential point allocation for integration of TSMO strategies into a project or program application.

The committee also recommended that JPACT have further discussion regarding:

- Existing policies related to UGB expansion areas
- Consideration of family wage jobs in addition to traded-sector jobs as a measure of economic development objectives.

MOTION: Mr. John Rist moved, seconded by Ms. Susie Lahsene to recommend the policy report for JPACT and Metro Council consideration. The motion passed.

RESOLUTION 06- 3664, FOR THE PURPOSE OF AMENDING THE 2006-09 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM TO INCLUDE HIGH PRIORITY PROJECT FUNDING FROM THE FEDERAL SAFE, ACCOUNTABLE, FLEXIBLE, EFFICIENT TRANSPORTATION EQUITY ACT (SAFTEA) AND THE OREGON IMMEDIATE OPPORTUNITY FUND

Mr. Leybold appeared before the committee to present Resolution No. 06-3664, which would make available federal transportation project funding to local jurisdictions for specific projects as listed in Exhibit A (included as part of this meeting record). Mr. Leybold noted that each of the projects listed in Exhibit A, were determined to be exempt from conformity determination. A

separate resolution for projects requiring an air quality analysis will be presented at a future meeting.

ACTION: Mr. Paul Smith moved, seconded by Ms. Susie Lahsene to approve Resolution No. 06-3664. The motion passed.

OREGON TRANSPORTATION PLAN COMMENT LETTER

Mr. Tom Kloster appeared before the committee to present a comment letter on the Oregon Transportation Plan (OTP). The OTP is the state's long-range multimodal transportation plan for Oregon's highways, bicycle and pedestrian facilities, public transportation, airports, pipelines, ports and railroads. The OTP establishes policies, strategies and initiatives for addressing the challenges and opportunities in the next 25 years and guides transportation investment decisions. The plan provides the framework for the state's modal plans as well as MPO, City and County Transportation System Plans. ODOT recently completed a public review draft of the OTP and is seeking comments by March 1st. The current update adds more emphasis in sustainability, economic development and innovative partnerships. Mr. Kloster directed the committee's attention to the draft comment letter, which incorporated suggestions from the TPAC workshop, held on January 10th.

The committee discussed the comment letter and Mr. Garber suggested making the following changes:

- *The draft OTP marks a departure for the state's transportation system, with a ~~new~~ continued emphasis on.....*
- Mentioning companies that are not "green", but transportation-dependent industries (such as steel production and bulk commodities) should also be partnered with.
- Removing the comment that suggests developing a list of strategic capacity enhancements during the modal plans/implementation plan.

MOTION: Mr. John Rist moved, seconded by Mr. Phil Selinger to approve the draft comment letter.

MOTION TO AMEND MAIN MOTION: Mr. Garber moved, seconded by Mr. Selinger, to amend the letter with his above stated comments.

MOTION TO AMEND #2: Chair Cotugno moved, seconded by Mr. Garber, to amend the letter to include a comment which mentions the cost congestion will have on the overall state economy.

VOTE ON MOTION AS AMENDED: Chair Cotugno moved, seconded by Mr. Garber to approve the comment letter as amended. The motion passed, with Mr. Tell abstaining from the vote.

METRO'S TRANSPORTATION OPERATIONS PROGRAM

In June 2005, Portland became one of three regions in the US that received a grant from the Federal Highway Administration to demonstrate a new term in transportation planning: the Regional Concept in Transportation Operations (RCTO). The grant provides \$200,000 for two

years to demonstrate how a region can coordinate transportation operation. The grant partners (Metro, PDOT, ODOT and TriMet), in consultation with TransPort, chose to use the money to create a new position at Metro. Mr. Jonathan Makler, the new Transportation Operations Program Manager, appeared before the committee to present information on the program. He stated during the Spring, workshops will be held to craft the vision for the initial set of RCTO's, and that TPAC members will be asked for recommendations on who should participate. Due to time constraints, his full presentation will be given at the February 24th TPAC meeting.

BLUE PRINT FOR BETTER BICYCLING REPORT

Due to time constraints the Blue Print for Better Bicycling Report will be presented at the February 24th TPAC meeting.

FREEWAY LOOP STUDY

Due to time constraints the Freeway Loop Study will be presented at the February 24th TPAC meeting.

ADJOURN

As there was no further business, Mr. Cotugno adjourned the meeting at 12:05p.m.

Respectfully submitted,

Jessica Martin
Recording Secretary



METRO

DATE: February 16, 2005
TO: TPAC and Interested Parties
FROM: Ted Leybold: MTIP Program Manager
SUBJECT: 2008-11 Transportation Priorities Policy Update process

* * * * *

At its February 9th meeting, JPACT requested further information and recommendation prior to adoption of the Policy Report for the 2008-11 Metropolitan Transportation Improvement Program. Requested information and recommendation concerned the following issues.

The attached policy document (Exhibit A to Resolution 06-3665) reflects the recommendations already discussed at TPAC and JPACT. Changes from the previous 2006-09 policies are in underline format. No further changes to the document have been recommended as a result of the further investigation on policy issues requested.

1. Refinement of economic development objectives and measures

Charge: Consult the Comprehensive Economic Development Strategy and the Regional Business Plan for direction related to economic development objectives and relationship to transportation.

Recommendation: No changes to current MTIP policies or technical measures at this time. Develop transportation investment strategies to address economic development objectives through outreach to Regional Business Plan, Comprehensive Economic Development Plan participants, other business and freight related interests, and other interested parties as part of the New Look, RTP Update and Regional Freight master plan processes.

Analysis: The Regional Business Plan emphasizes the importance of traded sector businesses, especially within the Portland/Vancouver areas regional industry clusters or

high tech, metal/machinery/transportation equipment, apparel and sporting goods, creative services, food processing, forest products, nursery, distribution and logistics and potentially some emerging clusters. It also promotes the development of the distinctiveness of our region, including our community, the built environment and opportunities to reinforce lifestyle choices popular here.

Freight mobility is one of four initiatives a committee of the plan effort will address in 2006. The committee is charged to take actions steps to address freight mobility, including:

- development of transportation policies and projects that support business needs and the region's economic development objectives.
- ensuring the transportation funding process includes business-supported and needed investments, including the following criteria:
 - economic return on public investment
 - jobs produced and saved in key traded-sector industries
 - ensuring transportation investments support the region's multi-modal network, connections to domestic and international markets, and leveraging of private sector investment
 - relationship to the region's economic development objectives
 - provide more direct connections between industrial land uses and the freight transportation system.

The Comprehensive Economic Development Strategy identifies quality of place/livability and transportation infrastructure as regional strengths and transportation is not identified as a top area for improvement. Action items related to transportation include working with industry clusters to identify needed transportation improvements and to link all modes of transportation when considering improvement projects.

These objectives are addressed by the current program economic development policy objectives and technical evaluation criteria. The technical measures include elements of the 2040 Land Use evaluation category that emphasizes projects serving industrial and mixed-use centers, points for progress in creating a mixed-use center or removing transportation barriers to development of industrial areas, the inclusion of a freight category for freight mobility projects, and a qualitative summary of project impacts on economic development that includes any specific links to retention or recruitment of traded-sector jobs.

Further policy work in development of the New Look and Regional Transportation Plan update should progress the work of the regional Comprehensive Economic Development Strategy work, the Regional Business Plan or the recent Cost of Congestion study to develop transportation investment strategies to address the economic development objectives identified in those efforts. Those investment strategies may serve as a basis for further MTIP program policy objectives and technical measures in the next allocation cycle.

2. Potential new policy direction related to state Legislative strategy or regional strategy for new transportation funding initiatives

Charge: Analyze the pipeline of projects that could compete well on a state-wide basis in terms of project readiness should funding become available through state legislative action. If inadequate, inform JPACT as to options for the Transportation Priorities and MTIP program to address project readiness.

Recommendation: No policy changes to address adequate number of projects ready to enter preliminary engineering/final design.

Analysis: The state defines project readiness through progress in completing the Plans, Specifications and Engineering (PS&E) phase. This phase occurs after the environmental analysis (either EIS or EA) and is completion of the documents used to solicit bids from consultant/contractor services. No major highway project in the state has completed this phase at this time. Several projects are progressing through environmental analysis and will be ready to progress into the PSE development phase in the near future. Three projects in the Metro area are funded through the Environmental Work and scheduled for completion in the next few years: I-5 Columbia River Crossing, Sunrise Corridor and the I-5/99W Connector. Only the Newberg-Dundee Bypass project clearly ahead of these three Metro area project in terms of progressing toward the PS&E phase.

Recent MTIP allocations and High Priority Project earmarking has created another pool of funding available for project development work in the near future. These include interchange improvements on I-205 at Highway 213 and Airport Way, intersection improvements at OR 10 (Beaverton-Hillsdale)/Scholls Ferry Road/Oleson Roads and at Farmington/Murray, Cully Boulevard, and others.

The Metro region appears to have a pool of projects that could compete well for any new state funding that may come available. Further emphasis on additional project development work at this time may still be a local strategy to position a local project priority for any new funding that come available. The programs ability to fund project development work as a planning activity facilitates the ability of a local jurisdiction to choose this strategy if it views this approach as their priority.

[TL1][TL2]BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF ADOPTING THE)	RESOLUTION NO. 06-3665
POLICY DIRECTION, PROGRAM OBJECTIVES,)	
PROCEDURES AND CRITERIA FOR THE)	Introduced by Councilor Rex Burkholder
TRANSPORTATION PRIORITIES 2008-11)	
ALLOCATION PROCESS AND)	
METROPOLITAN TRANSPORTATION)	
IMPROVEMENT PROGRAM (MTIP))	

WHEREAS, the Joint Policy Advisory Committee on Transportation (JPACT) and Metro Council will be awarding regional flexible funds to transportation projects in the region through the Transportation Priorities process; and

WHEREAS these funding awards, as well as all other federal transportation spending in the region, will be programmed in the (MTIP); and

WHEREAS, JPACT and the Metro Council wish to provide policy direction on the objectives of the Transportation Priorities funding process and programming of funds in the MTIP; now therefore

BE IT RESOLVED that the Metro Council hereby adopts the recommendation of JPACT for the policy direction, program objectives, procedures and criteria for the Transportation Priorities 2008-11 allocation process and Metropolitan Transportation Improvement Program as described in Exhibit A attached hereto as to form.

ADOPTED by the Metro Council this 23rd day of March, 2006.

David Bragdon, Council President

Approved as to Form:

Daniel B. Cooper, Metro Attorney



**Exhibit A of
Resolution 06-3665**

**Transportation Priorities
2008-11 Allocation Process
and Metropolitan
Transportation Improvement
Program Update**

Policy Report

March 23, 2006



METRO

PEOPLE PLACES
OPEN SPACES

Regional Transportation Funding and the Transportation Priorities Program

There are several different sources of transportation funding in the region, many of which are dedicated to specific purposes or modes.

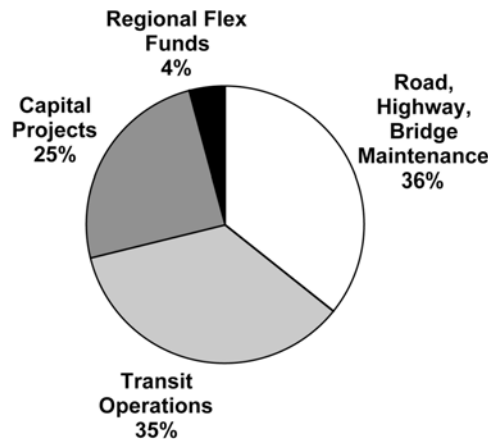
Recent data demonstrates that approximately \$425 million is spent annually in this region on operation and maintenance of the existing transportation system. While there are unmet needs within operations and maintenance, the relatively small potential impact that regional flexible funds would have on these needs and because there are other potential means to address these needs, JPACT and the Metro Council have adopted policy against using regional flexible funds for these purposes. Exceptions include the Transportation Demand Management (TDM) programs as they have demonstrated a high cost-effectiveness at reducing the need for capital projects, because they lack other sources of public funding to leverage private funding and because they directly benefit priority 2040 land-use areas. A second exception is expenditures on the expansion of transit service. This exception has been limited to situations where the transit provider can demonstrate the ability to fund the increased transit service in the subsequent MTIP funding cycle.

Capital spending in the region for new capital transportation projects outside of regional flexible funding is approximately \$180 million per year. This includes funding for state highways, new transit capital projects, port landside facilities and local spending.

Approximately \$26 million of regional flexible funds are spent each year in the Metro Area. This funding is summarized in the following Figure 1.

Figure 1

Annual Regional Transportation Spending \$630 million



Recent acts by the state legislature have provided one-time revenue sources for transportation improvements in the region. This includes \$22 million in road capacity projects in OTIA I & II, a portion of the expected \$31 million for capacity projects in OTIA III and a portion of OTIA III funds targeted for freight mobility, industrial access and job creation (\$100 million statewide). These funds directly supplement the construction of road capacity projects in the region.

Additionally, \$34 million in highway capacity and \$158 million in highway, bridge and road reconstruction funding programmed to this region for expenditure by 2010. These highway funds will be supplemented by highway projects of statewide significance (\$100 million statewide), and match to the Oregon Transportation Commission (OTC)-requested federal earmarks (\$200 million statewide) that will be programmed to this region by OTC.

This increase in state revenue dedicated to highway and road capacity, preservation, and bridge repair and reconstruction represents the first major increase in state resources in more than a decade. Prior to this increase, regional flexible funds were used to fund a number of highway capacity projects, such as the I-5/Highway 217 interchange, capacity improvements on Highway 26, the Tacoma Street over crossing of Highway 99E and the Nyberg Road interchange.

2006-09 Transportation Priorities Allocation Process and Policy Direction

The 2006-09 Transportation Priorities process began with the adoption of the following program policy direction.

The primary policy objective for MTIP and the allocation of region flexible transportation funds is to:

- Leverage economic development in priority 2040 land-use areas through investment to support:
 - 2040 Tier I and II mixed-use areas (central city, regional centers, town centers, main streets and station communities);
 - 2040 Tier I and II industrial areas (regionally significant industrial areas and industrial areas); and
 - 2040 Tier I and II mixed-use and industrial areas within UGB expansion areas with completed concept plans.

Other policy objectives include:

- Emphasize modes that do not have other sources of dedicated revenues;
- Complete gaps in modal systems;
- Develop a multi-modal transportation system with a strong emphasis on funding: bicycle, boulevard, freight, green street demonstration, pedestrian, regional transportation options, transit oriented development and transit projects and programs; and
- Meet the average annual requirements of the State Implementation Plan for air quality for the provision of pedestrian and bicycle facilities.

These policy objectives are implemented through limits on the number and type of applications allowed from the sub-regional transportation coordinating committees, project eligibility and screening criteria, the Region 2040 match advantage incentive, technical evaluation measures, qualitative issues (including public comments), the factors used to develop the narrowing recommendation, and any additional policy direction received from JPACT and the Metro Council during the narrowing process.

Sub-Regional Application Limits

The region has three transportation coordinating committees: Clackamas County, East Multnomah County and Washington County, to coordinate various transportation issues, including the number and type of applications to the Transportation Priorities process. The City of Portland has an internal coordinating process among its transportation, planning, development and parks agencies. Each sub-area may only apply for an amount of regional flexible funds equal

to twice the amount they would receive under a sub-allocation by percentage of regional population. Due to the time and cost involved in preparation, evaluation and selection of projects, this is a means of containing the costs association with this process to those projects of highest priority to the applicants.

Furthermore, each sub-area may only submit road capacity, reconstruction and bridge projects in total project costs of no more than 60% of their target maximum. This ensures a range of CMAQ eligible projects will be eligible from across the region.

Region 2040 Match Advantage

The Region 2040 Match Advantage is summarized as follows:

- A. Bridge, Road Capacity, Road Reconstruction, and Transit Projects located within:
 - i. Tier I or II 2040 land use areas other than corridors;
 - ii. One mile of a Tier I 2040 land use areas if the facility directly serves that area is eligible for up to 89.73% match of regional funds.

- B. Freight projects located within:
 - i. Tier I or II 2040 industrial areas or inter-modal facility,
 - ii. Within 1 mile of a Tier I industrial area or inter-modal facility if the facility directly serves that area or facility is eligible for up to 89.73% match of regional funds.

- C. Boulevard, Pedestrian and TOD projects located within:
 - i. Tier I or II 2040 land use areas other than corridors is eligible for up to an 89.73% match of regional funds.

- D. Planning and Green Street Demonstration projects are eligible for 89.73% match of regional funds.

- E. The RTO program is not subject to the Region 2040 match advantage program as it is programmatic in nature and some RTO programs or projects may be eligible for 100% funding from regional flexible fund sources. The RTO Subcommittee may utilize other incentive criteria for emphasizing projects and programs in Region 2040 priority land use areas.

- F. All other projects would be eligible for up to a 70% match of regional funds.

Project Eligibility and Screening Criteria

Following are the project eligibility and screening criteria.

Eligibility Criteria for All Projects

To be eligible for funding, a project must be a part of the 2004 Regional Transportation Plan's financially constrained system project list. A jurisdiction may apply for a project not currently in the financially constrained project list under the following conditions:

- Jurisdiction assumes risk in requesting approval of amendment to the RTP financially constrained system;

- Jurisdiction identifies a project of similar costs (within 10%) currently in the 2004 RTP financially constrained system that it may request be removed to maintain financial constraint; and
- The project is likely to be determined exempt from air quality impacts based on federal guidance.

Screening Criteria for All Projects

- Highway, road and boulevard projects must be consistent with regional street design guidelines.
- Project designs must be consistent with the Functional Classification System of the 2004 RTP.
- No funding for on-going operations or maintenance, except for the RTO program and start-up transit operations that demonstrate capacity for future operation funds to replace regional flexible funds by the next MTIP funding cycle.
- Applicant jurisdiction must be in compliance with the Metro Urban Growth Management Functional Plan or has received an extension to complete compliance planning activities. If the applicant jurisdiction is not in compliance work has not received an extension, it must provide documentation of good faith effort in making progress toward accomplishment of its compliance work program. The work program documentation must be approved by the governing body of the applicant jurisdiction at a meeting open to the public and submitted to Metro prior to the release of the draft technical evaluation of project applications by Metro staff.
- Project must meet Metro's requirements for public involvement and have received support of the governing body at a public meeting as a local priority for regional flexible funding. Adoption of a resolution at a public meeting would qualify as receiving support of the governing body. Documentation of such support would need to be provided prior to release of a technical evaluation of any project.
- Statement that project is deliverable within funding time frame and brief summary of anticipated project development schedule.
- Intelligent Transportation System (ITS) elements of a project be included in a relevant plan and is consistent, or can be incorporated into, the regional ITS architecture.

Technical Evaluation Measures

Projects are quantitatively evaluated within one of 12 modal categories (planning applications are not quantitatively evaluated). Measures are developed to address the program policy objectives and are generally categorized into project effectiveness (25 points), 2040 land use objectives (40 points), safety (20 points) and cost-effectiveness (15 points). Bonus points are sometimes available to address additional goals such as inclusion of Green Street project elements. The Green Street category, as a demonstration category, does not follow the point allocation distribution described above but rather the point system emphasizes inclusion of Green Street design elements.

Evaluation measures are refined each funding cycle to better address program policy objectives.

Qualitative Criteria

The use of qualitative criteria was limited as a means for technical staff to recommend elevating a project to receive funding over other higher technically ranked projects within their same project categories.

Qualitative Criteria

- Minimum logical project phase
- Linked to another high priority project
- Over-match
- Past regional commitment*
- Includes significant multi-modal benefits
- Affordable housing connection
- Assists the recovery of endangered fish species
- Other factors not reflected by technical criteria

Any project could receive a recommendation from Metro staff or TPAC for funding based on these qualitative criteria only if it is technically ranked no more than 10 technical points lower than the highest technically ranked project not to receive funding in the same project category (e.g., a project with a technical score of 75 could receive funding based on qualitative criteria if the highest technically ranked project in the same project category that did not receive funding had a technical score of 85 or lower).

* Previous funding of Preliminary Engineering (PE) does constitute a past regional commitment to a project and should be listed as a consideration for funding. Projects are typically allocated funding for PE because they are promising projects for future funding. However, funding of PE or other project development work does not guarantee a future financial commitment for construction of these projects.

Factors Used to Develop Narrowing Recommendations

In developing both the first cut and final cut narrowing recommendations, Metro technical staff will consider the following information and policies:

- Honoring previous funding commitments made by JPACT and the Metro Council.
- Program policy direction relating to:
 - Economic development in priority land use areas;
 - Modal emphasis on bicycle, boulevard, green streets demonstration, freight, pedestrian, RTO, TOD and transit;
 - Addressing system gaps;
 - Emphasis on modes without other dedicated sources of revenue; and
 - Meeting SIP air quality requirements for miles of bike and pedestrian projects.
- Funding projects throughout the region.
- Technical rankings and qualitative factors:
 - The top-ranked projects at clear break points in technical scoring in the bicycle, boulevard, freight, green streets, pedestrian, regional travel options, transit and TOD categories (with limited consideration of qualitative issues and public comments).
 - Projects in the road capacity, reconstruction or bridge categories when the project competes well within its modal category for 2040 land use technical score and overall technical score, and the project best addresses (relative to competing candidate projects) one or more of the following criteria:

- Project leverages traded-sector development in Tier I or II mixed-use and industrial areas;
 - Funds are needed for project development and/or match to leverage large sources of discretionary funding from other sources;
 - The project provides new bike, pedestrian, transit or green street elements that would not otherwise be constructed without regional flexible funding (new elements that do not currently exist or elements beyond minimum design standards).
- Recommend additional funding for existing projects when the project scores well and documents legitimate cost increases relative to unanticipated factors. It is expected, however, that projects will be managed to budget. Only in the most extraordinary of circumstances will additional monies to cover these costs be granted.
- When considering nomination of applications to fund project development or match costs, address the following:
 - Strong potential to leverage discretionary (competitive) revenues.
 - Partnering agencies illustrate a financial strategy (not a commitment) to complete construction that does not rely on large, future allocations from Transportation Priorities funding.
 - Partnering agencies demonstrate how dedicated road or bridge revenues are used within their agencies on competing road or bridge priorities.
- As a means of further emphasis on implementation of Green Street principles, staff may propose conditional approval of project funding to further review of the feasibility of including green street elements.

STAFF REPORT

IN CONSIDERATION OF RESOLUTION NO. 06-3665, FOR THE PURPOSE OF ADOPTING THE POLICY DIRECTION, PROGRAM OBJECTIVES, PROCEDURES AND CRITERIA FOR THE TRANSPORTATION PRIORITIES 2008-11 ALLOCATION PROCESS AND METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM (MTIP)

Date: March 23, 2006

Prepared by: Ted Leybold

BACKGROUND

This resolution would approve a report outlining the policy direction, program objectives, and procedures that will be used during the Transportation Priorities 2008-11 Allocation Process and MTIP update to nominate, evaluate, and select projects to receive federal transportation funds in the fiscal year 2010-11 biennium.

The Metro Council and the Chief Operating Officer are preparing a request to local jurisdictions to submit projects to Metro for evaluation and award of regional flexible transportation funding. Regional flexible transportation funds are those portion of federal funds accounted for in the MTIP that are allocated through the JPACT/Metro Council decision-making process. This process is referred to as the Transportation Priorities 2006-09 allocation.

Metro and ODOT update the MTIP/STIP every two years to schedule funding for the following four-year period. The Transportation Priorities 2008-11 allocation encompasses the four-year period of federal fiscal years 2008 through 2011. This update will therefore adjust, as necessary, funds already allocated to projects in fiscal years 2008 and 2009 in the current approved MTIP. It will also allocate funds to new projects in the last two years (2010 and 2011) of the new MTIP.

The regional flexible funds available in the Transportation Priorities 2008-11 allocation is composed of two types of federal transportation assistance, which come with differing restrictions. The most flexible funds are surface transportation program (STP) funds that may be used for virtually any transportation purpose, identified in the Financially Constrained RTP, short of building local residential streets.

The second category of money is Congestion Mitigation/Air Quality (CMAQ) funds. CMAQ funds cannot be used to build new lanes for automobile travel. Also, projects that use CMAQ funds must demonstrate that some improvement of air quality will result from building or operating the project.

ANALYSIS/INFORMATION

1. **Known Opposition** None known at this time.
2. **Legal Antecedents** Updates the 2006-09 Transportation Priorities and MTIP policy report, adopted by Metro Council Resolution 04-3431 on March 18, 2004 (FOR THE PURPOSE OF ADOPTING THE POLICY DIRECTION, PROGRAM OBJECTIVES, PROCEDURES AND CRITERIA FOR THE TRANSPORTATION PRIORITIES 2006-09 ALLOCATION PROCESS AND METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM (MTIP)).

3. **Anticipated Effects** Adoption of this resolution will provide the policy direction, program objectives, and procedures that will be used during the Transportation Priorities 2008-11 Allocation Process and MTIP update to nominate, evaluate, and select projects to receive federal transportation funds in the fiscal year 2010-11 biennium as described in Exhibit A of Resolution 06-3665.
4. **Budget Impacts** None.

RECOMMENDED ACTION

Metro staff recommends the approval of Resolution No. 06-3665.



METRO

DATE: February 24, 2006
TO: TPAC Members and Interested Parties
FROM: Jon Makler, Transportation Operations Program Manager
SUBJECT: Management and Operations Policies for the RTP

Overview

As part of the 2035 Regional Transportation Plan (RTP) update, Metro will expand the plan's discussion of transportation system management and operations (TSMO). In the near-term, however, Metro staff will convene a group of TSMO stakeholders from around the region to provide guidance on this effort – the results of which will inform development of the 2035 RTP update work program.

Implication

There are two reasons for bringing this up to TPAC at this time: first, you may be interested in the idea of *planning for operations*. You recently received an invitation to a briefing by National Highway Institute instructors on their new course, *Advancing Transportation System Management and Operations*, which will be held at Metro on Friday, March 3rd at 9 a.m. in room 501. That mini-course and this stakeholder group are excellent opportunities for you to learn more about this topic if you would like to be involved.

The second reason for bringing this to your attention is that we would like your help in engaging the appropriate person at your agency or in your jurisdiction. When we invite them to guide this aspect of the RTP process, it would help if the request has your support. We will notify you when these invitations go out so that you can communicate with your operations/engineering counterpart.

Action Items

Please R.S.V.P to me at 503-797-1873 or maklerj@metro.dst.or.us if you would like to attend the mini-course to be held on March 3rd. In addition, please advise me regarding the TSMO point of contact in your organization/jurisdiction.

Additional Information

This strategic approach to incorporating TSMO into the RTP is one of the three “Regional Concepts of Transportation Operations” that Metro is helping to develop. The region received a grant from the Federal Highway Administration to do this work and that funding has supported the creation of the Transportation Operations Program Manager position at Metro. Additional information about this effort can be found in the attached factsheet

Fact Sheet: Portland's RCTO Demonstration Grant

Context: What does it mean to say...

- "Coordinate among the local, regional and state jurisdictions that own and operate the region's transportation system" (Metro 2004 RTP)
- "Provide for the integrated management and operation of transportation systems" (SAFETEA)
- "Improve the efficiency of the transportation system by optimizing existing transportation infrastructure capacity with improved operations and management" (2005 Draft OTP)

Introduction

In June 2005, Portland became one of three regions in the United States that received a grant from the Federal Highway Administration to demonstrate a new term in transportation planning: the Regional Concept of Transportation Operations (RCTO). The grant helps the region further its efforts to maximize the value of existing infrastructure, as necessitated by the current funding situation. The grant funds have been used to hire a new staff person who will work with both the Portland Office of Transportation and Metro to carry out the work. The project will last approximately two years, concluding in late 2007.

What is a Regional Concept of Transportation Operations?

A 2001 study by FHWA, entitled "Linking Planning and Operations," recommended that a region could develop a vision of transportation operations; that, like capital decision-making, transportation system management can benefit from advance planning. From that study emerged the RCTO concept: a vision of a specific transportation operations activity. "Operations" is a broad category – some familiar local examples include:

- Incident Response: COMET motorist assistance trucks
- Traveler Information: TripCheck.com or Transit Tracker
- Coordinated signal systems: the PDOT and ODOT Operations Centers

How does this relate to TPAC?

- The grant was secured through the efforts of TransPort, TPAC's ITS subcommittee
- TPAC approval will be sought for completed RCTOs; In aggregate, RCTOs will describe the region's vision for operation of the transportation system
- The RCTO development process will be stakeholder-intensive, representing an important opportunity to discuss what it means to "manage the existing system"
- RCTO related work will be tied closely to MTIP and RTP development

What sort of activities are going to occur?

- During the spring, workshops will be held to craft the vision for the initial set of RCTOs; *TPAC members will be asked for recommendations on who should participate and to support the involvement of their staff in the work.*
- During the fall, additional meetings will be held to develop the implementation planning elements.
- Throughout, extensive outreach will occur to operating agencies (e.g. TriMet), county coordinating committees, and other groups.

For More information:

Jon Makler, Transportation Operations Program Manager
(503) 797-1873 or maklerj@metro.dst.or.us

<p>Plymouth voyager parked outside a Milwaukie home last month seized a trove of records containing names, addresses, Social Security numbers and intimate health information from patients receiving home services from Providence. Records of Providence hospital or clinic patients were not stolen.</p>	<p>not seen in Portland since 1982. This would represent a significant change in the region, and early signs suggest that if it</p> <p>See OTTTERS on Page A7</p>
<p>The records, some dating to 1987, were stored on computer disks and digital tape that a Providence employee took home and left in his car overnight. Providence officials said certain employees routinely took home records to provide readily available backup.</p>	<h2 style="text-align: center;">Metro Creates New Transportation Operations Position</h2> <p style="text-align: center;">Move strengthens ties to partners, helps regional agency address new federal law</p>
<p>The records security breach is the largest on record in Oregon, according to the state attorney general's office, but only the latest nationwide to reveal the surprising vulnerability of information that consumers entrust to businesses.</p>	<p>PORTLAND, FEB 24. In a presentation to the Transportation Policy Alternatives Committee (TPAC), Metro's new Transportation Operations Program Manager, Jon Makler, discussed a new</p> <p style="text-align: center;">See OPERATIONS on Page A2</p>
<p>Please see RECORDS, Page A11</p>	

Today's News

- ❑ Portland is one of three cities to win a grant from FHWA
- ❑ The grant provides \$200,000 for two years to demonstrate how a region can coordinate transportation operations
- ❑ The grant partners (Metro, PDOT, ODOT, TriMet), in consultation with TransPort, chose to use the money to create a new position at Metro

Why Operations?

- ❑ SAFETEA, the Oregon Transportation Plan (draft), and Metro's RTP all emphasize the importance of managing and operating existing transportation infrastructure
- ❑ SAFETEA includes requirements for MPO's to address operations
- ❑ Key challenge: how do you *plan for operations regionally?*

"Metropolitan transportation plans shall include operational and management strategies to improve the performance of the existing transportation facilities to relieve vehicular congestion and maximize the safety and mobility of people and goods"

- SAFETEA-LU (§6001)

Why Is Operations Important?

- ❑ The past: Operations decision-making is very near-term and rarely regional
- ❑ The future: Transportation System Management & Operations (TSMO) means planning for operations regionally:
 - Regional coordination → improved service to users
 - Advance planning → cost savings



T.O.P. Manager's Duties

- ❑ Fulfill grant-related obligations
- ❑ Develop operations policies for the RTP
- ❑ Integrate management and operations into the MTIP development process
- ❑ Implement Congestion Management Process (formerly CMS)



About the Grant

- ❑ "Regional Concept of Transportation Operations" (RCTO) is a *management tool* for planning operations
 - What is our vision for operations?
 - What is needed to achieve that vision?
 - What interagency relationships are needed to carry out the vision?
 - What resources will this require?
- ❑ Portland, Detroit, and Tucson are the laboratories for test-driving this tool

Portland's Approach



How Can You Help?

- Contribute to the visioning
- Support the involvement of your staff
- Identify other stakeholders



Related headlines

- Metro develops overall vision for the role of operations in addressing the region's needs*
- Emphasis on management and operations is integrated into the MTIP process and criteria*
- New approach to CMS helps identify cost-effective solutions in priority corridors*



What's the Take-Home Message?

- The extra resources provided by a grant from FHWA will help Metro and its partners determine how to plan for operations regionally

For more information...

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THE BICYCLE TRANSPORTATION ALLIANCE



**Blueprint for Better Biking
40 Ways to Get There**



A Blueprint: 40 Ways to Get There

Portland's investment in bikeways has paid off, with bicycling as a means of transportation more than tripling in the last decade.

A Great Start

The Bicycle Transportation Alliance is Oregon's voice for cyclists. Thanks in part to the BTA's advocacy and educational efforts, Portland leads the country in bike-friendliness for a city its size, being named America's Best Bicycling City three times by *Bicycling* magazine. We're continuing to push the envelope to discover new ways to provide more transportation choices for people in the Portland metro area.

Since the BTA's start in 1990, Portland has quadrupled our miles of bikeways, tripled the number of people riding bikes, and developed a vibrant bicycle culture. Our efforts are working. But we need to do more.

Setting the Scene

Fueled by a desire to be designed the nation's first "Platinum-rated" bicycling city (a designation by the League of American Bicyclists), and create a clear path for our future, the BTA is launching a campaign to focus the region's decisionmakers on a set of forty tangible improvements.

The *Blueprint for Better Biking* provides a list of 40 priority projects that would help the Portland Metro area achieve a new level of success in bicycling. We recommend innovative, popular, and realistic solutions to substantially increase cycling. We feature low-cost, high-return solutions and projects that fill serious gaps in the current network. We offer solutions based on a set of consistent principles that are appropriate to the different urban and suburban contexts.

This project defines the future direction of the BTA's bicycling advocacy. It is intended to inspire cyclists and our agency partners, and develop partnerships and advance cycling for the good of all. The BTA brings you the *Blueprint for Better Biking: 40 Ways to Get There*.

Goals of the Blueprint Report

The goal of the *Blueprint for Better Biking* is to identify a consistent set of bicycling facilities, policies, and programs that will drastically increase bicycling among a wide range of users including adults, elderly and youth.

- Implementing our recommendations will:
- Increase the safety, accessibility and convenience of all major bike routes.
 - Inspire new bicyclists by making cycling a viable option for all types of transportation trips and recreational and fitness purposes.
 - Increase the quality of experience for cyclists.



PHOTO BY CHRIS HO, CHRISHOPHOTO.COM

What People Want..

Process: People Generated our Vision

In our quest to develop a vision that increases bicycling, we focused on listening to people. The BTA worked with experts and listened to everyday and novice cyclists.

Starting in 2004, the BTA:

- Convened a cabinet of experts on bicycling facilities, programs, and policy to serve as our advisory committee.
- Surveyed over 900 Portland area residents about cycling.
- Met with bicycling planners, presented at bicycle advisory committees, and ran a series of ground-truthing bike rides called “Ride the Region.”
- Researched cost-effective techniques that will attract current and emerging cyclists.

Themes and Challenges

Our research identified four major themes summarizing the challenges common to everyday bicycling:

1. Cycling Around Cars

Cycling in traffic, around automobiles, is the top concern of cyclists of all levels of skill and experience. Increasing the number of low-traffic bicycling routes is especially important for parents and families, people with limited cycling experience, seniors, and those who simply prefer an aesthetically pleasing ride.

2. Complete Routes

Bicycle lanes and facilities often end, disappear, or have key gaps. Gaps at dangerous intersections are a major barrier to inexperienced cyclists.

3. Motorist Behavior

As congestion, speeding, and driver aggression increases, driver behavior has become an increasing concern for cyclists. Cyclists feel endangered when motorists speed, run red lights, fail to yield, and drive while drunk or talking on cell phones.

4. Quality of the Facilities

Debris, poor street conditions, and lack of clear signs and markings are critical problems cited by many regular cyclists, especially in suburban areas. Conditions that are acceptable for motorists can be barriers for cyclists.

Action

The *Blueprint for Better Biking* defines a vision that addresses these four themes.

The BTA’s strategy to increase bicycling focuses on both current and potential bicyclists. We identify different kinds of cyclists and discuss facilities to accommodate each type. Our strategies focus on generating the largest increase in bicycling among the total population.

Nearly 500,000 Americans ride their bicycles to work on a daily basis, and 52 percent of Americans want to bike more than they do.



PHOTO BY HUGH BYNUM



Blueprint for Success

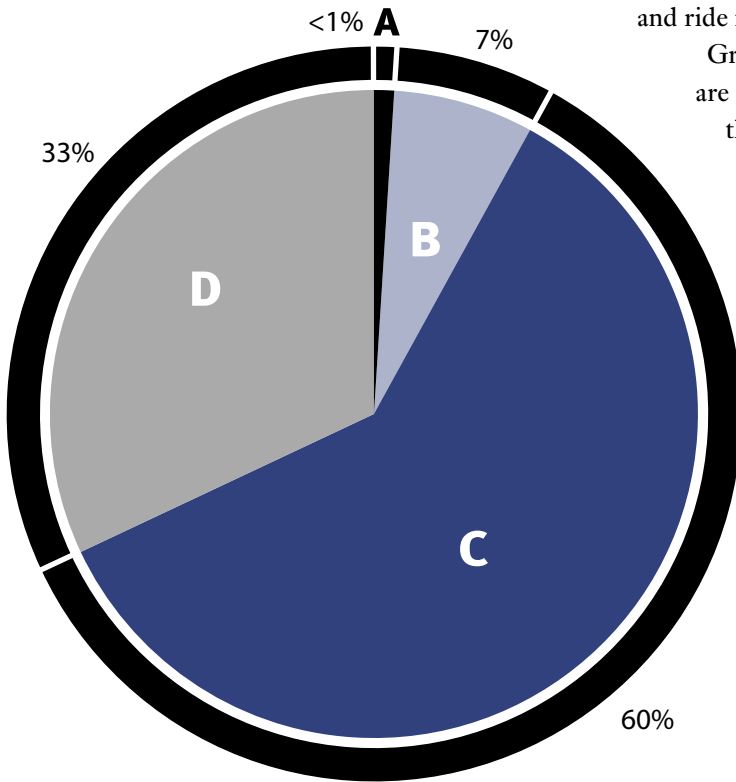
BTA Vision: create a network of bicycle routes that attracts all people, using clearly identified, well-maintained, and connected bikeways that minimizes exposure to automobile traffic.

1. Increased User Base

Research shows that most Portlanders enjoy bicycling and would bicycle for recreation, exercise, and to get around. We have categorized these people into three groups:

Group A is a small group of “strong and fearless” riders who ride anywhere, on any road. **Group B** are “enthused and confident” cyclists who ride regularly on most types of bikeways. **Group C**, the “interested and concerned,” are the largest group that ride in smallest numbers. They require low-traffic and no-traffic routes to feel safe and ride more often.

Groups B and C are roughly two-thirds of the population.



- A** FEARLESS
- B** CONFIDENT
- C** INTERESTED
- D** NON-CYCLISTS

The potential is great to drastically increase bicycling rates in the metro area by creating new low-traffic, well-placed bikeways.

2. Comprehensive Bikeway Network

A comprehensive network of connected bikeways is key to attracting Group B and C cyclists. Low-traffic bicycle streets will link to off-street or higher traffic, longer-distance routes. Each type of route should be designed for appropriate user groups.

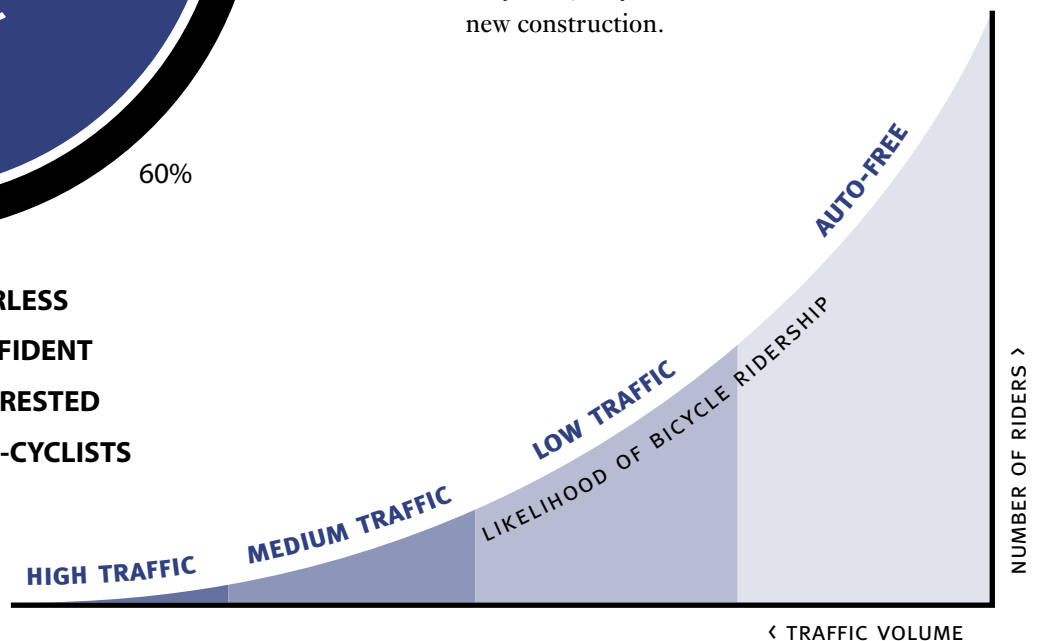
Low Traffic Streets

Bicycle Boulevards - Streets where bicycles are prioritized. Boulevards provide connected routes and are easily identified with pavement markings and signs. The most effective boulevards restrict automobile travel and improve major intersection crossings.

Woonerfs, the Dutch word for “living streets,” are extremely low traffic, low speed streets where walkers and bicyclists share the road with autos.

Bike Lanes: A tool for major roadways

Striping bike lanes is a low-cost way to convert primary streets into bicycle-friendly streets. Bicycle lanes on mid-traffic streets are primary commuting routes for Group A and B cyclists; they should be included in new construction.



3. Solutions for the Suburbs

Bicycling in the suburbs is less common and logistically more difficult than in older urban areas. Urban centers, including Portland's, have a network of connected lower-traffic streets; most suburban through-streets have higher volumes and speeds.

Suburban areas often start with bike lanes on high-traffic streets, providing access for Group A cyclists. A wider range of solutions will appeal to more riders.

4. Cultural Shift

Targeted marketing and promotions are effective in increasing first time and continued bicycling. Examples include:

Car Free Sundays

On any given Sunday, two million of Bogotá, Columbia's seven million residents take to the streets on bicycle and foot using the 120 km of streets that are closed to cars.

Travel Smart

A social marketing program that identifies and works with individuals that want to change the way they travel. In Portland's pilot programs, participants reduced car trips by 12%.

Safe Routes to School

Nationwide only 15% of children walk and bike to school. Ongoing efforts in pilot communities have doubled children's bicycling and walking to school.

Financial Incentives and Employer Support

Would a \$200 cash-out compensation entice more bikers? Federal law allows employers to offer tax-exempt incentives to employees who take transit or carpool. This could be extended to bicycling.

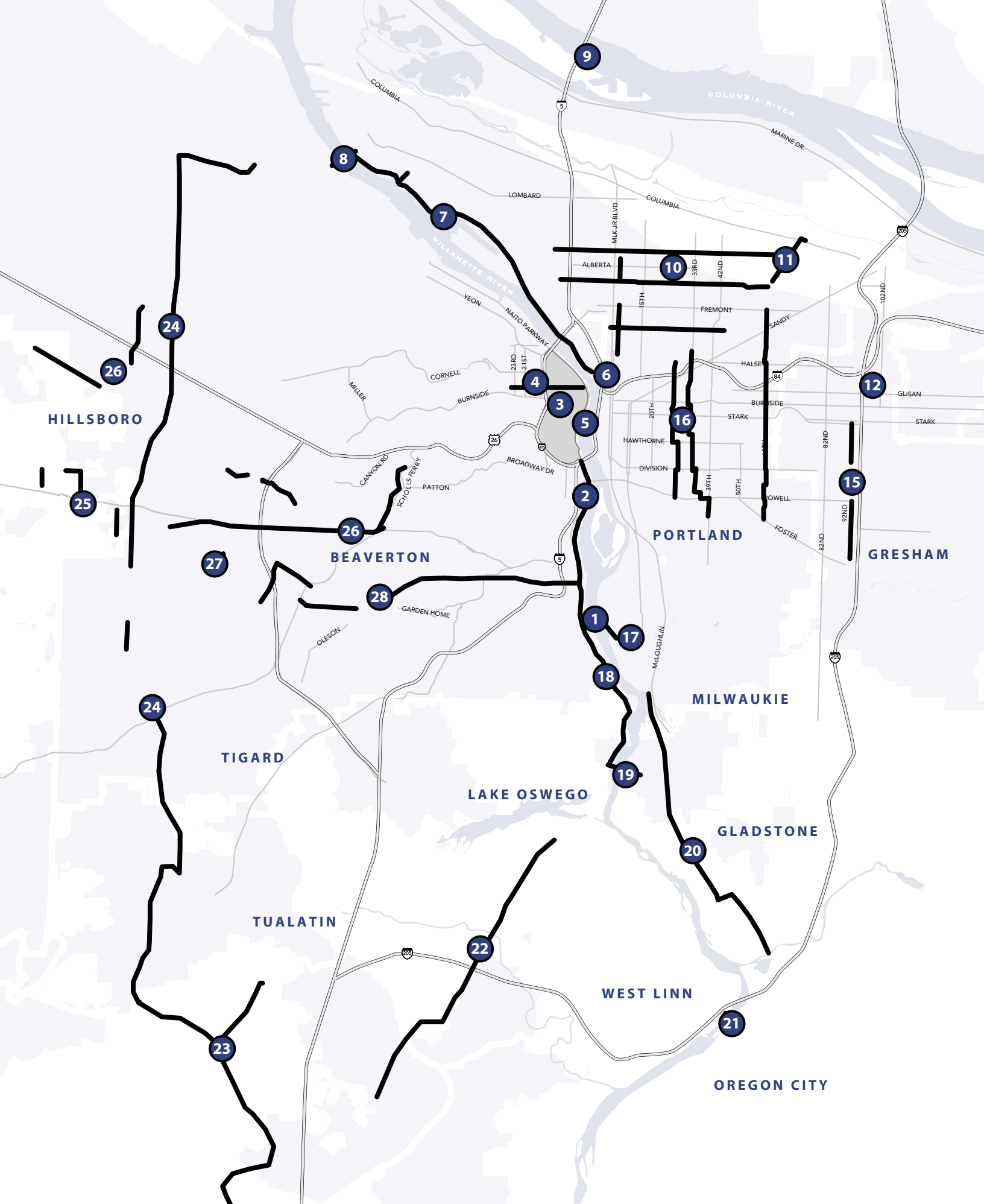
SUBURBAN SOLUTIONS:

BIKEWAY TYPE	ATTRIBUTES
Shared Use Paths	Build paths with new developments along power lines, waterways, utilities and in parks.
Low-traffic Network	Identify and mark existing low-traffic suburban streets. Add bicycle "cut-throughs" to schools, parks, and between subdivisions.
Safe Routes to Schools	Develop programs and parent-coalitions to help more children walk and bike to school.
Centers and Campuses	Focus high-cost facilities in town centers and on campuses to encourage limited auto use areas.



PHOTO BY HUGH BYNUM







The Top 40 Projects

1: Sellwood Bridge

The biggest barrier identified by Portland-area, the Sellwood Bridge is nearly uncrossable. Bicyclists cannot legally use the narrow sidewalks, and the busy traffic lanes are narrow. The bridge is over three miles from a safe alternative.



2: South Waterfront Path

The South Waterfront development district will transform Portland’s waterfront with new residential and employment districts. This area is also a major gap in the Willamette riverfront trails system.

3: Central City Bicycle Plan

Getting to and around Portland’s central city is a challenge for cyclists. The downtown Bicycle Plan update will target west-side access and accommodations for less-experienced cyclists. Other issues include: access to and from Waterfront Park; north-south bikeways; signs and markings; and bicycle parking.



4: NW Flanders St.: Bike Boulevard

Flanders Street was identified as a future bicycle boulevard in the Burnside Street plan. This new bicycle route will connect the Pearl and Nob Hill business district with a bike- and pedestrian-only bridge over I-405.

5: Morrison Bridge

The Morrison Bridge connects SE Portland and the Esplanade to central downtown Portland. Bicyclists cannot safely cross the bridge and must detour to bridges either north or south.

6: Rose Quarter

The Rose Quarter is a “black hole” for cyclists; the direct and intuitive connection between the well-used Eastside Esplanade and the Vancouver/Williams bikeways is prohibited through the Rose Quarter Transit Center.

Focus on Bottlenecks.
Bridges and freeway crossings are non-negotiable; even a well-designed network fails if cyclists can’t cross the rivers and freeways.



: This symbol marks the projects most likely to increase cycling

Note: projects 29-40 not shown on this map



Top 40 Projects (cont'd)



PHOTO BY HUGH BYNUM

Vancouver's Waterfront Renaissance Trail runs 3.5 miles and costs \$3.5 million. The trail has helped catalyze over \$300 million in private redevelopment along the inner waterfront and downtown.

7: North Willamette Greenway Trail

Part of the Willamette River Greenway vision, this trail creates a new route from the Eastbank Esplanade north through Swan Island to the St. Johns. It will connect major employment centers, the Lewis and Clark Discovery Greenway Trail, and Marine Drive.

8: St. Johns Bridge

The only bridge for 5 miles, the St. Johns is very dangerous for cyclists. If improved it would connect North Portland to Forest Park, job sites in industrial Northwest Portland, and Sauvie Island. A possible two-lane solution with bike lanes would accommodate all users.

9: I-5 Bridge Access: Portland

Traveling from Portland to Vancouver is confusing and disconcerting, even for experienced cyclists. The I-5 bridge crossing lacks adequate markings and has gaps, especially at Jantzen Beach, deterring bicycling between the cities.

10: North/NE Portland – New East-West Bikeways

North and Northeast Portland lack high-quality, connective low-traffic bikeways running east-west (such as SE Ankeny and SE Lincoln/Harrison). Improvements can be made on existing routes such as NE Tillamook or Knott; a new set of bicycle boulevards are recommended (e.g. N Failing, N Mason, and N Bryant).



11: NE Cully Boulevard

NE Cully improvements will serve an economically challenged community and improve a dangerous gap for cyclists.

12: I-205 Bike Path Crossings

The I-205 path has dangerous crossings at a number of major streets; the crossing at NE Glisan is particularly hazardous. Trails target new and inexperienced users, making safe trail crossings especially important to protect all users.

13: Gresham Fairview Trail

This trail will be a major north-south connection in east Multnomah County. Starting at the Springwater Corridor in Gresham, it crosses the eastside MAX light-rail and will continue at the Columbia River connecting to the existing Lewis and Clark Discovery Greenway Trail along Marine Drive.

14: Springwater Corridor to Mt. Hood

Extending the popular Springwater Corridor southeast to Mt. Hood, connecting to the Pacific Crest Trail will provide an outstanding destination for bicycle tourists and a recreation opportunity for metro-area residents.

15: 92nd Ave

SE 92nd Ave will fill gaps in the connection between the Lents neighborhood and other parts of Portland, including Rocky Butte. The Route must develop an innovative and easily identifiable way to cross I-84.

16: North-South Eastside Bikeways

NE and SE Portland lack safe and accessible north-south connections. Crossing I-84 is especially challenging. Possible improved/new crossings include 7th, 24th, 28th, 52nd, and 74th Avenues.

17: Close the Springwater Gap

Connecting the final gap in the popular Springwater Trail corridor will complete the off-street route between Boring and downtown Portland.

18: Highway 43 and Willamette Shoreline Trail

Cyclists going between West Linn/Lake Oswego and Portland face Highway 43, one of the most dangerous and challenging gaps in the region. The “Willamette Shoreline” corridor might include an updated streetcar line, must include a high-quality bicycling route.



19: Lake Oswego to Milwaukie Crossing

Crossing the river is again a barrier for cyclists, here between Lake Oswego and Milwaukie/Gladstone. A possible solution is to convert an existing railroad bridge into a bicycle/pedestrian river crossing.

20: Trolley Trail

This north-south route will connect Sellwood, Milwaukie, Oregon City, and Gladstone along a former streetcar line. It will connect to the Springwater Corridor and to the Willamette River trail network.

21: West Linn to Oregon City Crossing

Recreational and transportation cyclists have no safe way to cross the river between West Linn and Oregon City. An improved crossing added to the historic bridge will provide a necessary link between two important town centers.

22: Stafford Road

Stafford Road has no shoulders, fast-moving traffic, and is located in a rapidly-growing area. It is also a popular route for recreational riders. Addition of safety shoulders or bike lanes will greatly improve bicyclist safety on Stafford.

23: Tonquin Trail

The Tonquin Trail is a proposed 19-mile path linking Wilsonville, Tualatin and Sherwood. The Mt. Scott-Scouter's Loop Trail is a proposed trail that would link Happy Valley and the Sunnyside Road area to future development in Pleasant Valley, Damascus and the Sunrise Corridor.



24: Beaverton Powerline Trail

A powerline corridor owned by PGE and BPA runs from the Tualatin River north to Forest Park. More than two miles of this 16-mile trail concept are complete.

25: Low-Traffic Suburban Routes

To increase cycling among suburban residents, well-marked low-traffic bicycle networks must be developed. Even among current cyclists, many suburban riders develop their own circuitous neighborhood routes. A formalized network will creatively identify existing routes and mark them with high-visibility treatments.



26: Gaps in Suburban Bikeways

Suburban bicycle routes are often high-traffic streets with bicycle lanes. These bikeways must be connected and major gaps fixed. Sample gaps to be fixed are: SW Garden Home Road; Beaverton-Hillsdale Highway at Scholls Ferry; SW Walker Road; SW Barbur Blvd.; Bethany Road.

27: SW Hall Boulevard

SW Hall Blvd. leads directly in and out of downtown Beaverton. An unmanageable gap is a barrier for shoppers, recreational cyclists, MAX users and folks just trying to visit Beaverton's renowned Farmer's Market.

Every day thousands of bicyclists travel downtown to work and shop. Every cyclist frees up a parking space, improving the economic vitality of downtown.



PHOTO BY HUGH BYNUM

Top 40 Projects (cont'd)

Effective low-traffic

bikeways include:

- Low car volumes

obtained by diverting auto traffic at intersections with arterial streets.

- Low traffic speeds

obtained through design (traffic calming, skinny streets, street trees, striping), markings, and enforcement.

- Innovative signs and markings for designated bikeways that raise driver awareness, slow vehicle speeds, and make the street welcoming for bicyclists.

- Connected network that allows cyclists to travel to major destination centers.

28: Fanno Creek Trail

Beginning at Willamette Park, this trail will stretch 15 miles south-west through Beaverton, Tigard, and Durham, ending at the Tualatin River. With half of the trail complete or under construction, this trail network will provide access to other north-south trails and the Willamette River Greenway trails.



29: Low-Speeds/Low-Volume Bikeways

Portland's Bicycle Boulevards and European Woonerfs are successful street treatments that reduce speeds in residential neighborhoods and provide cyclists with excellent cross-town routes. Building more of these facilities will be a cost-effective way to attract new riders.



30: Signs and Markings

Bikeway signage and pavement markings indicate routes and provide navigation, safety, and security functions. Ideal systems are easily seen, on-street markings visible by both cyclists and drivers. Markings are used to indicate bicycle boulevards, to direct cyclists to major routes and paths, indicate route shifts, and alert drivers to cyclists' expected presence.

31: Maintenance of Bikeways

Bikeway maintenance is a core concern for cyclists. Maintenance includes sweeping bike lanes and paths, paving and pothole repair, landscaping, and street marking repainting. Jurisdictions must schedule regular sweeping and improve responsiveness, especially in Washington County and for blue bike lanes.

32: Employer-Based Incentive Programs

Current law provides employer-based tax breaks for car parking and transit. Developing employer-based programs that offer cyclists cash-out or other incentives will increase the number of people who bike or walk.

33: Tourism Center

A regional tourism center and office will increase bicycle tourism by promoting bicycling, providing tourism information and offering services to people interested in traveling in Oregon.

34: Enforcement Campaigns

Enforcement campaigns targeting the most dangerous violators will increase safety. Motorist violations include running red lights; aggressive and drunk driving, failure to yield, and speeding in low-speed zones. Cyclist violations include wrong-way riding, improper lights, and red light running. Police liaisons will help facilitate community-based enforcement and coordinate with engineers. Diversion programs will increase public acceptance.



35: Education Campaigns

Education campaigns will teach the rights and responsibilities of bicycling. Institutionalized education programs are preferred, such as mandatory drivers' education, improved DMV literature and testing, and outreach via Commercial Driver's Licensing. Billboard and advertising campaigns can communicate public messages and raise visibility.

36: Car-Free Events

Worldwide, cities host events to make walking and biking easier for families, children, and the elderly. The most successful are regular, weekly events that close a portion of the roads. Others prohibit auto use in a larger zones. In Portland, Bridge Pedal is one event that touches these concepts, with 20,000 bicyclists and walkers!

37: Safe Routes to School

Safe Routes to School programs increase bicycling and walking to school through a comprehensive approach that includes engineering, education, encouragement, and enforcement components. Programs engage schools, parents, children and community groups.



38: Bike Parking

Improved end-of-trip bike parking, both long-term and short-term, will increase the number of people who bike to retail and commercial districts, transit stops, campuses, and jobsites.

39: MAX Station Bicycle Hubs

In order to connect transit and cycling, bicycle hubs should be placed at every MAX station. They will include signage, bike-route maps, on-demand bike lockers, and bike tourism information. Safe and well-marked bike routes leading to each stop will enhance the system.

40: Oregon Center for Bicycling and Walking

Founding this institute at Portland State University will incubate, test, and evaluate, and propose innovative bicycle and walking plans, street treatments, etc., as well as providing a center for learning and research.

Bicycling at a moderate pace for just 30 minutes, three times a week, provides great improvements in cardiovascular health, body weight, and mental health.



Blueprint for Better Biking

The Blueprint for Better Biking is a project of the Bicycle Transportation Alliance. Contact us at 503.226.0676 or www.bta4bikes.org

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Special thanks to Roger Geller for information on bicyclist types and Mia Birk for editorial support.

Thank you participants, including the over 900 survey respondents and Bicycle Advisory Committees.

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Multnomah County: Matthew Larsen
503-988-5050x29640
City of Lake Oswego: Tom Tushner 503-675-3990
City of Milwaukie: JoAnn Herrigel 503-786-7508
Clackamas County: Lori Mastrantonio-Meuser
503-353-4511
Beaverton: Margaret Middleton 503-526-2424
Hillsboro: John Wiebke 503-681-5358
Washington County: Gregg Leion 503-846-3969
Metro, Transportation: John Mermin
503-797-1747
Metro, Parks and Trails: Mel Huie 503-797-1731
Oregon Department of Transportation Bicycle
Program: Michael Ronkin 503-986-3555
Oregon Department of Transportation –
Metro Area: Basil Christopher 503-731-3261
Oregon Department of Transportation –
Bicycle Safety, Julie Yip 503-986-4196

You and Your Role

To make sure these projects are built, we need your help. The BTA's 4,000 members make all of our advocacy work possible. Join today and activate!



www.bta4bikes.org/join



Materials following this page were distributed at the meeting.



METRO
PEOPLE PLACES
OPEN SPACES

METRO-REGION PLAN FOR FREIGHT AND GOODS MOVEMENT PROJECT OBJECTIVES

Metro is conducting a planning process that will specifically focus on the transportation system as it pertains to the move freight and deliver goods and services in the Portland-Vancouver metropolitan region. The plan will:

- Ascertain what outcomes the public expects from investment in the regional freight system and develop measures to track progress.
- Provide a common base of knowledge about the various elements of the regional freight system.
- Identify issues, needs, and deficiencies in the regional freight system and develop recommended solutions and strategies to address them.
- Plan a regional network that meets the needs for freight and goods movement in and between 2040 Centers, industrial sites/districts, the national and regional highways system, and intermodal and terminal facilities.
- Identify and prioritize multi-modal freight improvement projects throughout the region based on desired outcomes.
- Support regional and state efforts to enhance economic development opportunities through targeted infrastructure investment.
- Incorporate truck operation needs into regional street design guidelines.

**METRO-REGION PLAN FOR FREIGHT AND GOODS MOVEMENT
TGM WORK PROGRAM ACTIVITIES AND SCHEDULE**

Primary Tasks		Task Objective		Schedule		RTP Schedule	
1. Project Management	Manage the completion of project tasks to meet schedule and budget. Ensure consultant products are complete and meet the desired specifications and purposes of the task.	April 2006 – June 2007	RTP is expected to run from scoping in October 2005 to adoption in January 2008.				
2. Public Participation/ Technical Coordination	Implement a public involvement process that generates input from a cross-section of stakeholders involved with and impacted by freight and urban goods movement. Provide jurisdictional partners with frequent opportunities for coordination and input into the planning effort.	April 2006 – June 2007	Spring 2006 Work program adoption and communication strategy. Form RTP advisory committee.				
3. System Conditions	Work with citizens to define a set of results-driven outcomes to guide recommendations for freight policy, system improvements, and implementation strategies. Develop a comprehensive base of information on the characteristics of the multimodal freight system to inform an assessment of the current and projected system conditions and support the development of recommendations that occur in later tasks.	April 2006 – July 2006	Summer 2006 to Winter 2007 – Research and Policy Development. Funding scenarios, priorities, project lists, targeted public involvement. Winter 2006 adoption of preferred 2035 forecast, financial forecast, and policy direction for RTP system development.				
4. System Assessment	Using data in Task 3, identify and contact sub-area analysis to develop a comprehensive assessment of regional freight system issues, needs, and deficiencies.	July 2006 – October 2006					
5. Policy Evaluation	Review and make recommendations on refinements to the regional freight system policies, the freight functional classification map, and national highway system network.	September 2006 – November 2006	Winter 2006 to Fall 2007 - System Development and Policy Analysis.				
6. Freight System Improvements	Use the desired outcomes as a guide for identifying and prioritizing infrastructure improvements to establish a recommended freight projects list that will be forwarded to the 2035 RTP Update process.	October 2006 – February 2007	Preferred and constrained system analysis, updated system maps, modal targets, performance indicators, corridor refinement plans, conformity analysis.				

7. Implementation Strategies	Identify a set of practices that can be implemented to address freight-related needs and issues including impact mitigation, TSMO, land use/economic development, and financing.	December 2006 – March 2007	
8. Trucks And Street Design	Develop an understanding of the physical and operational characteristics of trucks in order to better plan for their presence in different land use settings. Apply this understanding to make recommendations for revisions to Metro's <i>Creating Livable Streets</i> design guide.	July 2006 – October 2006	
9. Recommendations And Documentation	Provide a comprehensive report on the assessment of the regional freight system including the community challenges and opportunities, and recommendations for policy, infrastructure improvements, and implementation strategies.	March 2007 – June 2007	Winter 2008 – Adoption Project list, performance measures, regulations, urban area and corridor planning, investment strategies, findings.

Fall '05	Winter '06	Spring '06 - Spring '07	Summer '07 – Winter '07
-----------------	-------------------	--------------------------------	--------------------------------

- | | | | |
|---|---|---|--|
| <ul style="list-style-type: none"> • Project Scoping • Develop TGM Work Scope | <ul style="list-style-type: none"> • Finalize Work Scope • Select Consultant • Prepare Contracts | <ul style="list-style-type: none"> • Perform Technical Analysis • Coordinate with RTP 2007 and New Look • Prepare Final Report | <ul style="list-style-type: none"> • Prepare Plan Document • Adopt with RTP 2007 |
| | <ul style="list-style-type: none"> • Form Project Advisory Committee & Technical Advisory Committee • Begin data collection and inventory | | |



METRO
PEOPLE PLACES
OPEN SPACES

Metro-Region Plan for Freight and Goods Movement Task Force Selection Criteria

Metro will form a private-public sector task force to advise the development of the *Metro-Region Plan for Freight and Goods Movement*. The task force will be comprised of both private and public sector members representing the many elements of the region's multimodal freight system. The desired size of the committee is 30 members – 20 private sector, 10 public sector. Two members of this task force will also serve on an advisory committee for the Regional Transportation Plan. A separate Regional Freight Technical Advisory Committee, comprised of public sector staff, will provide expertise to the planning analysis and conclusions.

Following is a set of selection criteria to ensure the committee's broad representation of the various interests related to moving goods.

Modal Criteria

- Motor Carriers (private carrier, truckload carrier, less-than-truckload carrier, specialized)
- Marine (terminal operators, barge, bulk container)
- Air (terminal operators, air cargo providers)
- Rail (Class I and short line)
- Pipeline (pipeline operator, terminal operators)
- Warehouse/distribution

Geographic Criteria

- Counties - Clackamas, Multnomah, and Washington
- Clark County WA
- Region-wide

Shipper & Consignee Criteria

- General Merchandise/Grocery
- Nursery/Agriculture
- Manufacturing (electronics, metals, apparel, etc)
- Logistics
- Waste Management
- Construction
- Bulk Commodities (lumber, petroleum, paper products, etc.)

Public Sector Criteria

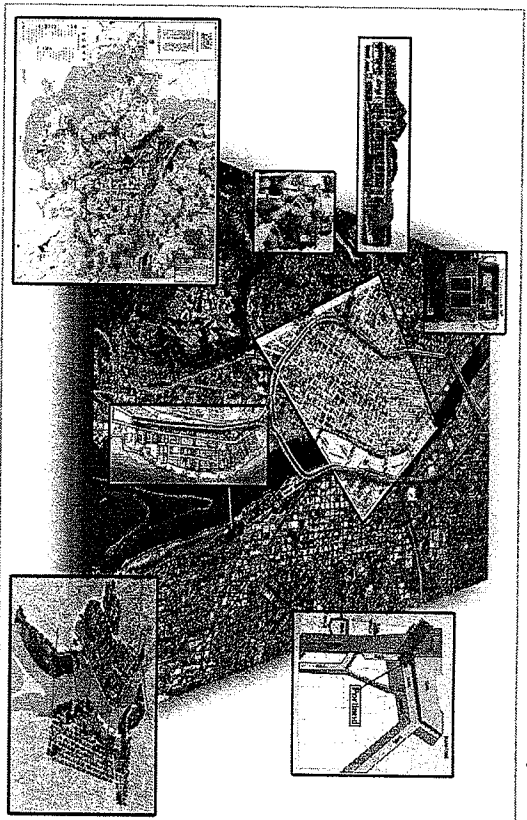
- Counties - Clackamas, Multnomah, Washington, Clark
- State DOTs - ODOT, WSDOT
- FHWA
- Ports - Portland, Vancouver

- MPOs - Metro, SW Washington RTC
- Cities – Beaverton, Gresham, Portland, Wilsonville, Hillsboro, etc.
- Others – DEQ? OECDD?

Freeway Loop Study

Project Summary Report

July 2005

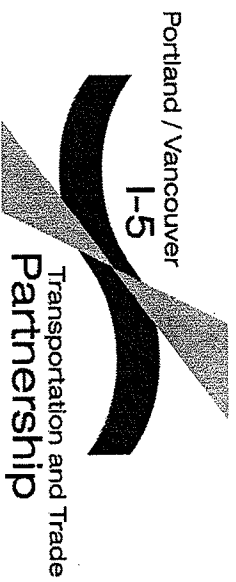


City of Portland
Department of Planning

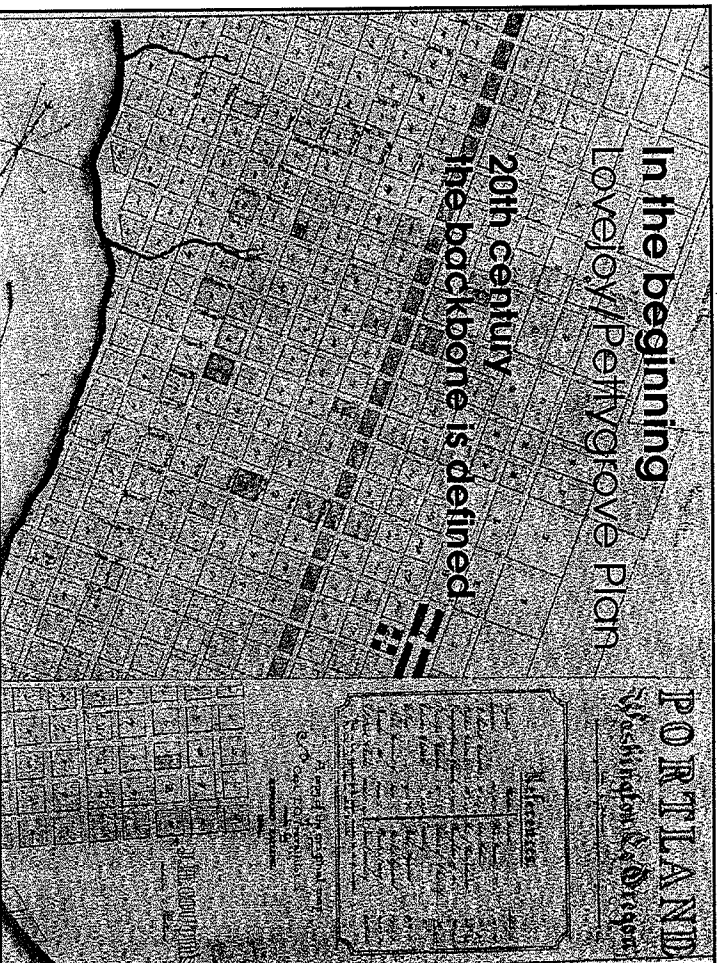


The Freeway Loop Group (FLAG)

- Established in the Fall of 2003 by Mayor Vera Katz and ODOT Director Bruce Warner.
- Consisted of 24 individuals representing the many interests that are impacted and affected by the Freeway system in general and the Freeway Loop in particular.
- Its mission was to consider the Freeway Loop's importance and future.

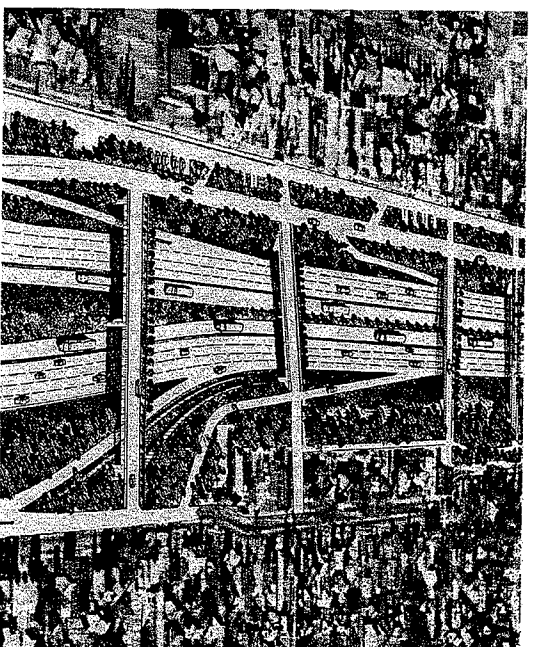
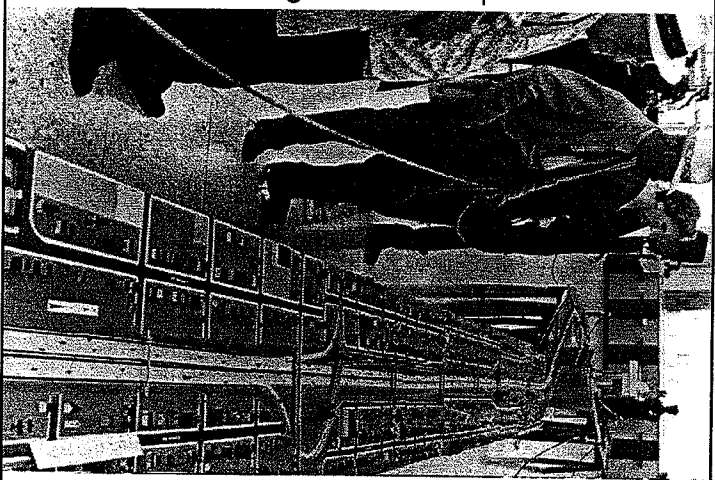


"The transportation issues south of the I-5/Fremont Bridge junction must be addressed and solved. The Mayor of Portland, the Governor of the State of Oregon, and JPACT should join together to appoint a group of public and private sector stakeholders to study and make recommendations for long-term transportation solutions for the entire I-5/I-405 freeway loop."



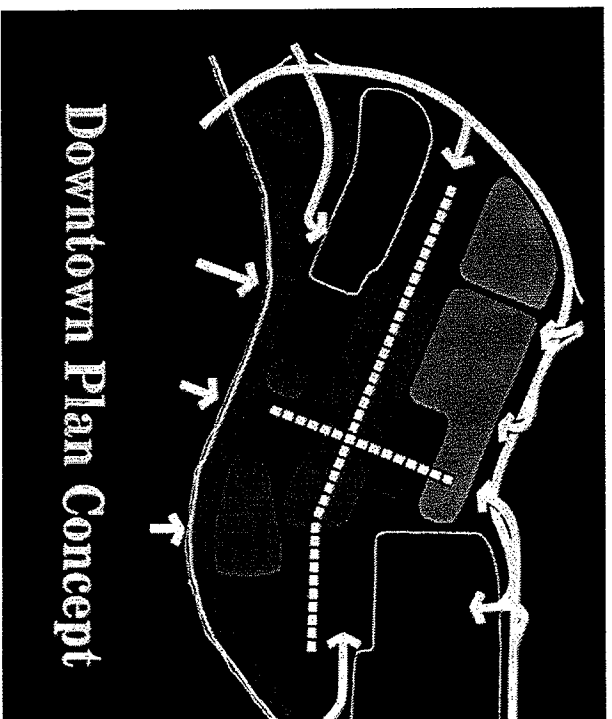
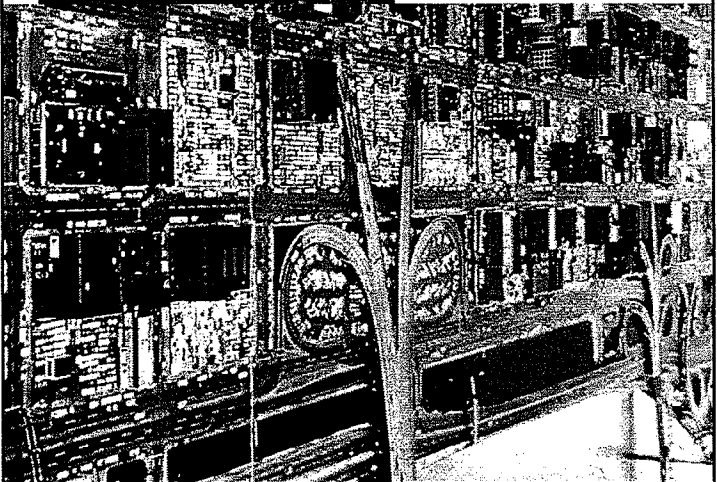
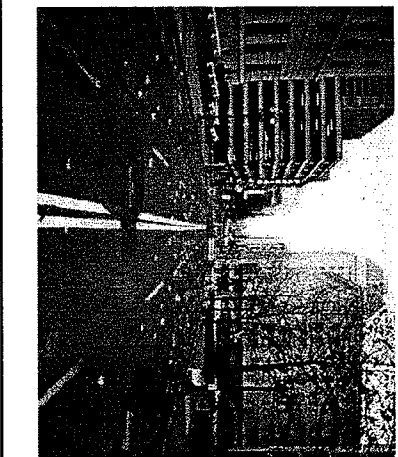
Freeways

- Robert Moses Arrives in Portland in 1943.
- Moses's concepts for I-5, I-84, I-405, and I-205 were built over the next 35 years.
- The Loop was designed to address the needs of the 1950's and reflected the prevailing values and attitudes of the time.

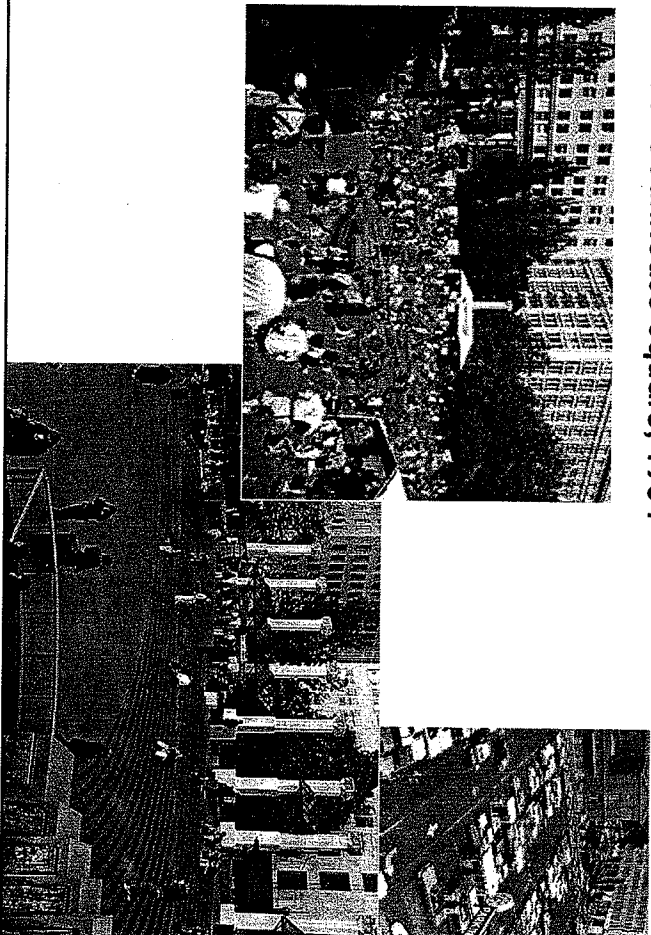


*Mt Hood Freeway Concept: Division-Powell Corridors
Sketch portrays 14th to 28th avenues, looking east*

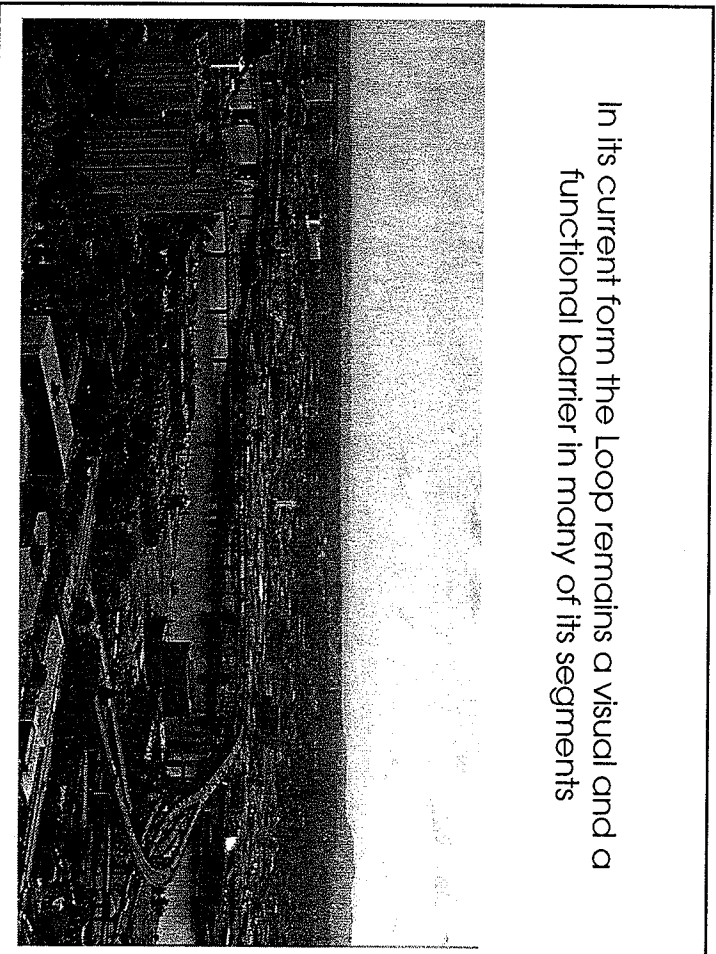
- Two decades of erosion - 1950's and 1960's
- Lovejoy/Pettygrove plan was compromised



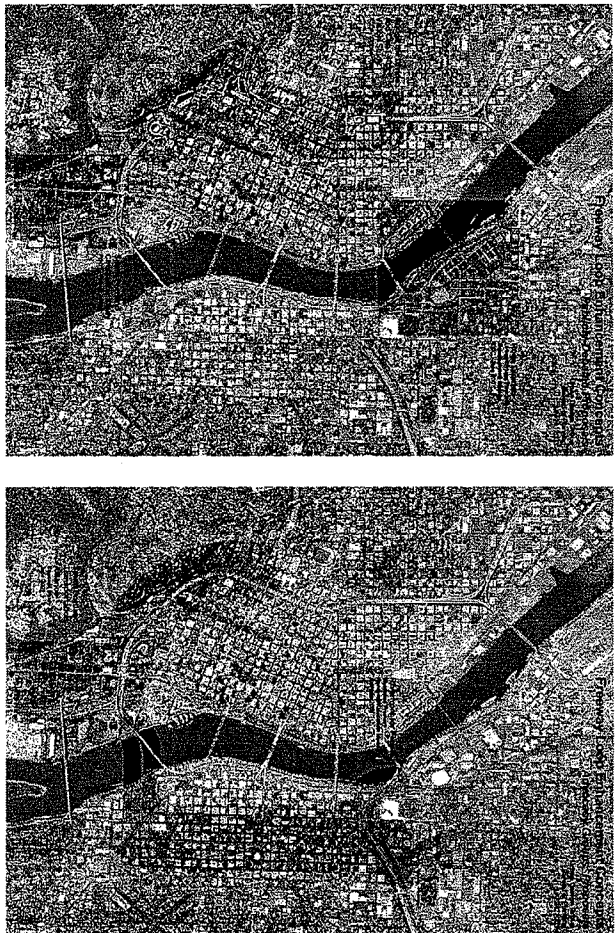
Pioneer Courthouse Square, 1984



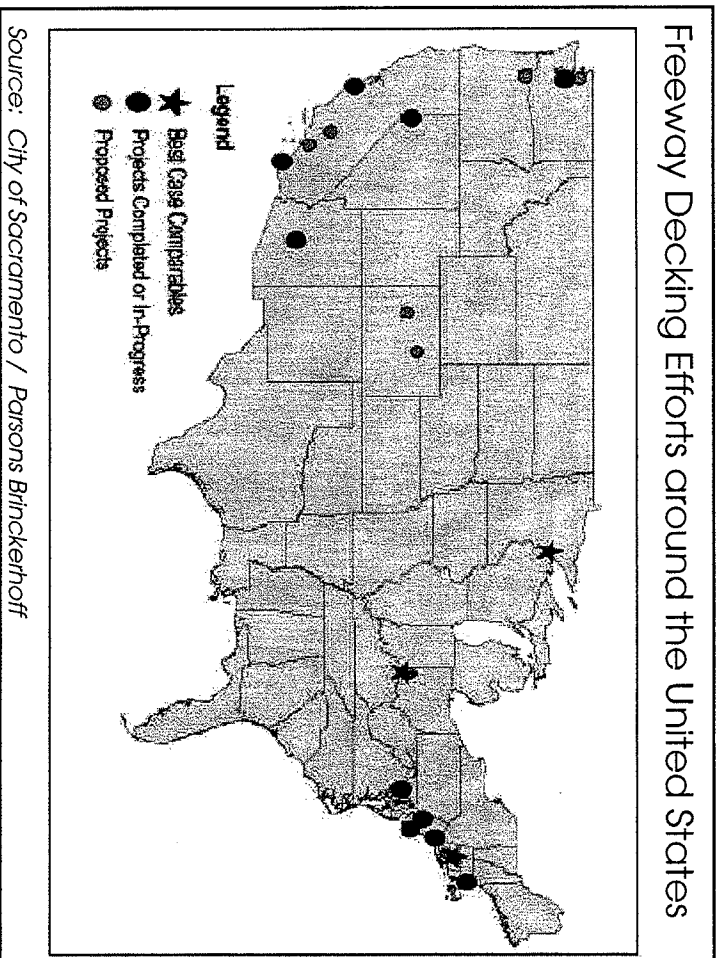
In its current form the Loop remains a visual and a functional barrier in many of its segments



Ideas -- needing systematic study

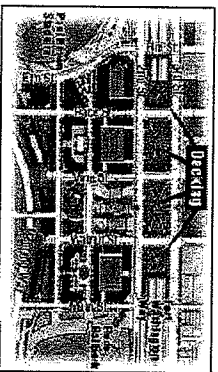
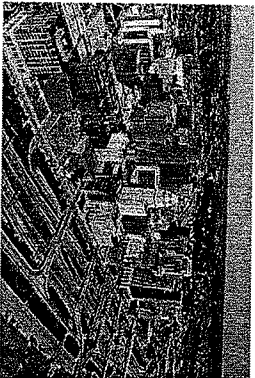


Freeway Decking Efforts around the United States

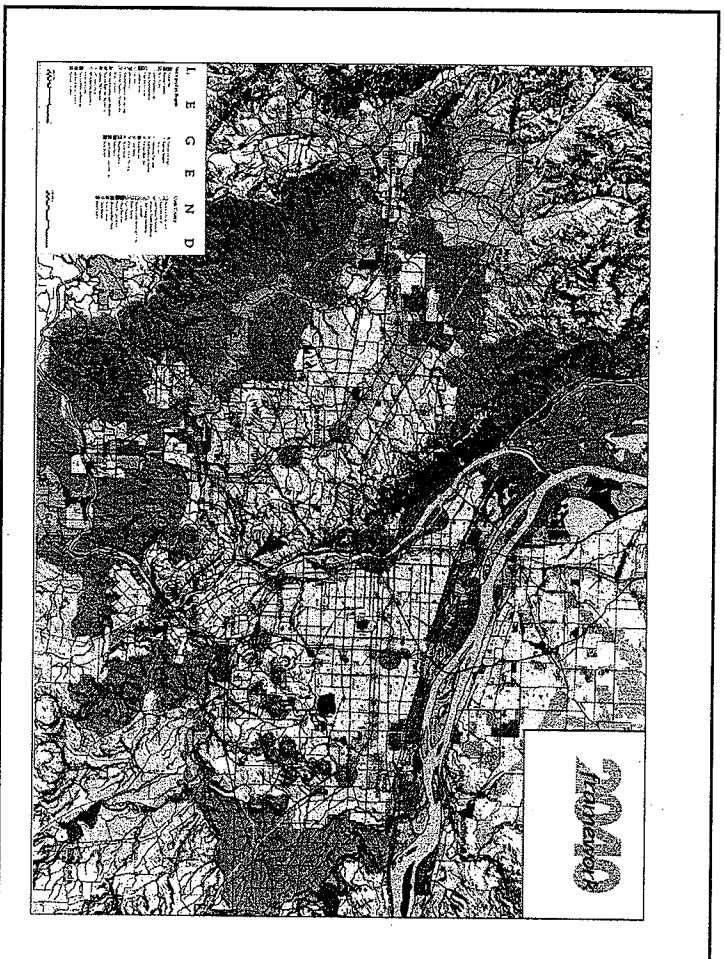
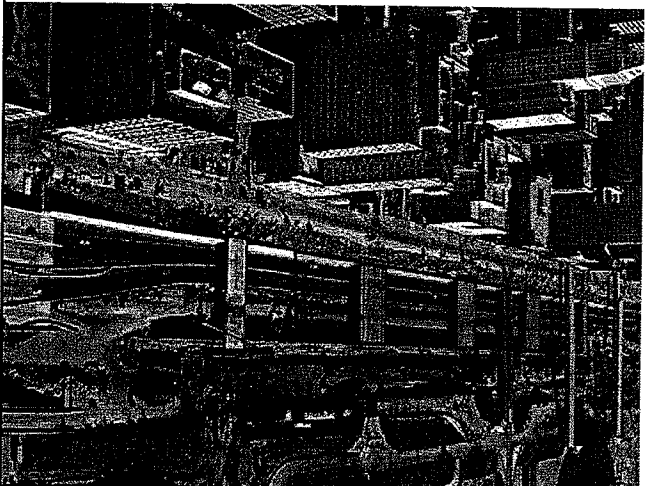


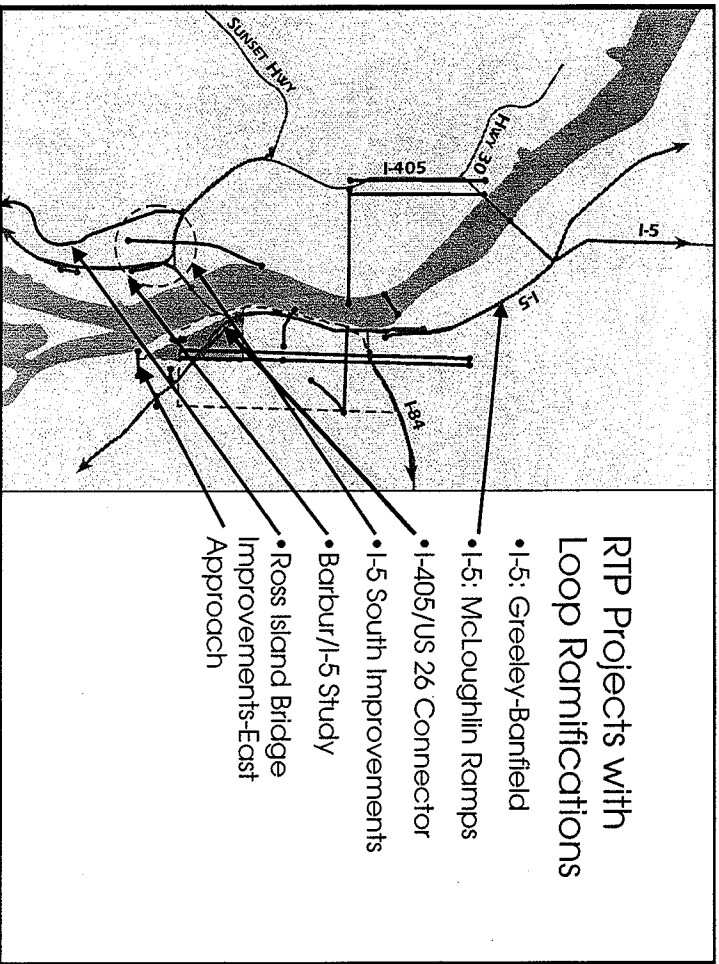
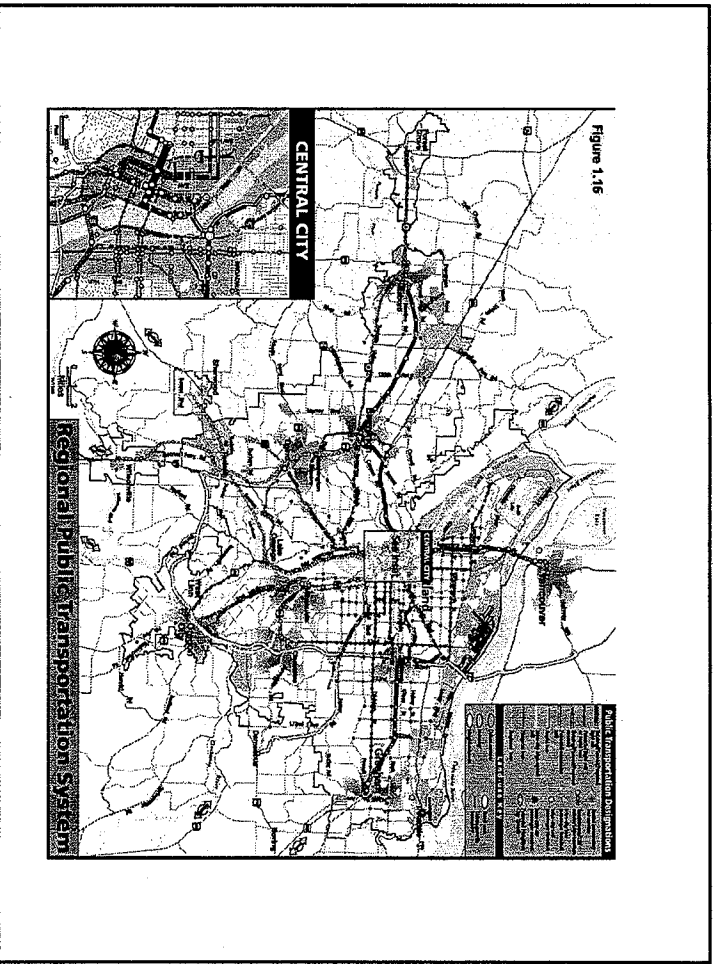
Cincinnati, Ohio: Fort Washington Way

Baseball stadium, freeway narrowing, freeway decking, and Ohio River reconnection



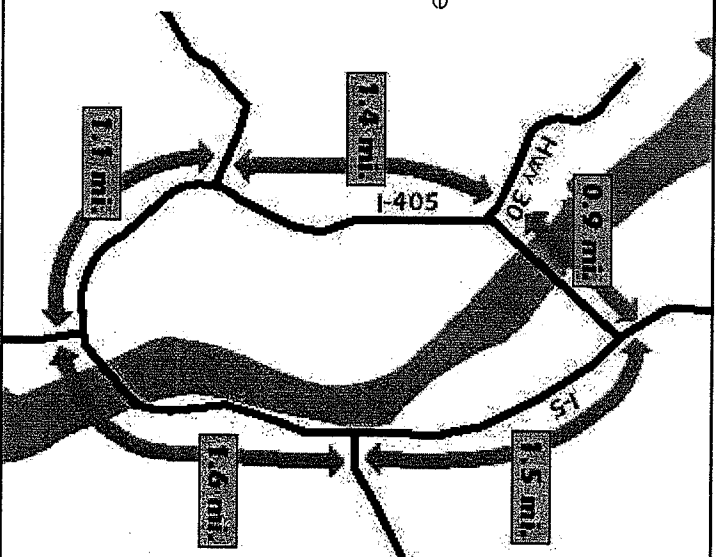
Source: Parsons Brinckerhoff



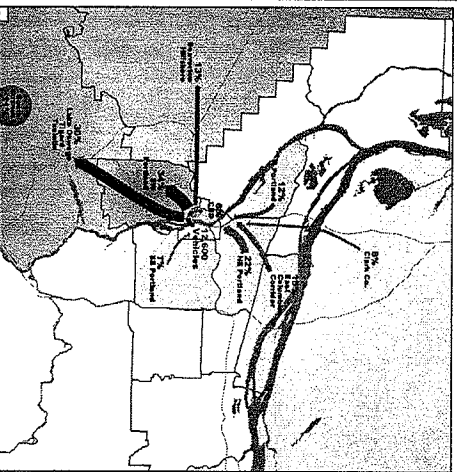


Loop-Regional Hub

- 9.5% Lane Miles
- 30.4% PM Trips
- 22.9 miles average distance of trip (compared to 20.6 miles for all freeway trips)
- 32% of truck trips to/from Port of Portland facilities

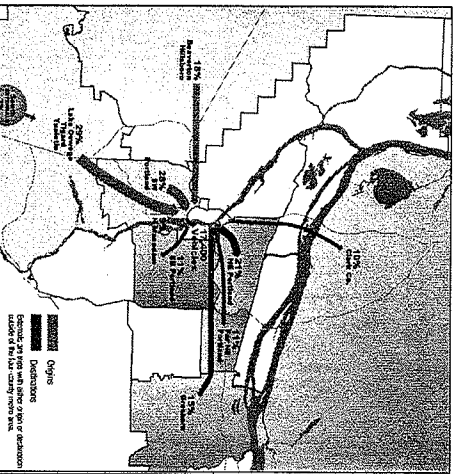


Top Five Origins & Destinations of Marquam Bridge Trips: Auto Vehicles

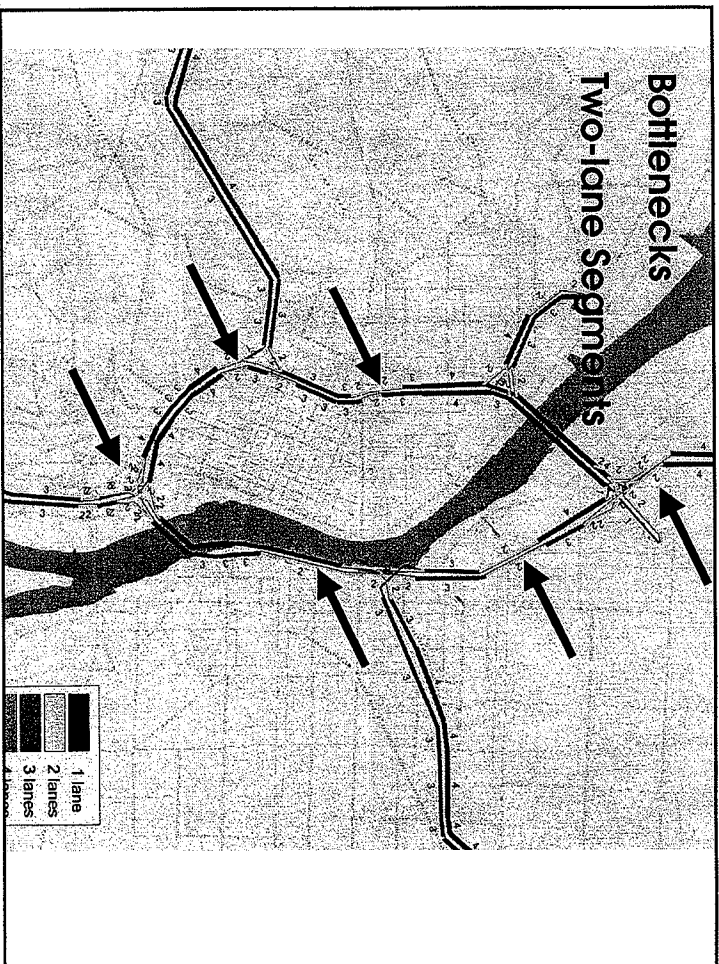


SOUTHBOUND: 2 HOUR PM PEAK, 2030

Top Five Origins & Destinations of Marquam Bridge Trips: Auto Vehicles



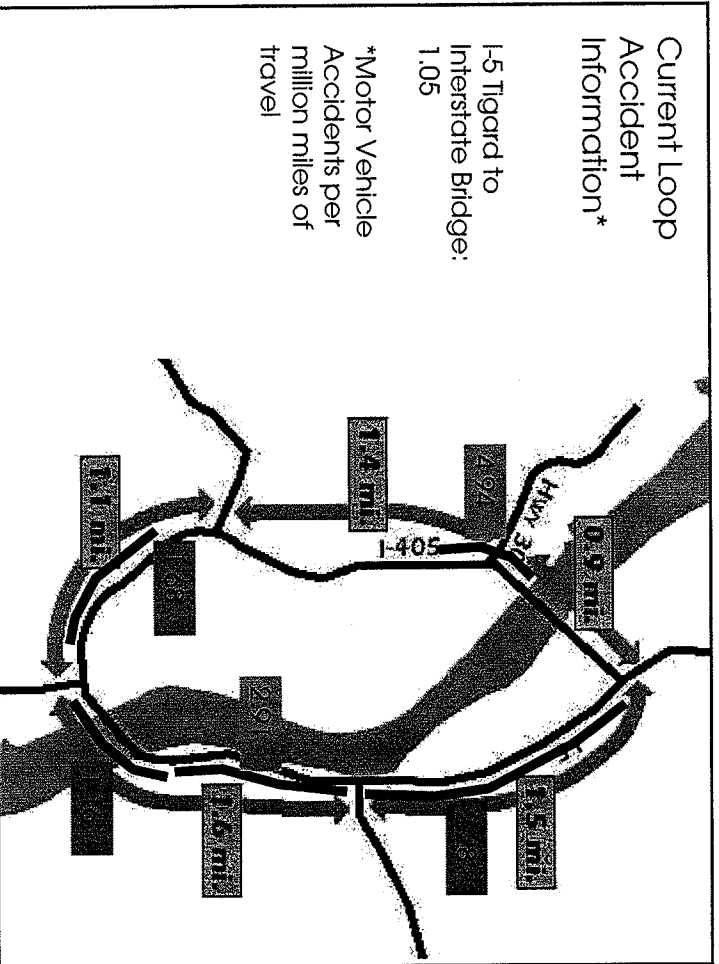
NORTHBOUND: 2 HOUR PM PEAK, 2030



**Current Loop
Accident
Information***

I-5 Tligard to
Interstate Bridge:
1.05

*Motor Vehicle
Accidents per
million miles of
travel



Loop-Congestion

	2000 Base	2030 FC	2030 Preferred
V/C Greater than 1.0	10.7%	27.3%	22.0%

Ramps Connection become bottlenecks:

- Eastbank Freeway to I-84 v/c = 1.3
- I-5 nb and sb ramps to Marquam Bridge: v/c = 1.31 and 1.11
- Sunset to I-405, sb and nb: v/c = 1.46 and 1.40

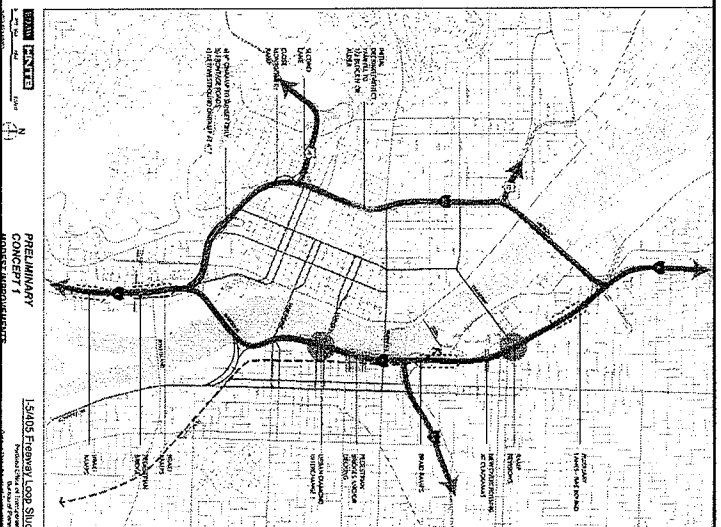
Approved Freeway Loop Policy Imperatives

- The I-5/405 Freeway Loop should not be the bottleneck in the regional freeway system.
- Freeway Loop investments support economic activities and new investments in the Central City and in Industrial areas, and support regional and state land use and economic goals and policies.
- Freeway Loop investments should be part of a balanced transportation strategy for highway, transit, freight, bicycle, and pedestrian movements. Travel demand management will continue to be undertaken to encourage the use of alternative modes and to promote a compact urban area.

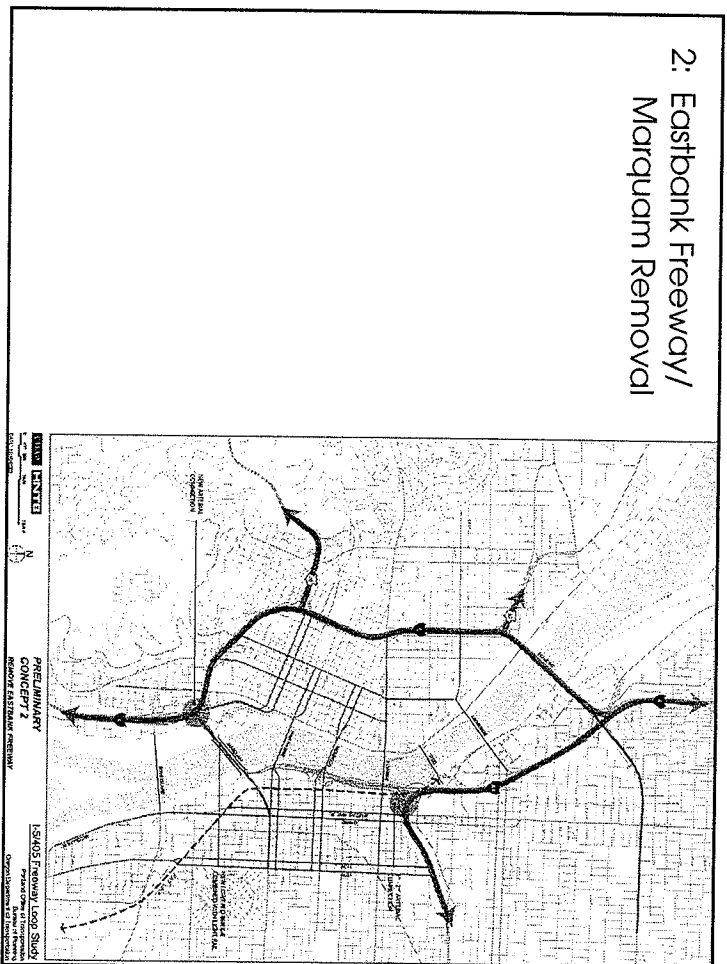
The Study

1: Modest Improvements

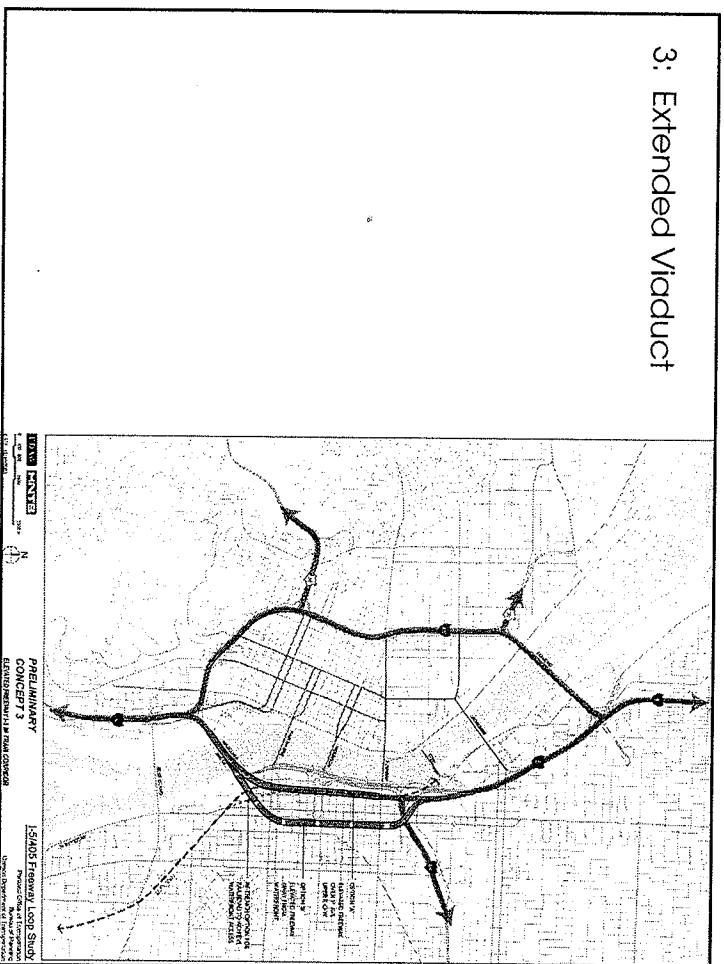
Cost: \$275-\$450
million



2: Eastbank Freeway/ Marquam Removal

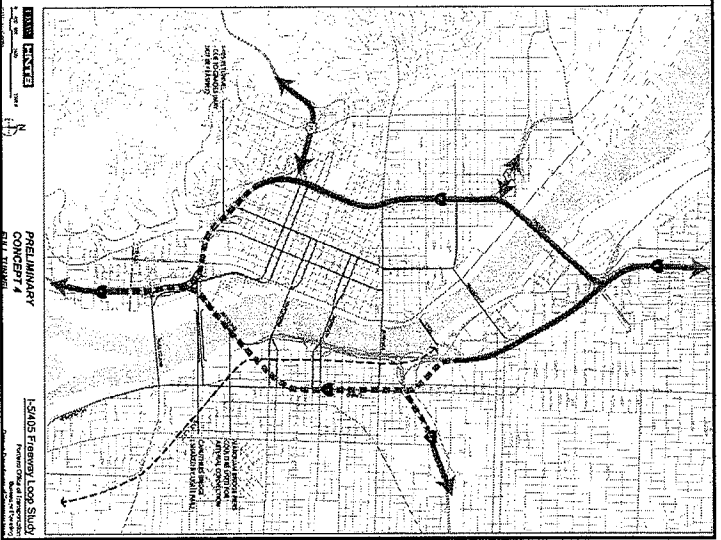


3: Extended Viaduct

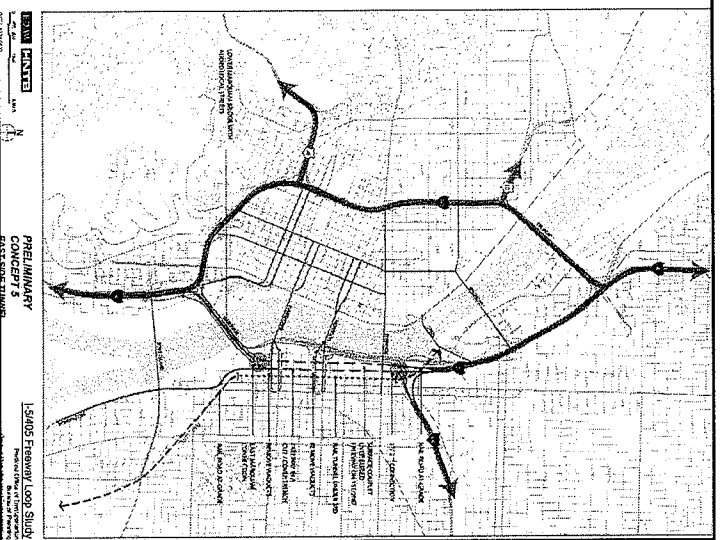


4: Full Tunnel

Cost: \$3.0-\$5.8 billion

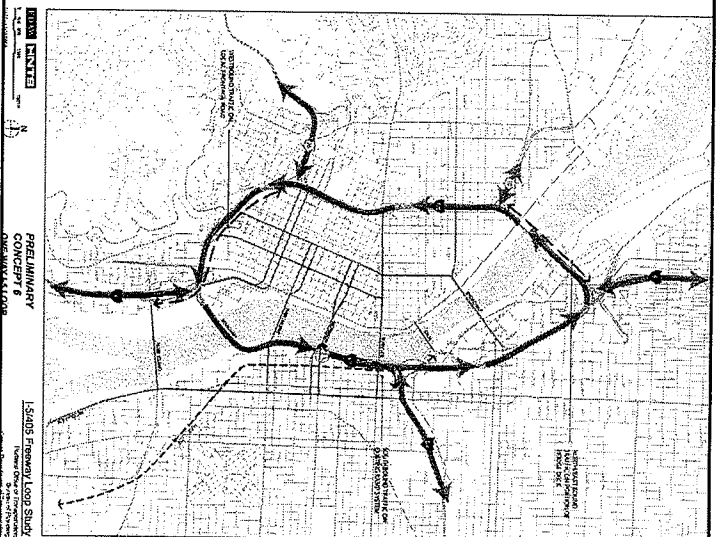


5: Three Parallel Tunnels



6: One-way Loop

Cost: \$450 million



Summary of the findings

- ***The Freeway Loop should remain even if major design changes are made to accommodate increased travel demand and other community objectives***
- The Loop's ability to move people and goods is critical to the economies of Portland, the region, Oregon and the West Coast.
- The performance of the current Loop will continue to deteriorate as local and regional travel demand increases.
- The current design of the Loop hinders high quality urban development.
- Long-term transportation, environmental, and land use decisions must be coordinated.
- Two lane segments consistently experience serious congestion and high crash rates.
- Without major improvements, the Freeway Loop cannot meet future regional travel needs.
- System improvements will require significant investments unavailable from existing resources. Costs could range from several hundred million to several billion dollars

The Consequences of Doing Nothing

- Longer peak travel periods throughout the day with intolerable backups reaching for miles.
- Significantly reduced freeway travel speeds
- Impaired state and regional mobility, including impacts to freight terminals and port facilities.
- Limits on the Central City's ability to fulfill its role as the heart of the region, resulting in missed economic, cultural, and civic opportunities.
- Traffic diversion through business districts and neighborhoods, adversely affecting commercial activity and livability.

Questions that need to be asked

- How can we develop a transportation system that meets the needs for efficient movement, strong urban form, vibrant waterfront districts, livable neighborhoods, and a health economy?
- How will the Eastbank contribute to river front vitality in the future?
- How can access be improved from eastside neighborhoods to the Willamette River?
- How can the freeway and the riverfront successfully co-exist?
- Can moderate improvements fix current problems?
- If the I-5 Eastbank Freeway can be placed in a tunnel, how do we address the type, location, and length?
- How will the overall loop function?
- How will projects be phased and prioritized?
- How will short-term improvement projects be identified and implemented.

- How can Freeway Loop traffic, environmental and design studies be completed, including early focused work on the congested bottlenecks at the I-5/I-84 interchange and the I-405 South Downtown area, in time for the next federal funding opportunity?
- Which projects will be built first?
- How will this be funded
- How can we start jump this project.

RECOMMENDATIONS

- Start planning now for short and long term improvements.
- Find funding for the next phase.
- Launch the next phase and appoint a committee to oversee the process.
- **MOVE THE PROJECT FORWARD**
 - *Initiate A Master Plan*
 - *Advance Ongoing Priority Projects*
 - *Complete Master Plan before Major Investment*