

 Metro | Agenda

Meeting: Transportation Policy Alternatives Committee (TPAC)

Date: Friday, January 30, 2009

Time: 9:30 a.m. to 12 p.m.

Place: Room 370A/B

- | | | | |
|----------|-----|---|----------------------------|
| 9:30 AM | 1. | Call to Order and Declaration of a Quorum | Ross Roberts, Chair |
| 9:30 AM | 2. | Comments from the Chair and Committee Members | Ross Roberts, Chair |
| 9:35 AM | 3. | Citizen Communications to TPAC on Non-Agenda Items | |
| 9:40 AM | 4. | Future Agenda Items | Ross Roberts, Chair |
| | | <ul style="list-style-type: none">• Regional Transportation Plan Update – System Development• ODOT Safety, Preservation & Bridge Programs• ODOT’s Transportation Enhancement Programs• MOVES Update• Review of MTIP Process | |
| 9:45 AM | 5. | * Approval of TPAC Minutes for January 9, 2009 | Ross Roberts, Chair |
| | 6. | <u>ACTION ITEMS</u> | |
| 9:50 AM | 6.1 | * Metropolitan Transportation Improvement Program (MTIP) Regional Flexible Fund Allocation – <u>RECOMMENDATION TO JPACT REQUESTED</u> | Ted Leybold |
| | 7. | <u>INFORMATION / DISCUSSION ITEMS</u> | |
| 10:35 AM | 7.1 | # Regional Transportation System Management and Operations Refinement Plan Update– <u>INFORMATION</u> | Deena Platman |
| 10:45 AM | 7.2 | # Federal Economic Stimulus Bill – <u>INFORMATION / DISCUSSION</u> | Andy Shaw |
| 11:30 AM | 7.3 | * Unified Planning Work Program – <u>INFORMATION</u> | Ted Leybold |
| 11:45 AM | | * Local Aspirations – <u>INFORMATION</u> | Christina Deffebach |
| 12 PM | 8. | ADJOURN | Ross Roberts, Chair |

* Material available electronically.

** Material to be emailed at a later date.

Material provided at meeting.

All materials will be available at the meeting.

For agenda and schedule information, call Kelsey Newell at 503-797-1916, e-mail: kelsey.newell@oregonmetro.gov.

To check on closure or cancellations during inclement weather please call 503-797-1700.



METRO

TRANSPORTATION POLICY ALTERNATIVES COMMITTEE

January 9th, 2009

Metro Regional Center, 370A/B

MEMBERS PRESENT

Sorin Garber
Elissa Gertler
Mara Gross
Alan Lehto
Mike McKillip
Dave Nordberg
Louis A. Ornelas
Ron Papsdorf
John Reinhold
Karen Schilling
April Siebenaler

AFFILIATION

Citizen
Clackamas County
Citizen
TriMet
City of Tualatin, Representing Cities of Washington Co.
Department of Environmental Quality
Citizen
City of Gresham
Citizen
Multnomah County
Citizen

MEMBERS ABSENT

Bret Curtis
John Hoefs
Nancy Kraushaar
Susie Lahsene
Keith Liden
Dean Lookingbill
Satvinder Sandhu
Paul Smith
Rian Windsheimer
Sharon Zimmerman

AFFILIATION

Washington County
C-TRAN
City of Oregon City, Representing Cities of Clackamas Co.
Port of Portland
Citizen
SW Washington RTC
FHWA
City of Portland
Oregon Department of Transportation
Washington Department of Transportation

ALTERNATES PRESENT

Andy Back
Lynda David
John Gillam
Lidwien Rahman

AFFILIATION

Washington County
SW Washington RTC
City of Portland
Oregon Department of Transportation, Region 1

STAFF

Robin McArthur, Amy Rose, Ted Leybold, Anthony Butzek, Kelsey Newell, Kayla Mullis.

1. CALL TO ORDER AND DECLARATION OF A QUORUM

Chair Robin McArthur declared a quorum and called the meeting to order at 9:31 a.m.

2. COMMENTS FROM THE CHAIR AND COMMITTEE MEMBERS

Ms. Karen Schilling of Multnomah County announced that the 223rd Avenue Railroad Project will be breaking ground on February 26th, 2009.

3. CITIZEN COMMUNICATIONS TO TPAC ON NON-AGENDA ITEMS

There were none.

4. FUTURE AGENDA ITEMS

Chair McArthur briefly overviewed the future agenda items.

5. APPROVAL OF TPAC MINUTES FOR DECEMBER 5, 2008

Approval of TPAC Minutes from December 5th, 2008

MOTION: Mr. John Reinhold moved, Ms. Schilling seconded, to approve the December 5, 2008 meeting minutes.

ACTION TAKEN: With all in favor, the motion passed.

6. ACTION ITEMS

6.1 Resolution No. 09-4018 For The Purpose Of Approval of the Regional Travel Options Program Work Plan and Funding Suballocations for Fiscal Year 09-10

Ms. Pam Peck of Metro gave a presentation on Resolution No. 09-4018 which will approve the Regional Travel Options (RTO) work plan and funding suballocations for fiscal year 2009-2010. The RTO Program implements regional policy to reduce reliance on automobile and promote all alternative modes of travel to driving for all trips.

Key components of the RTO program highlighted include:

- Collaborative Marketing
- Commuter Services
- Traveler Information Services
- Downtowns and Centers
- Policy, funding and program administration
- Individualized marketing grants
- Travel options grants

The committee discussed:

- Methods for determining cost of individualized marketing grants for each city
- Components of TriMet allocation
- The budget source
- The geographic distribution of funds
- Potential effect of the economic recession on budgets

Proposed Amendments:

- Add Metropolitan Transportation Improvement Program (MTIP) Key number to RTO Budget 2009-2010 Chart.
- Verification of shaded text in the 2000 Regional Transportation Plan section of staff report.
- Amend the language, “The RTP establishes regional TDM policy and objectives to help reduce ~~vehicle trips and vehicle miles traveled~~” to “...reduce vehicle trips per capita and vehicle miles traveled per capita” in the 2000 Regional Transportation Plan section of staff report.

MOTION: Mr. Louis Ornelas moves, Mr. Ron Papsdorf seconded, to approve Resolution No. 09-4018 with the proposed amendments

VOTE: With all in favor, the motion passed.

7. INFORMATION / DISCUSSION ITEMS

7.1 **Recommendation on Regional Flexible Fund Allocation Options**

Ms. Pat Emmerson of Metro presented a summary of the public comment period that closed December 1, 2008. Ms. Emmerson reported that about 70% of the comments supported bike, trail and pedestrian improvements. A complete text of the public comments received will be available in January 2009.

Ms. Amy Rose of Metro (with assistance from Mr. Ted Leybold) briefed the committee on the Regional Flexible Fund narrowing factors. Technical staff will use these factors to narrow the current project list to a final list of projects. She suggested that the chart titled 2010-2013 Regional Flexible Fund (RFF), which demonstrates policy priority trade-offs, could be used as a starting point for discussion. She also announced that all proposals for scaling projects must be submitted to Metro staff by January 17th, 2009.

The committee discussed:

- Public comments should be considered in the narrowing process,
- Whether inflation factors over exaggerated Project costs,
- Focusing on construction projects rather than project development,
- Putting more stress on the “other considerations” category,
- All three goals cannot be accomplished thus trade offs are necessary,

- Choosing two of the themes in the RFF tradeoff chart for Metro staff to use for the narrowing process.

Committee members recommended that when narrowing the project list for the next TPAC meeting technical staff should:

- Make meeting Bike and Pedestrian target a priority.
- Consider the trade-off categories Bike/Pedestrian Development & Top Tier and Region & Bike/Pedestrian Minimum.
- Focus on the differences between the two trade-off categories.
- Leave out the French Prairie Bridge project, even though it falls under one of the two categories agreed upon.

MOTION: Mr. Andy Back moved, and Mr. Alan Lehto seconded, to approve the recommendation to technical staff for narrowing the RFF project list.

ACTION TAKEN: With 9 in favor and 4 opposed, the motion passed.

7.2 Regional Transportation System Management and Operations Refinement Plan Update

Ms. Deena Platman of Metro updated the committee on the status of the Regional Transportation System Management and Operations (TSMO) Plan. The project is on schedule and initial products are under review by the advisory committees including the TSMO Vision Goals and Objectives.

The next steps will focus on needs assessment and financing. Comments may be submitted to Ms. Platman by e-mail at deena.platman@oregonmetro.gov.

7. ADJOURN

As there was no further business, Chair McArthur adjourned the meeting at 11:49 a.m.

Respectfully submitted,

Kayla Mullis
Recording Secretary

ATTACHMENTS TO THE PUBLIC RECORD FOR JANUARY 9TH, 2009.

The following have been included as part of the official public record:

| ITEM | TOPIC | DOC DATE | DOCUMENT DESCRIPTION | DOCUMENT No. |
|------|--------|----------|---|--------------|
| | Agenda | 01/09/09 | Revised January 9, 2009 TPAC Meeting Agenda | 010909j-01 |
| 6.1 | Report | 12/29/08 | Updated Resolution No. 09-4018 with staff report | 010909j-02 |
| 7.1 | Memo | 01/08/09 | To: TPAC and Interested Parties From: Amy Rose, Associate Transportation Planner Re: Project Packages demonstrating policy priority tradeoffs | 010909j-03 |
| 7.1 | Report | 12/08 | Transportation Projects and Programs: <i>2010-2013 Regional Flexible Fund Allocation- Public Comment Executive Summary</i> | 010909j-04 |
| 7.2 | Memo | 01/09/09 | To: TPAC and Interested Parties From: Deena Platman, Principal Transportation Planner Re: Regional Transportation System Management & Operations (TSMO) Plan Update | 010909j-05 |



Date: January 22, 2009
To: TPAC
Cc:
From: Ted Leybold, MTIP Manager
Re: Final RFF recommendation for Step 2: local projects

January 9th decision summary

At the January 9th meeting, TPAC arrived at a starting point for crafting a final recommendation on a list of projects for regional flexible funds. Out of four packages put together by Metro staff, two were selected for consideration at the January 30th meeting. The two lists met policy tradeoffs in different ways and had several projects in common. The two packages recommended for further consideration met the \$7.2 million minimum allocation for pedestrian and bicycle facilities. TPAC decided to use the projects common to both lists as a base and to focus on the other projects as potential adds, including projects that may be scaled.

Draft TPAC Recommendation - table

Based on the packages selected as the starting point for crafting a recommendation, Metro staff has put together a table highlighting the differences between the two. The attached table shows in the "Base" column the projects that were common to both packages selected at the January 9th meeting. The next column called "Potential Adds" has the projects that were on one, but not both lists. Projects shown in green are potentially scalable.

Project scaling proposals

Proposals to scale projects were due on January 16th. A few proposals were received and reviewed by Metro staff for feasibility. Information regarding project scaling will be provided at the January 30th TPAC meeting. Proposals were received for the following projects:

- Hogan/NE242nd Dr: Glisan – Stark, advance construct and reduce inflation by building in earlier year, see attached letter
- 102nd Ave: NE Glisan – SE Washington: shorten length of project to reduce cost
- Bus Stop Development & Streamline Program – changes in scope, see attached application cover sheet

Additional information submitted for:

- 40 Mile Loop: Blue Lake Park – Sundial Rd – qualitative information, see attached memo and graphic

Process for getting to a final recommendation

Using the attached table as the starting point for discussion, projects in the potential adds column will need to be considered for adding to the draft recommendation to meet the \$21.65 million target of available funds. In choosing projects to put in the recommendation TPAC has recommended the \$7.2 million minimum be met and the remaining the policy tradeoffs (top tier projects and funding projects throughout the region) and remaining narrowing factors (qualitative

issues, public comments and project development considerations) still need to be considered and should be the basis for crafting the final list. Metro staff will draft a proposal for your consideration that will be provided in a supplemental mailing and members are welcome to propose a recommendation at the meeting for consideration.

Draft TPAC Recommendation - RFF Step 2 Local Projects

| Category | Tier | Project name | Request (2012 dollars) | Base* | Potential adds |
|---|--|--|---------------------------|-------------|----------------|
| Regional mobility corridors | 1st tier | NE/SE Twenties Bikeway: Lombard - Springwater Trail | \$2,097,850 | \$2,097,850 | |
| | 2nd tier | Bus Stop Development & Streamline Program | \$3,640,874 | \$1,000,000 | \$1,280,000 |
| | | Hogan/NE 242nd Dr: Glisan - Stark | \$3,213,308 | | |
| | | Westside Trail: Kaiser Ridge Park - Kaiser Woods Park | \$2,692,830 | | \$2,692,830 |
| | | Farmington Road at Murray Blvd Intersection | \$4,002,099 | | |
| | | 40 Mile Loop: Blue Lake Park - Sundial Rd | \$2,322,421 | | \$2,322,421 |
| 3rd tier | Kerr Parkway Bike Lanes: Stephenson - Boones Ferry Rd | \$1,742,926 | | | |
| Mixed-use area implementation | 1st tier | SW Rose Biggi: Hall - Crescent | \$2,758,238 | \$2,758,238 | |
| | | 102nd Ave: NE Glisan - SE Washington | \$5,000,000 | | \$5,000,000 |
| | 2nd tier | McLoughlin Blvd: Clackamas River Bridge - Dunes Dr | \$3,401,868 | | \$3,401,868 |
| | | Red Electric Trail: SW 30th - SW Vermont | \$1,929,183 | | \$1,929,183 |
| | | N Fessenden/St Louis: Columbia Way - Lombard | \$2,159,431 | | |
| | | Killingsworth: N Commercial - NE MLK Jr Blvd | \$2,354,093 | | |
| 3rd tier | SE Division: 6th - 39th | \$2,500,000 | | | |
| 4th tier | OR 43: Arbor Dr - Marylhurst Dr | \$3,800,097 | | | |
| Industrial & employment area implementation | 1st tier | St Johns Rail Line (UP): N St Louis - N Richmond | \$3,649,337 | \$3,649,337 | |
| | 2nd tier | Evergreen Rd: 253rd Ave - 25th Ave | \$2,620,100 | | |
| Environmental enhancement & mitigation | 1st tier | School Bus Diesel Engine Emission Reduction | \$2,047,050 | \$2,047,050 | |
| | 2nd tier | Electronic Mini-Hybrid Bus Retrofit | \$1,345,950 | | |
| | 3rd tier | Transit Bus Diesel Engine Emission Reduction | \$1,166,490 | | |
| Project development | | French Prairie Bridge: Boones Ferry Rd - Butteville Rd | \$1,250,000 | | |
| | | Airport Way at 82nd Ave Intersection | \$500,000 | | |
| | | SE 174th: Jenne - Giese | \$222,500 | | |
| | | Council Creek Trail: Banks - Hillsboro | \$448,650 | \$218,044 | |
| | | Willamette Greenway Trail: N Columbia Blvd - Steel Bridge | \$444,800 | \$444,800 | |
| | | SE Division: 96th - 174th | \$500,000 | \$500,000 | |

| | | | |
|--------------------------|---------------------|---------------------|---------------------|
| | \$57,810,095 | | |
| Target | \$21,650,000 | \$12,715,319 | \$16,626,302 |
| Over/under target | | \$8,934,681 | |
| Bike/Ped min | | \$3,260,694 | |

Notes:

Tiers reflect clear break points between groups of projects with similar scores resulting from the quantitative analysis.

Bike/ped projects shown in bold.

Minimum of \$7.2 million to be allocated to bike/pedestrian projects

* Base is made up of projects in packages selected as a starting point for the recommendation at the January 9th TPAC meeting.

Projects shown shaded in green are considered scalable

January 16, 2009

Amy Rose
Associate Transportation Planner
Metro
600 Grand Avenue
Portland, OR 97232-2736

Re: Regional Flexible Funds Project at Hogan/NE 242nd Drive

Dear Amy,

The Cities of Gresham and Troutdale are submitting this letter to request that the Hogan/NE 242nd Drive project between Glisan and Stark Streets be included on the list of projects presented to JPACT for their review of projects proposed for funding through the 2010-2013 Regional Flexible Funds program.

At the January 9, 2009 TPAC meeting, members voted to carry forward to JPACT projects that fell within two columns of criteria. We are advocating that this project falls within one of those columns, the "Region & Bike/Pedestrian Minimum," and request that it be included here. Projects in this column will "...provide construction...throughout the region and meet the bike/pedestrian minimum." This project meets those criteria through the following:

- Construction of a new pedestrian/bicycle shared use path on the west side of Hogan/242nd
- Construction of a bike lane on the east side of Hogan/242nd,
- Construction of a new center turn lane/ pedestrian refuge median,
- Construction of pedestrian refuges in the turn lane where turn bays are not needed.

The Hogan/242nd project will provide a critical catalyst for industrial development in the area, which borders three east county jurisdictions—Gresham, Troutdale, and Fairview. In particular, the new construction will benefit area freight traffic, as it will provide a much-needed separation between residential traffic executing turn movements, on the one hand, and through traffic including freight, on the other hand. At the present time, turning traffic must come to a complete stop in the south bound inner through lane prior to executing turns to the east into a Troutdale residential neighborhood. For these reasons, this project received the highest safety ranking of any project submitted in this application cycle for Regional Flexible Funds.

In an effort to further promote this project and use the improvements as leverage to attract new industry and jobs, the City of Gresham has agreed to allocate funds to advance construct this project. The funds would be allocated through City Council via Resolution in the fiscal year when advance construction would take place. By advance constructing the project, we minimize annual inflationary factors and make it an extremely cost-effective project within the Regional Flexible Funds program.

We strongly urge that this project be carried forward for further consideration as a key project under the "Region & Bike/Pedestrian Minimum" category.

Sincerely,

Ron Papsdorf
Government Relations Manager
City of Gresham

James E. Galloway
Public Works Director
City of Troutdale



METRO - I. Regional Mobility Corridors Application

General project information **Changes since original application highlighted**

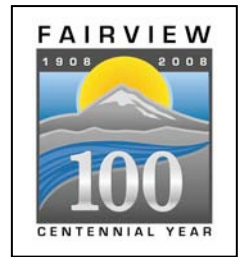
1. Project name: **Major Stops Integration including Pedestrian and Pathway Enhancements to High Use Transit Stops**
2. 2035 RTP Project Number: **#11043 (Pedestrians to Transit) and portions of #10929 –10945 (Frequent Bus improvements)**
3. Lead Agency (i.e., responsible for match) TriMet
4. Agency contact:
 - a. Name: **Alan Lehto**
 - b. Title: **Project Planning Director**
 - c. Phone: **503.962.2136**
 - d. E-Mail: **lehto@trimet.org**
 - e. Mailing address: **710 NE Holladay Street, Portland, OR 97232**

Project costs

A. Funding request summary

| | Regional Flexible Funds | Local | Other | Total |
|---|-------------------------|-------------------|-------|---------------------|
| Project development* (FTE positions) | \$ 41,348 | \$ 4,732 | | \$ 46,080 |
| Final Design & Engineering | \$ 255,653 | \$ 29,261 | | \$ 284,914 |
| Right-of-way | \$ 68,913 | \$ 7,887 | | \$ 76,800 |
| Construction | \$ 1,723,131 | \$ 197,220 | | \$ 1,920,351 |
| Total | \$ 2,089,044 | \$ 239,100 | | \$ 2,328,144 |
| Inflation factor applied to previous | | | | 10.3295% |
| Total in 2012 \$ | | | | \$ 2,989,306 |

*Applications to fund project development only may have unknown costs in future project phases and are not required to submit this information.



To: TPAC Members

Copy: Robin McArthur
Ted Leybold
Amy Rose
Anthony Butzek

From: John Gessner, Community Development Director
City of Fairview

Date: January 15, 2009

Subject: 40-Mile Loop Regional Flexible Funds Application

This memo describes the qualitative aspects of the 40-Mile Loop RFF project. Please feel free to contact me at 503-674-6205 or gessnerj@ci.fairview.or.us should anyone have questions.

Funding Category: Regional Mobility Corridor - CMAQ¹

Project Description

- 1.7 mile, 10-foot paved, off road trail between Marine Drive and Sundial Road
- 20-car trailhead parking lot at Blue Lake Park
- Pedestrian activated road crossing at Marine Drive

Connections & Synergy

If funded the trail will provide bicycle and pedestrian access to the following destinations, see project map on reverse side:

- The 1.8 mile, 40-Mile Loop trail segment just completed by the Port of Portland. (*See attached press release.*)
- The Sandy River delta and future Sandy River bicycle and pedestrian trail connections.
- Blue Lake Park and Chinook Landing Marine Park
- Metro's 47-acre Ft. James open space on the Columbia River
- Port of Portland's Troutdale Reynolds Industrial Park & FedEx Distribution Ctr.

Support

- 40-Mile Loop Land Trust & Bicycle Transportation Alliance
- Port of Portland
- East Multnomah County Transportation Committee
- Columbia Cascade River District Steering Committee
- Cities of Fairview and Troutdale
- Multnomah and Sandy Drainage Districts

¹ Because this is a CMAQ project, it does not compete with Gresham's 242nd Ave. project.

PORTLAND, ORE. (Oct. 23, 2008) – New Trail Borders Troutdale Reynolds Industrial Park

With a cut of the ribbon by Troutdale Mayor Paul Thalgofer this morning, the new Reynolds Trail in Troutdale was formally opened to the public. Mayor Thalgofer was joined by Metro Councilor Rod Park and Sam Ruda, Marine and Industrial Development Director for the Port of Portland, who each gave brief presentations before turning it over to hikers and bikers to explore.

Reynolds Trail is the newest addition to the 40-Mile Loop trail, and it borders the Port's new Troutdale Reynolds Industrial Park. With funding from the Port of Portland and a \$100,000 grant from Oregon State Parks, the 1.8 mile long paved pathway was constructed atop a levee adjacent to the footprint of the old Reynolds Aluminum plant. The trail borders wetlands, open space and the Sandy River to one side and new industrial development like that of the future FedEx Ground distribution hub on the other.

When looking at the development of the new Troutdale Reynolds Industrial Park, Reynolds Trail was an important part of our plans from early on," said Ruda. "While this is an industrial park, there will be environmental and recreational benefits associated with the development as well. The completion of this trail is symbolic of good things to come."

The trailhead is located next to 1300 NE Graham Road in Troutdale, east of the runway at Troutdale Airport. It ends at Sundial Road, but future plans call for expansion across the western portion of our property, eventually connecting to Blue Lake Park. Some of the same crowd will be back to the industrial park again next Wednesday, October 29, for groundbreaking on the new FedEx Ground facility. Last week, the Port closed on the sale of 77.93 acres for construction of a regional distribution hub.

Fairview-Port of Portland-Troutdale 40-mile Loop RFF Request



[CLICK HERE FOR REPORT](#)

FY 2009-10

Unified Planning Work Program

Transportation Planning in the Portland/Vancouver Metropolitan Area

Metro

City of Damascus

City of Hillsboro

City of Portland

City of Wilsonville (SMART)

Clackamas County

Multnomah County

Washington County

TriMet

Oregon Department of Transportation

Southwest Washington Regional Transportation Council

Draft

January 22, 2009

M E M O R A N D U M

600 NORTHEAST GRAND AVENUE | PORTLAND, OREGON 97232 2736
TEL 503 797 1700 | FAX 503 797 1794



To: TPAC

From: Chris Deffebach, Manager, Land Use Planning

Subject: Local Jurisdiction Growth Aspiration Requests

Date: December 8, 2008

As part of the Making the Greatest Place, Metro staff has requested information from Metro area planning directors on the aspirations for growth in their communities. This work is now underway by all of the local jurisdiction staff in the region. I am bringing this to TPAC's attention so that members will understand the process and how the results will be used to support the High Capacity Transit System Plan evaluation process, the Regional Transportation Plan and other elements of the Making the Greatest Place.

Each of the Making the Greatest Place tracks requires an understanding of aspirations for growth in each jurisdiction. Estimates of how local communities plan to grow will help determine:

- How we plan to meet 20 year needs identified in the Urban Growth Report
- How to set priorities for high capacity transit and other transportation investments
- How to size and locate urban and rural reserves
- How to target technical assistance to support achieving these aspirations.

To coordinate between the different Making the Greatest Place tracks, staff have requested planning directors to describe the aspirations for growth in their communities. The request asks:

1. What are your plans for growth in your city in general and in your centers, corridors and employment areas in particular?
 - What is your planned capacity? Is our understanding of your current planned capacity correct?
 - What are your aspirations for capacities beyond current adopted plans, if any?
 - What are your plans for growth in the 50 year timeframe, if any?
2. What kind of community are you planning for?

- What kind of activity levels does your community envision – a center that is active 12, 18 or 24 hours per day for example?
 - Are you planning for a particular quality of environment, such low-rise or high-rise?
3. What policy and investment choices will it take for you to achieve these aspirations?
- What type of transportation or other infrastructure?
 - What type of financial assistance?
 - What type of regulatory or other tools?

In addition, we have used this opportunity to ask for staff review of Metro's vacant land inventory and capacity assumptions for use in completing the employment analysis for the Urban Growth Report.

The planning directors have been asked to submit the local aspirations by January 2009 to support the development of other Making the Greatest Place products in February and March, including the preliminary Urban Growth Report, the High Capacity Transit evaluation, and the RTP workshops.

Washington, Clackamas and Multnomah County planning staff are partnering with Metro staff to convene planning directors, collect aspirations and synthesize the results at a subarea level. In addition, the local aspirations will be summarized at the regional level and evaluated to see how the sum of the local aspirations supports the success of the region as a whole.

Finally, we expect that the results we receive will reflect only an initial consideration of how the region wants to grow in the next 20 to 50 years. Every community in the Metro region is at a different point in the planning process. Some communities will be able to estimate their capacity under current zoning while others will reflect a more elaborate vision and potential consideration beyond current zoning. Throughout 2009 and 2010, we expect the aspirations to be revised as many communities consider different growth options through a public process as part of their periodic review.

The local aspirations should help illustrate where and how the region plans to grow and the investments and priorities communities are making to achieve those aspirations. This information will support the upcoming decisions in Making the Greatest Place and help set policy and investment priorities.

We have provided documents to support the consideration of local aspirations, including the results of the land use, investment and transportation scenarios completed last fall, an activity spectrum to help communities relate the intensity of development to the envisioned activity levels and are preparing a summary of current household, employment and other conditions in the region's regional and town centers today.

Materials following this page were distributed at the meeting.



Date: January 23, 2008
To: TPAC
Cc:
From: Ted Leybold, MTIP Manager
Re: Regional Flexible Fund Allocation - Suggested Base for TPAC consideration

The attached table has been developed to help focus the discussion for development of TPAC's final recommendation for the allocation of regional flexible transportation funds. The table has a "Suggested Base" with projects chosen by Metro staff based on the policy objectives and narrowing factors. The projects selected meet the target \$21.65 million in available funds, is close to meeting the bike/pedestrian target of \$7.2 million, provides funding to all the top tier quantitatively evaluated projects, and funds projects throughout the region. Consideration was also given to the qualitative issues, public comments and project development considerations for each of the projects, as summarized below.

TPAC members are free to bring their own suggested base package or to propose amendments to this or whatever base package is moved for consideration. Please be prepared to describe how the proposed changes address the policy direction of the six narrowing factors so that any changes can be described to JPACT as a part of the TPAC recommendation.

Rationale for Suggested Base

Metro staff began development of the Suggested Base package with the projects that were on both of the two potential project lists adopted for further consideration by TPAC at its January 5th meeting. Those lists both met the minimum target allocation of \$7.2 million for pedestrian and bike projects with one list also meeting the narrowing factor of funding top-tier rated projects and the other list funding a construction project in each sub-area of the region (Clackamas County, East Multnomah County, Portland, Washington County). These projects common to both lists were summarized in the "**Base**" column in the TPAC mailing.

In order to facilitate the ability to provide some funding to the top tier project of 102nd Avenue and to provide the flexibility needed to fund other projects to meet the remaining policy narrowing factors, the City of Portland reduced its requested funding from \$5.0 million to \$2.0 million by shortening the southern terminus of the project from SE Washington to E Burnside.

This created the capacity to add two trail projects, one 2nd Tier project each from the Regional Mobility Corridor and Mixed-Use Area Implementation evaluation categories: the 40-Mile Loop and Red Electric Trails to meet the Pedestrian/Bike funding target. The 40-Mile Loop project also funds a construction project in the East Multnomah County sub-area of the region.

Metro staff then utilized some of the remaining financial capacity to include the McLoughlin Boulevard project in Oregon City as a means of funding a construction project in the Clackamas

County sub-area of the region. It is at the top of the 2nd Tier of the Mixed-Use area implementation category and completes funding a project in every sub-area of the region.

Finally, Metro staff considered of the balance of remaining project development requests and the potential to balance requested funds for reducing diesel emissions in school buses and for bus stop access and development.

While the two packages recommended for further consideration by TPAC included three project development candidates, there was discussion about generally favoring implementation of projects first. This led to consideration of creating viable programs of both the School Bus diesel retrofit and the Bus Stop access and development requests. This was done by proposing funding for the Council Creek Trail master plan; keeping a second project in the second most populous Washington County sub-region, the Willamette Greenway master plan; keeping the project receiving the most public support from the public comment period, and splitting the remaining funds between the School Bus emission reduction and Bus Stop development programs.

This proposal reduces the top-tier School Bus emission reduction program to 70% of its requested funding. It reduces by more than half the requested funds for on-going support of the Bus Stop access and development program. It does not provide funding for the SE Division project development proposal, reducing the contribution to Pedestrian/Bike projects to \$7.0 million.

Potential TPAC Discussion Items for Consideration to Modify the Suggested Base

1. Are there other proposals for meeting the Pedestrian/Bike target allocation while balancing how to address the other narrowing factors?
2. Was the correct balance struck between project development and project implementation or is there a different proposal?
3. Is the balance between School Bus and Bus Stop appropriate and are both projects viable at these funding levels?

Discussion of these or other identified issues may lead to motions for proposed amendments to the base package TPAC moves for consideration.

Suggested Base for TPAC Consideration - RFF Step 2 Local Projects

| Category | Tier | Project name | Request (2012 dollars) | Revised Request | Suggested Base |
|---|--|--|---------------------------|-----------------|----------------|
| Regional mobility corridors | 1st tier | NE/SE Twenties Bikeway: Lombard - Springwater Trail | \$2,097,850 | | \$2,097,850 |
| | 2nd tier | Bus Stop Development & Streamline Program | \$3,640,874 | \$2,989,306 | \$1,414,000 |
| | | Hogan/NE 242nd Dr: Glisan - Stark | \$3,213,308 | \$3,028,578 | |
| | | Westside Trail: Kaiser Ridge Park - Kaiser Woods Park | \$2,692,830 | | |
| | | Farmington Road at Murray Blvd Intersection | \$4,002,099 | | |
| | | 40 Mile Loop: Blue Lake Park - Sundial Rd | \$2,322,421 | | \$2,322,421 |
| | 3rd tier | Kerr Parkway Bike Lanes: Stephenson - Boones Ferry Rd | \$1,742,926 | | |
| Mixed-use area implementation | 1st tier | SW Rose Biggi: Hall - Crescent | \$2,758,238 | | \$2,758,238 |
| | | 102nd Ave: NE Glisan - E Burnside | \$5,000,000 | \$2,000,000 | \$2,000,000 |
| | 2nd tier | McLoughlin Blvd: Clackamas River Bridge - Dunes Dr | \$3,401,868 | | \$3,401,868 |
| | | Red Electric Trail: SW 30th - SW Vermont | \$1,929,183 | | \$1,929,183 |
| | | N Fessenden/St Louis: Columbia Way - Lombard | \$2,159,431 | | |
| | | Killingsworth: N Commercial - NE MLK Jr Blvd | \$2,354,093 | | |
| | 3rd tier | SE Division: 6th - 39th | \$2,500,000 | | |
| 4th tier | OR 43: Arbor Dr - Marylhurst Dr | \$3,800,097 | | | |
| Industrial & employment area implementation | 1st tier | St Johns Rail Line (UP): N St Louis - N Richmond | \$3,649,337 | | \$3,649,337 |
| | 2nd tier | Evergreen Rd: 253rd Ave - 25th Ave | \$2,620,100 | | |
| Environmental enhancement & mitigation | 1st tier | School Bus Diesel Engine Emission Reduction | \$2,047,050 | | \$1,414,000 |
| | 2nd tier | Electronic Mini-Hybrid Bus Retrofit | \$1,345,950 | | |
| | 3rd tier | Transit Bus Diesel Engine Emission Reduction | \$1,166,490 | | |
| Project development | | French Prairie Bridge: Boones Ferry Rd - Butteville Rd | \$1,250,000 | | |
| | | Airport Way at 82nd Ave Intersection | \$500,000 | | |
| | | SE 174th: Jenne - Giese | \$222,500 | | |
| | | Council Creek Trail: Banks - Hillsboro | \$448,650 | \$218,044 | \$218,044 |
| | | Willamette Greenway Trail: N Columbia Blvd - Steel Bridge | \$444,800 | | \$444,800 |
| | | SE Division: 96th - 174th | \$500,000 | | |

Notes:

Tiers reflect clear break points between groups of projects with similar scores resulting from the quantitative analysis.

Bike/ped projects shown in bold.

Minimum of \$7.2 million to be allocated to bike/pedestrian projects

Projects shaded in green are considered scalable

| | | |
|---------------|--------------------------|---------------------|
| | \$57,810,095 | |
| Target | \$21,650,000 | \$21,649,741 |
| | Over/under target | \$259 |
| | Bike/Ped min | \$7,012,298 |

French Prairie

Bike-Ped-Emergency Bridge

w i l s o n v i l l e , o r e g o n

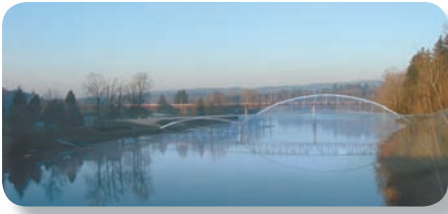


Reconnecting the missing, historic Willamette River link of the Portland area with the Willamette Valley

Key Attributes of the Proposed French Prairie Bridge at wilsonville

- **Historic route reestablished at Boones Ferry crossing**, linking the French Prairie region of the north Willamette Valley to the greater Portland metro area.
- **Safe bicycle and pedestrian access** across the Willamette River without the hazards of using I-5.
- **Improved connectivity** between the Willamette Valley Scenic Bikeway and new Portland area Tonquin Trail.
- **Emergency access** to highway accidents for police, fire and safety vehicles responding to incidents occurring on I-5.
- **Tourism development opportunities** featuring French Prairie, the Willamette River Greenway, Champoeg State Heritage Park and "Oregon Wine Country."
- **Practical, cost-effective** transportation solution with multiple public benefits.

For more information, contact the City of Wilsonville, Public & Government Affairs Section, at 503-570-1505

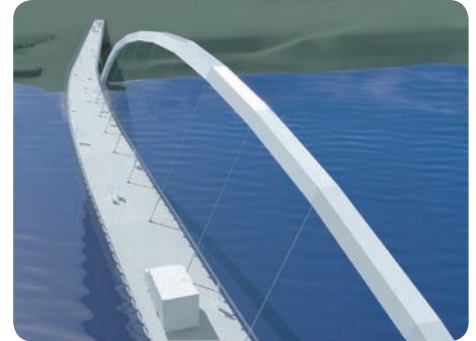


French Prairie Bike-Ped-emergency Bridge

wilsonville, oregon

Critical Historical Transportation Link Restoration

The French Prairie Bridge will provide the missing link to restore a seamless, non-highway connection between Portland and Eugene. The bridge will link the metro regional Tonquin Trail with the Champoeg Trail, and to the Willamette Valley Scenic Bikeway. Building the French Prairie Bridge will connect the Portland metropolitan area to the entire regional trail system of the Willamette Valley.



bottleneck, impacting traffic throughout the Portland metro and North Willamette Valley regions.

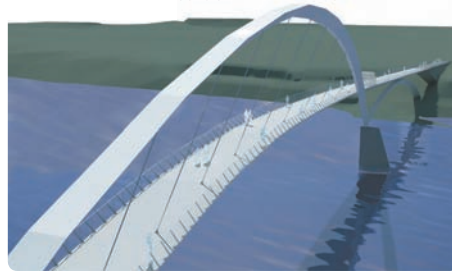
The French Prairie Bridge would serve as a rapid-incident, emergency response system, allowing authorized vehicles access to an incident on the freeway. The bridge will give ODOT and other responsible authorities the ability to clean-up faster; and police, fire, and other emergency vehicles will have better access to incidents. At \$20 million, the cost-effective French Prairie Bridge will always be available for this purpose and will be fully commandeerable by emergency services personnel.

Contextually and environmentally sensitive

The French Prairie Bridge is designed to preserve the surrounding riparian area and to complement the design of nearby highway and train bridges. The foundations of the bridge will be at higher elevations, and the bridge will touch down gently in a non-sensitive portion of the river channel. With graceful horizontal and vertical curves, the design of the bridge suggests the movement of skipping stones across the river.

safe, Multi-Modal Connectivity

In addition to providing seamless connectivity between multi-use trail systems, the French Prairie Bridge will also provide connections to the Westside Express Service (WES) at the Wilsonville Commuter Rail Station, with service beginning in Fall 2008. The bridge also facilitates access to and from the Willamette River Water Trail, which stretches from Eugene to Portland.



The bridge will permit safe passage across the Willamette River for both bicyclists and pedestrians, who otherwise risk personal safety if they try to cross over the heavily trafficked I-5 Boone Bridge. The French Prairie Bridge will be the only safe bike-ped bridge over the Willamette River located within a 30-mile (48 km) stretch between Newberg and Oregon City.

interstate Freeway emergency Utility

Currently, when traffic incidents occur near Boone Bridge in Wilsonville, I-5 and the entire surrounding freeway system can shut-down for hours. With an average daily traffic volume of 120,000 vehicles, this crucial West Coast interstate corridor—also a predominant truck route—can become a regional

Regional Trail Connections



The proposed location of the French Prairie Bridge is at the site of Boones Ferry, which operated from 1847 to 1954. Founded by the grandson of famous explorer Daniel Boone, the ferry and Boones Ferry Road were key components of a major land-based thoroughfare in pioneer times that linked fledgling Portland with the pre-territorial government at Champoeg, and later the state capital of Salem.

MEMORANDUM

To: TPAC members
From: Michelle Poyourow, Bicycle Transportation Alliance
Date: January 29, 2009
Subject: TPAC Recommendation for Local RFF Projects

As you craft your recommendation for JPACT and the Metro Council today, we ask that you assemble a package of local RFF projects that reflects the following:

1. We appreciate very much that you decided to weight the two narrowing factors of “*Minimum \$7.2 million on bike/ped projects*” and “*Public comments in support or opposition,*” among others, in selecting project packages. But we ask that you weight public input not just in terms of specific projects, but also in general – nearly 69% of commentors were supporting bike and pedestrian investment – and that you treat the \$7.2 million mark as a true *minimum* in the project list you recommend to JPACT.
2. TPAC could meet this region’s overwhelming desire for bike and pedestrian investment in this process simply by selecting all three of the bike/ped projects on the “Potential adds” list (Westside Trail, 40 Mile Loop and Red Electric Trail). This would result in a total allocation of \$10.2 million on bike/ped projects, less than half of the total available funds.
3. Roadway projects – even those that include essential infrastructure like sidewalks, bike lanes and safe crossings – are eligible for transportation funds from the state and other sources. Trails, on the other hand, are not – state transportation dollars can only be spent in the public right of way. The Regional Flexible Funds are the only designated source of funding for trails in this region. The roadway projects on this list, if turned away, can be funded elsewhere.

Thank you for doing the hard work of distributing scarce dollars to deserving projects. We hope we can count on your help in a growing movement to deliver the active, healthy transportation options that the region’s residents so clearly desire.

Respectfully,

Michelle Poyourow
Advocate, Educator

Washington County's Regional Flexible Fund Recommendation

- We shouldn't reinvent the wheel. TPAC's January 9th recommendation is a good starting point. We shouldn't entertain adding projects to the list.
- All projects in January 9th recommendation are excellent. These are the cream of the crop. There are 1000s of combinations of these projects. Given the high quality of all of the projects, it is extremely difficult to argue that one combination is better than another...or more consistent with policy direction.
- Given this – 2 objectives emerge:
 1. geographic equity
 2. meeting the 7.2 million bike/ped list
- Metro's recommendation does not achieve Geographic Equity
- Washington County has 34.7% of the region's population, but, under Metro's proposal, only gets 15.26% of the allocation
- We have developed 2 options that are much more equitable.

region.org/files/planning/council_adopted_pi_policy.pdf) and was approved for submittal by the agency's decision-making body.

3. Project included adequate detail for technical evaluation process.
4. Project was in the Financially Constrained system of the 2035 RTP or otherwise eligible for consideration with the process in the above section "Eligible Projects."
5. If the project included any ITS elements, the sponsor had to demonstrate that the project was consistent with the requirements in the National ITS Architecture and Standards Final Rule (23 CFR Section 940), including that a systems engineering process had been or would be followed during project development.
6. Washington County and its cities, Clackamas County and its cities, Multnomah County and its eastern cities, and the City of Portland were assigned a maximum for the number of project applications they could submit. (Only the portions of counties and their cities that are in the Metro jurisdictional boundary were eligible to apply). Table 3 below shows the maximum number of projects that each sub-region could submit, the number of CMAQ-eligible projects, and the number of project-development applications. In addition, JPACT set a \$7.4 million minimum to allocate to bicycle and pedestrian projects.

Table 3. Local Agency Applications

| Coordinating Committee | Percent of Metro Population (Year 2006) | Number of Construction applications per sub-region ⁽¹⁾ | Number of CMAQ Eligible Applications per sub-region ⁽²⁾ | Number of Planning or Project Development Applications per sub-region | Total number of Applications |
|--------------------------------------|---|---|--|---|------------------------------|
| City and Port of Portland | 38% | 8 | 3 | 2 | 10 |
| Clackamas County and its cities | 18.2% | 4 | 2 | 1 | 5 |
| East Multnomah County and its cities | 9.1% | 2 | 1 | 1 | 3 |
| Washington County and its cities | 34.7% | 8 | 3 | 2 | 10 |
| Total | 100% | 22 | 9 | 6 | 28 |

(1) Rounded up to nearest whole number.

(2) Rounded to nearest whole number.

| Projects from TPAC January 9th recommendation | Jurisdiction | Request (2012 dollars) | Metro Suggestions | washco #1 | washco #2 |
|--|---------------|------------------------|---------------------|---------------------|---------------------|
| Bus Stop Development & Streamline Program | All | \$2,989,306 | \$1,414,000 | \$1,032,176 | \$1,067,585 |
| School Bus Diesel Engin Emission Reduction | All | \$2,047,050 | \$1,414,000 | \$1,032,176 | \$1,067,585 |
| McLoughlin Blvd: Clackamas River Bridgte - Dunes Drive | clackamas | \$3,401,868 | \$3,401,868 | \$3,401,868 | \$3,401,868 |
| 40 Mile Loop: Blue Lake Park - Sundial Road | E Multnomah | \$2,322,421 | \$2,322,421 | \$2,322,421 | \$2,322,421 |
| NE/SE Twenties Bikeway: Lombard - Springwater Trail | Port/Portland | \$2,097,850 | \$2,097,850 | \$2,097,850 | \$2,097,850 |
| 102nd Avenue: NE Glisan - SE Washington | Port/Portland | \$2,000,000 | \$2,000,000 | \$2,000,000 | \$0 |
| St. Johns Rail Line (UP): N St. Louis - N Richmond | Port/Portland | \$3,649,337 | \$3,649,337 | \$3,649,337 | \$3,649,337 |
| Red Electric Trail: SW 30th - SW Vermont | Port/Portland | \$1,929,183 | \$1,929,183 | \$0 | \$1,929,183 |
| Willamette Greenway Trail: N Columbia Blvd - Steel Bridge | Port/Portland | \$444,800 | \$444,800 | \$444,800 | \$444,800 |
| SE Division: 96th - 174th | Port/Portland | \$500,000 | | | |
| SW Rose Biggi: Hall - Crescent | Wash Co | \$2,758,238 | \$2,758,238 | \$2,758,238 | \$2,758,238 |
| Westside Trail: Kaiser Ridge Park - Kaiser Woods Park | Wash Co | \$2,692,830 | | \$2,692,830 | \$2,692,830 |
| Council Creek Trail: Banks - Hillsboro | Wash Co | \$218,044 | \$218,044 | \$218,044 | \$218,044 |
| Total | | \$27,050,927 | \$21,649,741 | \$21,649,740 | \$21,649,741 |

assume 19.5 million up for grabs

| | | | | | | |
|--|---------------|-------------|--------------|-------------|-------------|----------|
| McLoughlin Blvd: Clackamas River Bridgte - Dunes Drive | clackamas | \$3,401,868 | \$3,401,868 | \$3,401,868 | \$3,401,868 | "target" |
| % of 19.5 million | | | 17.45% | 17.45% | 17.45% | 18.2 |
| 40 Mile Loop: Blue Lake Park - Sundial Road | E Multnomah | \$2,322,421 | \$2,322,421 | \$2,322,421 | \$2,322,421 | |
| % of 19.5 million | | | 11.91% | 11.91% | 11.91% | 9.1 |
| NE/SE Twenties Bikeway: Lombard - Springwater Trail | Port/Portland | \$2,097,850 | \$2,097,850 | \$2,097,850 | \$2,097,850 | |
| 102nd Avenue: NE Glisan - SE Washington | Port/Portland | \$2,000,000 | \$2,000,000 | \$2,000,000 | \$0 | |
| St. Johns Rail Line (UP): N St. Louis - N Richmond | Port/Portland | \$3,649,337 | \$3,649,337 | \$3,649,337 | \$3,649,337 | |
| Red Electric Trail: SW 30th - SW Vermont | Port/Portland | \$1,929,183 | \$1,929,183 | \$0 | \$1,929,183 | |
| Willamette Greenway Trail: N Columbia Blvd - Steel Bridge | Port/Portland | \$444,800 | \$444,800 | \$444,800 | \$444,800 | |
| SE Division: 96th - 174th | Port/Portland | \$500,000 | | | | |
| total | | | \$10,121,170 | \$8,191,987 | \$8,121,170 | |
| % of 19.5 million | | | 51.90% | 42.01% | 41.65% | 38 |
| SW Rose Biggi: Hall - Crescent | Wash Co | \$2,758,238 | \$2,758,238 | \$2,758,238 | \$2,758,238 | |
| Westside Trail: Kaiser Ridge Park - Kaiser Woods Park | Wash Co | \$2,692,830 | | \$2,692,830 | \$2,692,830 | |
| Council Creek Trail: Banks - Hillsboro | Wash Co | \$218,044 | \$218,044 | \$218,044 | \$218,044 | |
| total | | | \$2,976,282 | \$5,669,112 | \$5,669,112 | |
| % of 19.5 million | | | 15.26% | 29.07% | 29.07% | 34.7 |

Bus Stop Development & Streamline Program

Project:

This project will improve the physical environment of major stops located throughout the TriMet District. Improvements will emphasize and prioritize the physical environment at the highest-level ridership bus stops and transit rider's experience getting to and from those bus stops. Every bus rider is a pedestrian and the pedestrian infrastructure must enable connections within neighborhoods as well as safe and convenient access to the transit system. Objectives of this effort include:

- Improve up to ¼-mile radius access to transit with integrated sidewalk and crosswalk improvements that meet ADA requirements
- Upgrade transit shelters, information and bus stop enhancements to amenities and access standards for higher ridership bus stops to increase pedestrian and rider safety (e.g. install larger shelters; add appropriate lighting; improve walking environment to/from stop; provide more opportunities to bike to transit)
- Respond to specific user needs and community input for improved transit facilities, access and information

Benefits:

- Permanent infrastructure that encourages transit use and pedestrian and bicycle connections to transit, including more sidewalk or path connections to and from stops
 - All construction that improves access to bus stops, also improves access to activity centers and/or employment areas for all residents and businesses.
- Regionally dispersed:
 - All 3 counties
 - 13 cities, plus sites in unincorporated Washington and Clackamas Counties
- Major stops
- All in 2040 land use types that require transit as part of the mobility solutions (e.g., City, Regional, and Town Centers, Employment Areas, Mainstreets, Station Areas, Regionally Significant Industrial Areas, and Corridors)

Three Options for Finalizing RFF Step 2 Project Shares

| | | | <u>Request</u> | <u>Base</u> | <u>Option 1</u> | | <u>Option 2</u> | | <u>Option 3</u> | |
|---|---|---|----------------------------|------------------------------|---|---|---|--|--|---------------------------------|
| <u>Approach</u> | | | <i>Original or Revised</i> | <i>Base from Metro staff</i> | 1) Select to \$7.2M in bike/ped 2) Take remainder of "Base" and adjust amounts to distribute remainder via "compression" - each project gets a share of the remainder proportional to need | | 1) Select Base Tier 1 2) Take remainder and distribute among remaining "Base" via "compression" 3) Add back small amounts to higher scoring ped/bike to meet target | | 1) Start from Base 2) Apply "compression" only to obviously scalable projects | |
| Category | Tier | Project name | | | | | | | | |
| Regional corridors mobility | 1st tier | NE/SE Twenties Bikeway: Lombard - Springwater Trail | \$ 2,097,850 | \$ 2,097,850 | \$ 2,097,850 | Bike/ped top \$7.2M | \$ 2,097,850 | Base - tier 1 | \$ 2,097,850 | Base |
| | 2nd tier | Bus Stop Development & Streamline Program | \$ 2,989,306 | \$ 1,414,000 | \$ 2,597,477 | 2nd highest scoring - amount due to compression | \$ 2,352,584 | Next project - amount due to compression | \$ 1,678,700 | Adjust amount via "compression" |
| | | Hogan/NE 242nd Dr: Glisan - Stark | \$ 3,028,578 | | | | | | | |
| | | Westside Trail: Kaiser Ridge Park - Kaiser Woods Park | \$ 2,692,830 | | | | | | | |
| | | Farmington Road at Murray Blvd Intersection | \$ 4,002,099 | | | | | | | |
| | | 40 Mile Loop: Blue Lake Park - Sundial Rd | \$ 2,322,421 | \$ 2,322,421 | \$ 2,322,421 | Bike/ped top \$7.2M | \$ 2,077,745 | Next bike- amount due to compression - plus some restored for bike/ped quota | \$ 2,322,421 | Base |
| 3rd tier | Kerr Parkway Bike Lanes: Stephenson - Boones Ferry Rd | \$ 1,742,926 | | | | | | | | |
| Mixed-use area implementation | 1st tier | SW Rose Biggi: Hall - Crescent | \$ 2,758,238 | \$ 2,758,238 | \$ 2,396,696 | Tier 1 - amount due to compression | \$ 2,758,238 | Base - tier 1 | \$ 2,758,238 | Base |
| | | 102nd Ave: NE Glisan - E Burnside | \$ 2,000,000 | \$ 2,000,000 | \$ 1,737,846 | Tier 1 - amount due to compression | \$ 2,000,000 | Base - tier 1 | \$ 2,000,000 | Base |
| | 2nd tier | McLoughlin Blvd: Clackamas River Bridge - Dunes Dr | \$ 3,401,868 | \$ 3,401,868 | \$ 2,955,961 | 3rd highest scoring - amount due to compression | \$ 2,677,270 | Next project - amount due to compression | \$ 3,401,868 | Base |
| | | Red Electric Trail: SW 30th - SW Vermont | \$ 1,929,183 | \$ 1,929,183 | \$ 1,929,183 | Bike/ped top \$7.2M | \$ 1,768,267 | Next bike- amount due to compression - plus some restored for bike/ped quota | \$ 1,929,183 | Base |
| | | N Fessenden/St Louis: Columbia Way - Lombard | \$ 2,159,431 | | | | | | | |
| | 3rd tier | Killingsworth: N Commercial - NE MLK Jr Blvd | \$ 2,354,093 | | | | | | | |
| | | SE Division: 6th - 39th | \$ 2,500,000 | | | | | | | |
| 4th tier | OR 43: Arbor Dr - Marylhurst Dr | \$ 3,800,097 | | | | | | | | |
| Industrial & employment area implementation | 1st tier | St Johns Rail Line (UP): N St Louis - N Richmond | \$ 3,649,337 | \$ 3,649,337 | \$ 3,170,993 | Tier 1 - amount due to compression | \$ 3,649,337 | Base - tier 1 | \$ 3,649,337 | Base |
| | 2nd tier | Evergreen Rd: 253rd Ave - 25th Ave | \$ 2,620,100 | | | | | | | |
| Environmental enhancement & mitigation | 1st tier | School Bus Diesel Engine Emission Reduction | \$ 2,047,050 | \$ 1,414,000 | \$ 1,778,729 | Tier 1 - amount due to compression | \$ 1,414,000 | Base - tier 1 | \$ 1,149,559 | Adjust amount via "compression" |
| | 2nd tier | Electronic Mini-Hybrid Bus Retrofit | \$ 1,345,950 | | | | | | | |
| | 3rd tier | Transit Bus Diesel Engine Emission Reduction | \$ 1,166,490 | | | | | | | |
| Project development | | French Prairie Bridge: Boones Ferry Rd - Butteville Rd | \$ 1,250,000 | | | | \$ 286,606 | Top project - Assumed scalable | | |
| | | Airport Way at 82nd Ave Intersection | \$ 500,000 | | | | | | | |
| | | SE 174th: Jenne - Giese | \$ 222,500 | | | | | | | |
| | | Council Creek Trail: Banks - Hillsboro | \$ 218,044 | \$ 218,044 | \$ 218,044 | Bike/ped top \$7.2M | \$ 218,044 | Next bike- kept at request due to rescoping | \$ 218,044 | Base |
| | | Willamette Greenway Trail: N Columbia Blvd - Steel Bridge | \$ 444,800 | \$ 444,800 | \$ 444,800 | Bike/ped top \$7.2M | \$ 350,058 | Next bike- amount due to compression - plus some restored for bike/ped quota | \$ 444,800 | Base |
| | | SE Division: 96th - 174th | \$ 500,000 | | | | | | | |
| <u>Total</u> | | | \$ 21,649,741 | \$ 21,650,000 | | | <u>Total</u> \$ 21,650,000 | | <u>Total</u> \$ 21,650,000 | |
| <u>Bike/Ped</u> | | | \$ 7,329,741 | \$ 7,595,432 | | | <u>Bike/Ped</u> \$ 7,326,726 | | <u>Bike/Ped</u> \$ 7,389,166 | |

Environmental Enhancement and Mitigation Projects - Quantitative Summary

Emission reduction track

| Project name | IV.a. 2040 land use area (5 pts max) | IV.b. Emission reduction for EJ (10 pts max) | IV.c. Total emission redux (60 pts max) | IV.d. Cost effectiveness (25 pts max) | Total project points |
|--|---|---|--|--|-----------------------------|
| School Bus Diesel Engine Emission Reduction | N/A | 10 | 60 | 21 | 91 |
| Electronic Mini-hybrid Bus Retrofit | N/A | 10 | 35 | 25 | 70 |
| Transit Bus Diesel Engine Emission Reduction | N/A | 10 | 13 | 12 | 35 |

Environmental Enhancement and Mitigation Projects - Qualitative Summary

| | | |
|---|--------------------------------|---|
| Transit Bus Diesel Engine Emission Reduction | Past regional commitment | The 2008-2011 adopted MTIP includes \$1,000,000 for the installation of the same technology (continuously regenerating traps) for buses. |
| | Linked to other project | The project complements all existing bus and transit service improvements. |
| | Multi-modal benefit | The project will improve air quality for pedestrians and bicyclists using the roads with the buses. |
| | Overmatch | No. |
| | Affordable housing/safe school | No information provided. |
| | Economic impact/jobs | No information provided. |
| | Project readiness | No concerns |
| Electronic Mini-hybrid Bus Retrofit | Past regional commitment | The technology requested is new and has not yet been the focus of a regional funding request. |
| | Linked to other project | The project complements all bus and transit service improvements. |
| | Multi-modal benefit | The project will improve air quality for pedestrians and bicyclists using the roads with the buses. |
| | Overmatch | No. |
| | Affordable housing/safe school | No information provided. |
| | Economic impact/jobs | No information provided. |
| | Project readiness | No concerns |
| School Bus Diesel Engine Emission Reduction | Past regional commitment | No past regional commitment. |
| | Linked to other project | Not linked to previous projects. |
| | Multi-modal benefit | The school buses eliminate the parent driven vehicle miles to get kids to school. |
| | Overmatch | Yes. 38.7%. |
| | Affordable housing/safe school | School buses provide a safe way to transport children to school. |
| | Economic impact/jobs | The providers of this diesel engine technology will likely be locally-based diesel engine repair facilities, which will help this growing local industry. |
| | Project readiness | No concerns |



Regional Flexible Fund | Technical Evaluation & Qualitative Summary

2010 – 2013 Metropolitan Transportation Improvement Program

September 2008

Regional Mobility Corridor Projects - Quantitative Summary

| Project name | I.a. Design element checklist (15 points max) | I.b. Gap or deficiency (25 points max) | Only one of these applies | | I.e. Underserved or EJ population (5 points max) | I.f. Safety (20 points max) | I.g. Reduces emissions (5 points max) | I.h. funding limitations (5 points max) | Total points for project |
|--|---|--|--------------------------------|---|--|-----------------------------|---------------------------------------|---|--------------------------|
| | | | I.c. V/C Ratio (25 points max) | I.d. Traffic analysis & CMP (25 points max) | | | | | |
| NE/SE Twenties Bikeway: NE Lombard - Springwater Trail | 11 | 21 | 25 | n/a | 4 | 13.75 | 5 | 3 | 82.75 |
| Bus Stop Development & Streamline Program | 12 | 25 | 10 | n/a | 5 | 11.33 | 3 | 1 | 67.33 |
| Hogan/NE 242nd Dr: Glisan - Stark | 10 | 19 | n/a | 12 | 3 | 18.5 | 1 | 1 | 64.50 |
| Westside Trail: Kaiser Ridge Park - Kaiser Woods Park | 9 | 17 | 10 | n/a | 3 | 14.5 | 5 | 5 | 63.50 |
| 40 Mile Loop: Blue Lake Park - Sundial Rd | 9 | 20 | 10 | n/a | 3 | 10.25 | 5 | 5 | 62.25 |
| Farmington Road at Murray Blvd Intersection | 7 | 22 | n/a | 19 | 2 | 11 | 1 | 1 | 63.00 |
| Kerr Parkway Bike Lanes: Stephenson - Boones Ferry Rd | 7 | 10 | 15 | n/a | 0 | 11.5 | 5 | 3 | 51.50 |

Mixed-use Area Implementation Projects

| Project name | II.a. 2040 land use area (10 pts max) | II.b. design element checklist (20 pts max) | II.c. Land use narrative (20 pts max) | II.d. Population & employment (10 pts max) | II.e. Gaps & deficiencies (15 pts max) | II.f. Underserved populations (5 pts max) | II.g. Environmental justice (5 pts max) | II.h. Safety (10 pts max) | II.i. Environmental stewardship - Alt modes (5 pts max) | II.j. Limited funding source (5 pts max) | Total points for project |
|--|---------------------------------------|---|---------------------------------------|--|--|---|---|---------------------------|---|--|--------------------------|
| SW Rose Biggi: Hall - Crescent | 10 | 9 | 17 | 7 | 15 | 4 | 5 | 7.75 | 3 | 5 | 82.75 |
| 102nd Ave: NE Glisan - SE Washington | 10 | 11 | 15 | 8 | 15 | 3 | 5 | 5.75 | 5 | 3 | 80.75 |
| McLoughlin Blvd: Clackamas River Bridge - Dunes Dr | 10 | 15 | 16 | 2 | 10 | 2 | 0 | 7 | 3 | 5 | 70.00 |
| Red Electric Trail: SW 30th - SW Vermont | 5 | 10 | 14.5 | 4 | 13 | 3 | 0 | 9 | 5 | 5 | 68.50 |
| N Fessenden/St Louis: Columbia Way - Lombard | 5 | 10 | 15 | 6 | 7 | 3 | 5 | 9 | 5 | 3 | 68.00 |
| Killingsworth: N Commercial - NE MLK Jr Blvd | 5 | 8 | 18 | 5 | 7 | 5 | 5 | 4 | 3 | 5 | 65.00 |
| SE Division: 6th - 39th | 5 | 11 | 12.5 | 10 | 9 | 3 | 0 | 7 | 1 | 1 | 59.50 |
| OR 43: Arbor Dr - Marylhurst Dr | 5 | 8 | 7.5 | 2 | 14 | 0 | 0 | 6.25 | 5 | 3 | 50.75 |

Industrial and Employment Area Implementation Projects -Quantitative Summary

| Project name | II.a. 2040 land use area (5 pts max) | II.b. Land use narrative (10 pts max) | II.c. Gap and deficiency (20 pts max) | II.d. Design element checklist (30 pts max) | II.e. Underserved populations (5 pts max) | II.f. Safety (10 pts max) | II.g. Environmental stewardship - Alt modes (5 pts max) | II.h. Limited funding source (5 pts max) | Total project points |
|--|--------------------------------------|---------------------------------------|---------------------------------------|---|---|---------------------------|---|--|----------------------|
| St Johns Rail Line (UP): N St Louis - N Richmond | 5 | 8.5 | 17 | 12 | 3 | 8.25 | 1 | 1 | 55.75 |
| Evergreen Rd: 25th Ave - 253rd Ave | 5 | 6 | 20 | 11 | 2 | 3.5 | 1 | 1 | 49.50 |

Environmental Enhancement and Mitigation Projects - Quantitative Summary

Emission reduction track

| Project name | IV.a. 2040 land use area (5 pts max) | IV.b. Emission reduction for EJ (10 pts max) | IV.c. Total emission redux (60 pts max) | IV.d. Cost effectiveness (25 pts max) | Total project points |
|--|---|---|--|--|-----------------------------|
| School Bus Diesel Engine Emission Reduction | N/A | 10 | 60 | 21 | 91 |
| Electronic Mini-hybrid Bus Retrofit | N/A | 10 | 35 | 25 | 70 |
| Transit Bus Diesel Engine Emission Reduction | N/A | 10 | 13 | 12 | 35 |

Project Development - Qualitative Analysis

| Project name | Project development criteria/factors | Qualitative analysis |
|---|---|--|
| French Prairie Bridge: Boones Ferry Rd - Butteville Rd | Solicitation category | Regional mobility corridors |
| | Addresses a gap or deficiency | Local TSP gap but not an RTP system gap in Ped/Bike/Trail system. Adjacent I-5 Boone Bridge deficient facility for peds & bikes crossing Willamette River but only facility between Oregon City and Newberg. |
| | Serves an underserved or environmental justice population | Bridge connects to elderly and disabled population (low) |
| | Supports modes that reduce emissions | Yes - project is a Bike/pedestrian bridge (high) |
| | Limited funding sources | Yes - project is a type that has limited or no other source of funds (high) |
| | Leverages discretionary funds | Will seek federal earmarks, RFF, Emergency Management, Fed/State Park Service and local sources for construction. |
| | Appropriateness of scope | No concerns |
| | Other considerations | Project intersects high value habitat area. |
| Willamette Greenway Trail | Solicitation category | Regional mobility corridors |
| | Addresses a gap or deficiency | Yes - project is designated in the RTP as a regional bike corridor and pedestrian |
| | Serves an underserved or environmental justice population | "Low - medium" elderly and disabled, "medium - high" low-income, minority & Hispanic, 4 EJ populations, significant very low-income, Black, Hispanic, American Indian/ Alaska Native (high) |
| | Supports modes that reduce emissions | Yes - project is a trail (high) |
| | Limited funding sources | Yes - project is a type that has limited or no other source of funds (high) |
| | Leverages discretionary funds | No |
| | Appropriateness of scope | No concerns |
| | Other considerations | Project intersects high value habitat area. |

Project Development - Qualitative Analysis

| Project name | Project development criteria/factors | Qualitative analysis |
|----------------------------------|---|---|
| SE 174th: Jennie - Giese | Solicitation category | Mixed-use area implementation |
| | Addresses a gap or deficiency | Addresses gap in street network of Pleasant Valley concept plan. |
| | Serves an underserved or environmental justice population | "Very low" low-income, minority & hispanic and elderly and disabled populations, Significant Hawaiian and Pacific Islander (low) |
| | Supports modes that reduce emissions | No - is new road construction project. Has bike/ped/transit elements (low) |
| | Limited funding sources | No - project is not a type that has limited or no other source of funds (low) |
| | Leverages discretionary funds | Unknown |
| | Appropriateness of scope | No concerns |
| | Other considerations | Project intersects high value habitat area. Low to medium on land use narrative. |
| SE Division: 96th - 174th | Solicitation category | Mixed-use area implementation |
| | Addresses a gap or deficiency | Addresses gaps and deficiencies in pedestrian crossings of and .5 miles of sidewalk gaps on a Pedestrian transit/mixed-use corridor. Addresses deficiencies by improving transit stops on a Frequent Bus corridor. |
| | Serves an underserved or environmental justice population | Significant Black, Asian, Hawaiian/Pacific Islander, American Indian/Alaska Native, Non-English speaking, 3 environmental justice populations. "Low - medium" elderly and disabled, mostly "low" low-income, minority & Hispanic (high) |
| | Supports modes that reduce emissions | Yes - streetscape improvements focused on pedestrian and bike safety and access, transit improvements (medium) |
| | Limited funding sources | Yes - project is a type that has limited or no other source of funds (high) |
| | Leverages discretionary funds | May leverage overmatch in an initial construction phase as \$584,000 of SDC funds remain available for project. |
| | Appropriateness of scope | No concerns |
| | Other considerations | Medium to high on land use narrative. |

Project Development - Qualitative Analysis

| Project name | Project development criteria/factors | Qualitative analysis |
|---|---|---|
| Airport Way at 82nd Ave Intersection | Solicitation category | Industrial & employment area implementation |
| | Addresses a gap or deficiency | Not a current deficiency |
| | Serves an underserved or environmental justice population | Significant Black, American Indian/Alaska Native. "Medium" low-income, minority, Hispanic, "very low" elderly and disabled. 2 EJ populations (medium) |
| | Supports modes that reduce emissions | No - grade separated intersection construction project (low) |
| | Limited funding sources | No - project is not a type that has limited or no other source of funds (low) |
| | Leverages discretionary funds | Port Operational Revenues |
| | Appropriateness of scope | Inconclusive priority for project without resolution of I-205/Airport Way interchange design. |
| | Other considerations | Interchange spacing may require braided ramps, increasing project complexity and cost. Medium to high on land use narrative. |
| Council Creek Trail: Banks - Hillsboro | Solicitation category | Regional mobility corridors |
| | Addresses a gap or deficiency | Urban portion addresses trail system gap. |
| | Serves an underserved or environmental justice population | "Low" elderly and disabled, "low-medium" low-income, minority & Hispanic, Significant American Indian/Alaska Native, Hispanic and non-english speaking. 3 EJ populations (medium) |
| | Supports modes that reduce emissions | Yes - trail project (high) |
| | Limited funding sources | Yes - project is a type that has limited or no other source of funds (high) |
| | Leverages discretionary funds | No |
| | Appropriateness of scope | No concerns |
| | Other considerations | Project intersects high value habitat area and wildlife mortality hotspot - low priority area |

Regional Mobility Corridor Projects -Qualitative Summary

| | | |
|--|--|---|
| NE/SE Twenties Bikeway: NE Lombard to Springwater Trail | Past regional commitment | No past regional commitments. |
| | Linked to other project | The project will fill the gap in the north-south bikeway network and will leverage the benefits of recently completed east-west bikeways like Lombard, Tillamook, Ankeny, and Salmon-Taylor. |
| | Multi-modal benefit | The project will improve the multi-modal character of the corridor, benefit pedestrians with improved crossings and curb extensions, and create traffic calming that benefits the neighborhood. |
| | Overmatch | No |
| | Affordable housing/safe school | The bikeway passes within one half mile of nineteen schools and 12 of the 17 adjacent census tracts to the bikeway have a higher percentage of low-income residents than the regional average. |
| | Economic impact/jobs | The bikeway corridor connects several places identified as strategic areas in the Regional 2040 Growth Concept, including main streets, corridors, station communities and industrial areas. In addition, the bikeway will connect to industrial areas, such as the Brooklyn Yard, and future station communities along the Portland-Milwaukie light rail line. |
| | Project readiness | Some segments had generic design treatments submitted - needs further refinement. |
| | Other considerations | N/A |
| | Bus Stop Development & Streamline Program | Past regional commitment |
| Linked to other project | | Corridors and improvements sites have been defined per TriMet's Transit Investment Plan (TIP) and are linked to service improvements and identified safety access issues. |
| Multi-modal benefit | | Enhancement of bus stops will provide more incentive and opportunities for people to choose transit for their trips. In addition, improvements to bus stop locations and access will include sidewalk improvements in targeted locations, encouraging pedestrian activity. |
| Overmatch | | No |
| Affordable housing/safe school | | No information provided. |
| Economic impact/jobs | | No information provided. |
| Project readiness | | No concerns |
| Other considerations | | N/A |

Regional Mobility Corridor Projects -Qualitative Summary

| | | |
|--|--------------------------------|---|
| Hogan/NE 242nd Dr: Glisan - Stark | Past regional commitment | No past regional commitments. |
| | Linked to other project | Project completes street improvements in 242nd Avenue corridor between US 26 and I-84, including new improvements on south end of corridor. |
| | Multi-modal benefit | The project will install sidewalk and bike path features, including a 10-foot shared use path and pedestrian-scale lighting, that are in excess of what's required by state law. The project will also provide multi-modal benefit for freight through a center turn lane. |
| | Overmatch | Yes. A \$500,000 match, which is about 13.5%. |
| | Affordable housing/safe school | By creating a new shared use path, a new bicycle lane, pedestrian refuges, and improving an existing sidewalk the project will provide increased safety for students walking and biking to the one of four schools in a one-mile radius of the project. Also, there are two affordable housing developments within a quarter mile of the project. |
| | Economic impact/jobs | The corridor is near existing industrial firms and areas zoned light industrial available and business park available. All of this property is designated by Metro for employment or industry. |
| | Project readiness | No concerns |
| | Other considerations | N/A |
| Westside Trail: Kaiser Ridge Park - Kaiser Woods Park | Past regional commitment | No past regional commitment. |
| | Linked to other project | The proposed project will connect to an existing section of the Rock Creek Regional Trail and continue development of the corridor following on construction of segments #7 - #11 of the Westside Regional Trail. |
| | Multi-modal benefit | Application says there are no multi-modal improvements beyond what has already been identified previously in this application. |
| | Overmatch | No |
| | Affordable housing/safe school | The project may have a link in providing an off-street option for parents and school children living in close proximity to the project area as Jacob Wismer Elementary School and Stoller Middle School are both located within 1/4 mile of the proposed trail. |
| | Economic impact/jobs | The project is not expected to have any direct impact on economic development or job creation. But the trail may provide a transportation alternative to those individuals who may live and work in close proximity to the project area. |
| | Project readiness | Westside Trail master plan that will identify project development issues is not yet completed. |
| | Other considerations | Project intersects high value habitat area and wildlife mortality hotspot. West Union Road, the south terminus of the project, has no bike or pedestrian facilities to provide access to the trail. |

Regional Mobility Corridor Projects -Qualitative Summary

| | | |
|--|--------------------------------|---|
| 40 Mile Loop: Blue Lake Park - Sundial Rd | Past regional commitment | No past regional commitment. |
| | Linked to other project | The project is linked to the construction of the eastern section of the 40-Mile Loop Trail between Sundial and Graham Road as part of the development of the Troutdale Reynolds Industrial Park. |
| | Multi-modal benefit | The project provides more opportunities for bicycle and pedestrian options as the Port of Portland property develops and future connections to new developments and streets in the Troutdale Reynolds Industrial Park. |
| | Overmatch | No |
| | Affordable housing/safe school | No direct benefits to schools or affordable housing. |
| | Economic impact/jobs | There are no known direct beneficial economic impacts other than through design and construction of the project. Long term indirect impacts are expected in relation to the trail as a commuter and recreation trail providing attractive benefits and amenities to area businesses and residents. |
| | Project readiness | Utilities, none provided, but "can be." Sheet flow - checking with agencies. Approval to build on levee required. |
| | Other considerations | Project intersects wildlife mortality hotspot - low priority area. |
| Farmington Road at Murray Blvd Intersection | Past regional commitment | The preliminary engineering phase was funded through the MTIP and 90% plans are complete. |
| | Linked to other project | No direct links to other regional projects. |
| | Multi-modal benefit | Through improvements like wider sidewalks, marked crossings, pedestrian refuges, signal improvements, lighting, and medians, the project will provide a direct multi-modal connection to the Beaverton Regional Center with its Westgate site, The Round and Beaverton Central MAX station, the Beaverton Transit Transfer, MAX light rail, and Commuter Rail Stations. |
| | Overmatch | No |
| | Affordable housing/safe school | Within the project area there is a school and two assisted living facilities. The project is also identified as a positive improvement serving Minority Race and Hispanic Origin Populations and Low Income Populations. |
| | Economic impact/jobs | Economic benefits of improving Farmington Road are time savings realized by businesses and worker commuter trips by reducing traffic congestion; improved freight commodity flows and production schedules, Enhanced tourist travel industry, and improved access and traffic flow for local businesses and potential businesses. |
| | Project readiness | No concerns |
| | Other considerations | N/A |

Regional Mobility Corridor Projects -Qualitative Summary

| | | |
|--|--------------------------------|--|
| Kerr Parkway Bike Lanes: Stephenson - Boones Ferry Rd | Past regional commitment | No past regional commitments. |
| | Linked to other project | No specific projects mentioned. |
| | Multi-modal benefit | Project is for one modal improvement. |
| | Overmatch | Yes. \$ 300,000, or 15%. Applied for TE funding as potential source of overmatch. |
| | Affordable housing/safe school | The proposed project will provide a safer route to connect to PCC and Lake Oswego High School. |
| | Economic impact/jobs | No specific benefits mentioned aside from overall improvement in the quality of life. |
| | Project readiness | No concerns |
| | Other considerations | Project intersects high value habitat area. |

Mixed-use Area Implementation Projects - Qualitative Summary

| | | |
|---------------------------------------|--------------------------------|--|
| SW Rose Biggi: Hall - Crescent | Past regional commitment | The project was funded for preliminary engineering with regional funding and is included as STIP Key #14400. |
| | Linked to other project | The project is connected to recent infrastructure and development projects at The Round site such as Rose Biggi phase I, Crescent, Beaverton Round, Commuter Rail, Light Rail, which have received federal funding through the MTIP. In addition, this project is connected to the Westgate site and potential local purchase of Westgate Drive. |
| | Multi-modal benefit | The project fills a multimodal gap in the Regional Center circulation and access system and increases the safety for bicycles and pedestrians to directly access the Westgate TOD site, the Round, Beaverton Central MAX Station, light rail and commuter rail. |
| | Overmatch | No |
| | Affordable housing/safe school | The project will enhance pedestrian and bicycle access to the Beaverton School District Arts and Communication High School and the area North of Hall Boulevard contains some affordable housing opportunities. |
| | Economic impact/jobs | The project will allow for the construction of a connection that will stimulate economic development around the Beaverton Round and the Westgate Site, which will benefit the local economy by creating jobs. The project provides the site access that will promote job creation and economic vitality in the center. |
| | Project readiness | Stormwater treatment adjacent to creek to be addressed in PE. |
| | Other considerations | N/A |

Mixed-use Area Implementation Projects - Qualitative Summary

| | | |
|---|--------------------------------|--|
| 102nd Ave: NE Glisan - SE Washington | Past regional commitment | Phase I of the project received two RFF allocations, one for preliminary engineering and one for Right of Way. |
| | Linked to other project | Extends Phase I project currently under construction south. |
| | Multi-modal benefit | Project improves pedestrian, bike and transit modes. |
| | Overmatch | Yes. 18.3% |
| | Affordable housing/safe school | The project would provide a sidewalk improvement in an area with a significant percentage of low-income housing. |
| | Economic impact/jobs | No direct relationship to economic impacts. |
| | Project readiness | No concerns |
| | Other considerations | N/A |
| McLoughlin Blvd: Clackamas River Bridge - Dunes Dr | Past regional commitment | No past regional commitment. |
| | Linked to other project | Would extend boulevard treatment under construction further north. |
| | Multi-modal benefit | The project itself provides better mobility for pedestrians and bicyclists, but the application does not specify any additional multi-modal benefit. Without the project, other multi-modal improvements would not prevail. Oregon City is the primary lead to improve the multi-modal characteristics of this section of McLoughlin. |
| | Overmatch | Yes. 20.3% |
| | Affordable housing/safe school | N/A |
| | Economic impact/jobs | The project would significantly encourage development by upgrading the condition of the street system and providing a comfortable space for pedestrians, bicyclists, transit users, and motorists. In the project area, Oregon City is currently working with that will provide a total of 1877 jobs, some direct through construction and some indirect. Land use score based on forecast may be low if proposed development occurs. Geographic barriers appear to be a factor in the low score for the project on population and employment given the methodology did not take these into account. |
| | Project readiness | Archeological, 4(f) historic impacts to be addressed in PE. |
| | Other considerations | Project intersects high value habitat area. |

Mixed-use Area Implementation Projects - Qualitative Summary

| | | |
|---|--------------------------------|--|
| Red Electric Trail: SW 30th - SW Vermont | Past regional commitment | No past regional commitment. |
| | Linked to other project | The project will connect to improvements made on SW Capitol Highway in Hillsdale Town Center and the ODOT Iowa structure (I-5) replacement project and the SW Barber Boulevard repaving. |
| | Multi-modal benefit | The trail project will provide an east-west crossing in Southwest Portland for pedestrians and bicyclists. |
| | Overmatch | No. |
| | Affordable housing/safe school | The trail project will help provide safe transportation for students at Wilson High School, Reike Elementary School, and Gray Middle School. |
| | Economic impact/jobs | The project has no direct economic impacts aside from providing better multi-modal access to any projects in the Hillsdale Town Center that BOP study hopes to catalyze. |
| | Project readiness | Potential wetland impacts to be addressed in PE. |
| | Other considerations | N/A |
| N Fessenden/St Louis: Columbia Way - Lombard | Past regional commitment | No past regional commitment. |
| | Linked to other project | The first phase of the project received funding in the 2004-2007 RFF cycle for design engineering and construction. The project is connected to the redesign of the Columbia/Portland Road intersection (PE funded in 2007) and to the project to reconstruct the Burgard Bridge, which address other deficiencies of the Columbia Blvd freight route. |
| | Multi-modal benefit | Pedestrian and transit benefits. |
| | Overmatch | No. |
| | Affordable housing/safe school | The project will improve the safety of access to two schools in the area, George Elementary and Roosevelt High School, through crossing improvements. |
| | Economic impact/jobs | No information provided. |
| | Project readiness | No concerns |
| | Other considerations | N/A |

Mixed-use Area Implementation Projects - Qualitative Summary

| | | |
|---|--------------------------------|--|
| Killingsworth: N Commercial - NE MLK Jr Blvd | Past regional commitment | The project received an RFF allocation for \$400,000 for design in the 2008-2011 RFF cycle. |
| | Linked to other project | The three significant/relevant projects include phase one of this same project, improvements from N Interstate to N Commercial, ODOT funding of sidewalk improvements on the Killingsworth Bridge, and PCC Cascade Campus funded Killingsworth street improvements. |
| | Multi-modal benefit | No information provided. |
| | Overmatch | Yes. 25% for project construction. |
| | Affordable housing/safe school | There are affordable housing opportunities located close to the project area including Iris Court Cluster and Killingsworth Station as well as two schools, Humboldt Elementary and Jefferson High School, which both have majority of African American and low-income enrollments. |
| | Economic impact/jobs | The streetscape improvements from Interstate to Commercial and the leveraged investment of PCC in the Cascade Campus has helped catalyze small business and retail growth in the project area. In addition, PDC has provided certain programs to catalyze development and growth in the project area such as Development Opportunity Services, Storefront Improvement Program, and small business loans. |
| | Project readiness | No concerns |
| | Other considerations | N/A |

Mixed-use Area Implementation Projects - Qualitative Summary

| | | |
|--|--------------------------------|---|
| SE Division: 6th - 39th | Past regional commitment | The project received an RFF allocation of \$2.5 million in 2002, during the Priorities 2004-2007 process. |
| | Linked to other project | The project will complement BES' stormwater and sewer improvements in the project area/Taggart-D basin that will include opportunities for constructing stormwater facilities. |
| | Multi-modal benefit | The project's streetscape improvements and enhanced transit access will promote all modes that travel along Division. |
| | Overmatch | Yes. 68%. |
| | Affordable housing/safe school | Since the project area includes three neighborhood schools the transportation and streetscape improvements will enhance access and transportation to the schools. |
| | Economic impact/jobs | The infrastructure and streetscape improvements is part of the development of Division as a Main street and green street. Revitalizing the infrastructure surrounding the commercial nodes along Division will help create opportunities for economic development and private investment. |
| | Project readiness | No concerns |
| | Other considerations | Project intersects wildlife mortality hotspot - low priority area |
| OR 43: Arbor Dr - Marylhurst Dr | Past regional commitment | No past regional commitment. |
| | Linked to other project | No information provided. |
| | Multi-modal benefit | The project will increase pedestrian and bicycle mobility along the project corridor. |
| | Overmatch | No. |
| | Affordable housing/safe school | The project improves pedestrian and bike transportation to Marylhurst University, which is at the northern edge of the project area. |
| | Economic impact/jobs | None. |
| | Project readiness | No concerns |
| | Other considerations | Project intersects high value habitat area and wildlife mortality hotspots - medium to low priority area |

Industrial and Employment Area Implementation Projects - Qualitative Summary

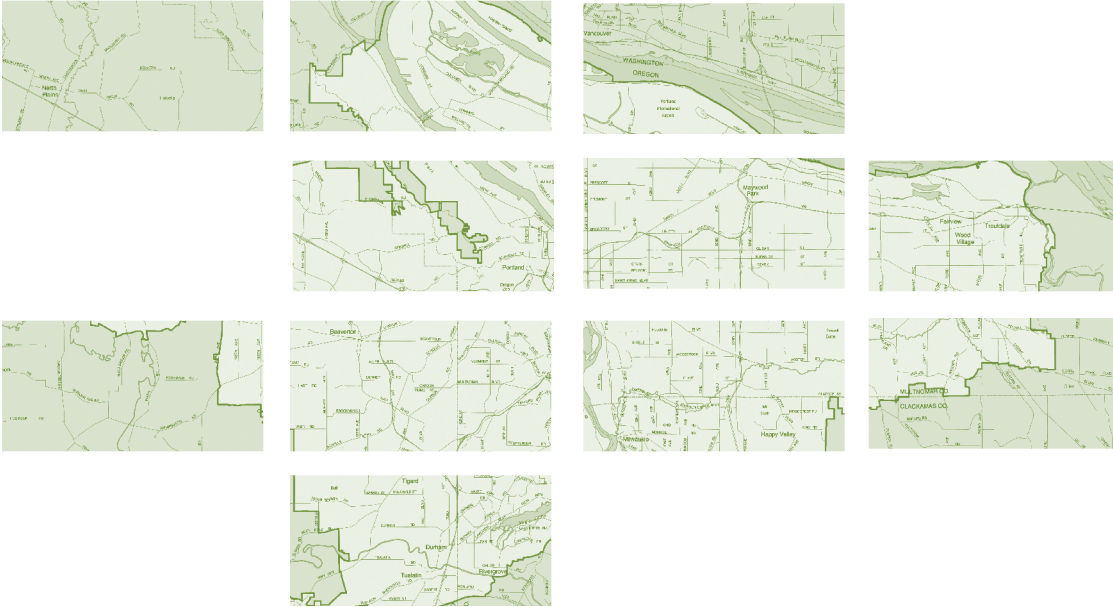
| | | |
|---|--------------------------------|---|
| St Johns Rail Line (UP): N St Louis - N Richmond | Past regional commitment | No previous regional commitments. |
| | Linked to other project | The project is linked to the expansion of the St Johns lead by UP to construct the rail adjacent to terminal 4 and increase train capacity. Also significant is the terminal pipeline infrastructure project. |
| | Multi-modal benefit | The first phase of the project will separate train traffic from other modes of travel within Bradford Street. |
| | Overmatch | Yes. 40.7% |
| | Affordable housing/safe school | No information provided |
| | Economic impact/jobs | Project supports businesses at Terminal 4. |
| | Project readiness | "Whistle free zone" is element in the Cathedral Park Master planning efforts and UP supports the rail realignment. |
| | Other considerations | N/A |
| Evergreen Rd: 25th Ave - 253rd Avenue | Past regional commitment | No previous regional commitments. |
| | Linked to other project | Project complemented by other collector improvements in area: Huffman Road extension, 253rd frontage improvements. |
| | Multi-modal benefit | No multi-modal benefit mentioned except improving access to the Hillsboro airport. |
| | Overmatch | No. |
| | Affordable housing/safe school | No link to affordable housing or safe school access. |
| | Economic impact/jobs | The project is increasing mobility in an area that is has experienced economic growth and mobility is important to the continued growth of the area in the future. |
| | Project readiness | No concerns |
| | Other considerations | Project intersects wildlife mortality hotspot - high priority area |

Environmental Enhancement and Mitigation Projects - Qualitative Summary

| | | |
|---|--------------------------------|---|
| Transit Bus Diesel Engine Emission Reduction | Past regional commitment | The 2008-2011 adopted MTIP includes \$1,000,000 for the installation of the same technology (continuously regenerating traps) for buses. |
| | Linked to other project | The project complements all existing bus and transit service improvements. |
| | Multi-modal benefit | The project will improve air quality for pedestrians and bicyclists using the roads with the buses. |
| | Overmatch | No. |
| | Affordable housing/safe school | No information provided. |
| | Economic impact/jobs | No information provided. |
| | Project readiness | No concerns |
| Electronic Mini-hybrid Bus Retrofit | Past regional commitment | The technology requested is new and has not yet been the focus of a regional funding request. |
| | Linked to other project | The project complements all bus and transit service improvements. |
| | Multi-modal benefit | The project will improve air quality for pedestrians and bicyclists using the roads with the buses. |
| | Overmatch | No. |
| | Affordable housing/safe school | No information provided. |
| | Economic impact/jobs | No information provided. |
| | Project readiness | No concerns |
| School Bus Diesel Engine Emission Reduction | Past regional commitment | No past regional commitment. |
| | Linked to other project | Not linked to previous projects. |
| | Multi-modal benefit | The school buses eliminate the parent driven vehicle miles to get kids to school. |
| | Overmatch | Yes. 38.7%. |
| | Affordable housing/safe school | School buses provide a safe way to transport children to school. |
| | Economic impact/jobs | The providers of this diesel engine technology will likely be locally-based diesel engine repair facilities, which will help this growing local industry. |
| | Project readiness | No concerns |

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Metropolitan Transportation Improvement Program

2008

Project obligation report

December 2008

Regional Transportation System Management and Operations (TSMO) Refinement Plan

TSMO Vision Statement

The Portland metropolitan region will collaboratively and proactively manage its multimodal transportation system to ensure safe, reliable, efficient, and equitable mobility for people and goods. The region will strive to be a nationally recognized leader for innovative management and operations of its system.

Program Goals and Objectives - Guiding Principles and Aims

TSMO program goals, guiding principles and objectives are listed below in no particular order. These goals, principles and objectives encompass the key ideas expressed by the technical advisory committee (TAC) and policy work group (PWG) members.

Goal 1

Reliability Provide reliable travel times for people and goods movement.

Objective 1.1 Expand traffic incident management systems to restore roadway capacity reduced by weather, construction and incidents.

Objective 1.2 Enhance regional traffic signal coordination systems and support systems that respond to current conditions.

Objective 1.3 Implement and expand systems that improve reliability for transit, pedestrians and bikes.

Objective 1.4 Implement systems that reduce delays through known bottlenecks.

Objective 1.5 Integrate arterial and freeway roadway systems and operate the transportation system from the overall system perspective.

Objective 1.6 Market and provide travel options services to employers and commuters.

Goal 2

Safety and Security Enhance transportation safety and security for all modes.

Objective 2.1 Reduce crashes resulting from weather, construction and secondary crashes from incidents.

Objective 2.2 Protect physical infrastructure and transportation communication networks from harm or misuse.

Objective 2.3 Reduce crashes involving vulnerable road users (pedestrians and bikes).

Objective 2.4 Encourage transit ridership by providing safe and secure public transportation facilities.

Objective 2.5 Improve communication and coordination between transportation agencies and law enforcement.

Objective 2.6 Provide a safe environment for transit, bicycling and walking.

Goal 3

Quality of Life Enhance the environment and quality of life by supporting state and regional greenhouse gas and air quality goals.

Objective 3.1 Encourage transit ridership by improving transit travel times and services.

Objective 3.2 Improve connections between modes to reduce reliance on the automobile (or enhance traveler mobility).

Objective 3.3 Support initiatives to reduce greenhouse gas emissions from vehicles.

Objective 3.4 Support equitable distribution of transportation services and investment.

Goal 4

Traveler Information Provide comprehensive multimodal traveler information to people and businesses.

Objective 4.1 Improve communications with customers by providing current information that may affect roadway users and travel choices across all modes.

Objective 4.2 Enhance pre-trip and en-route traveler information tools.

Objective 4.3 Develop a regional multi-modal trip planning tool.

Objective 4.4 Expand traffic surveillance and transportation system condition data collection capabilities

Guiding Principle 1

Regional Partnerships Enhance regional partnerships that support collaborative investment and implementation of management and operations strategies that benefit the region.

Aim 1.1 Maintain and update regional transportation systems architecture documents to ensure system compatibility amongst agencies.

Aim 1.2 Support collaboration and encourage coordination of TSMO and RTO partner activities.

Aim 1.3 Encourage opportunities for public-private collaboration and partnerships that support transportation system management and operations goals.

Guiding Principle 2

System Performance Monitor transportation system performance and evaluate system management strategies to aid equitable policy and sustainable investment decisions.

Aim 2.1 Apply appropriate measures to support investment in cost-effective strategies.

Aim 2.2 Support the maintenance and upgrades to the regional data warehouse.

Aim 2.3 Include an automated data collection component with all systems management projects.

Guiding Principle 3

Investment in Ongoing Operations Provide on-going maintenance and operations to support the transportation network.

Aim 3.1 Provide financial and staff resources to effectively manage, operate and maintain the transportation management systems.

Aim 3.2 Develop regional investment strategies to plan, operate and implement the regional transportation system.

Aim 3.3 Establish systems management and operations as a core program – equal in importance to systems development and preservation.

Regional Transportation System Management and Operations Refinement Plan

Summary of TSMO-related Needs

| Goal 1 | |
|---|--|
| Reliability Provide reliable travel times for people and goods movement. | |
| TSMO Service Area | Portland Metropolitan Area Needs |
| 1) Regional Traffic Control | <ul style="list-style-type: none"> ■ Expand implementation of advanced signal timing. ■ Integrate the control of arterial traffic signal systems with freeway control (ramp meters). ■ Expand corridor monitoring capabilities (especially arterials). ■ Implement traffic control systems that respond to real-time traffic conditions. |
| 2) Traveler Information | <ul style="list-style-type: none"> ■ Provide pre-trip forecasted travel times based on current conditions for all modes. ■ Provide en-route driver information and route guidance. |
| 3) Incident Management | <ul style="list-style-type: none"> ■ Detect, manage and clear incidents to restore roadway capacity. ■ Implement special incident signal timing plans. |
| 4) Emergency Management | <ul style="list-style-type: none"> ■ Expand coverage of emergency vehicle signal priority. ■ Equip emergency responders with up to date route guidance systems and communications. |
| 5) Transit | <ul style="list-style-type: none"> ■ Expand transit signal priority. ■ Provide traffic conditions to transit management. ■ Expand real-time bus and train arrival information to public. ■ Implement bus rapid bus transit on appropriate corridors. |
| 6) Freight | <ul style="list-style-type: none"> ■ Expand roadside electronic clearance capabilities. |
| 7) Maintenance & Construction | <ul style="list-style-type: none"> ■ Coordinate work zone scheduling across jurisdictions to minimize traveler delay. |
| 8) Travel Demand Management | <ul style="list-style-type: none"> ■ Continue broad-based, public awareness campaign for the need to reduce one-person car trips by using transportation options, shortening car trips or eliminating car trips (Drive Less/Save More). ■ Continue to invite employees and residents to try a transportation option through personalized assistance, tailored to the area or audience (individualized marketing). This is needed particularly to leverage investments in new infrastructure. |
| 9) Access Management | <ul style="list-style-type: none"> ■ Evaluate access management strategies as corridor improvements are implemented. ■ Implement changes to local codes for access management strategies. |
| 10) Electronic Payment | <ul style="list-style-type: none"> ■ Provide the capability to collect tolls electronically. ■ Expand electronic payment options to transit users. |
| 11) Information Management | |

Regional Transportation System Management and Operations Refinement Plan

Summary of TSMO-related Needs

| Goal 2 | |
|--|--|
| Safety and Security Enhance transportation safety and security for all modes. | |
| TSMO Service Area | Portland Metropolitan Area Needs |
| 1) Regional Traffic Control | <ul style="list-style-type: none"> ■ Administer variable speeds based on current traffic conditions. ■ Automatically enforce speeds, red light running, and HOV lane use. ■ Provide ability for ODOT engineers to operate traffic control devices in other jurisdictions during special events or after hours. |
| 2) Traveler Info | <ul style="list-style-type: none"> ■ Use environmental sensors as input for warning messages to drivers. |
| 3) Incident Management | <ul style="list-style-type: none"> ■ Implement strategies to reduce weather/construction zone incidents. ■ Implement a coordinated response with all appropriate agencies. ■ Detect incidents using multiple resources. ■ Update mapping systems for improved response capabilities and to efficiently identify detour routes. |
| 4) Emergency Management | <ul style="list-style-type: none"> ■ Provide signal priority for emergency vehicles. ■ Detect natural disasters using roadway sensors, cameras or vehicle communications. ■ Coordinate across agencies to optimize resources and respond to an emergency efficiently. ■ Link communications between dispatch centers, computer aided dispatch systems, transit, and transportation agencies. |
| 5) Transit | <ul style="list-style-type: none"> ■ Generate coordinated preplanned responses for transit incidents. ■ Provide capability to direct and control transit fleets to support evacuation needs. |
| 6) Freight | <ul style="list-style-type: none"> ■ Provide the capability to automatically notify the necessary agencies when unauthorized HAZMAT activity is detected. ■ Provide signal priority for trucks in freight corridors. |
| 7) Maintenance & Construction | <ul style="list-style-type: none"> ■ Establish a process to ensure coordination among necessary parties to support the management of routine and hazardous road conditions. |
| 8) Travel Demand Management | <ul style="list-style-type: none"> ■ Provide a safe introduction for people newly trying transit, bicycling or walking. Highlight safer routes on bicycle and walking maps and resources to safely navigate each system. |
| 9) Access Management | <ul style="list-style-type: none"> ■ Prioritize corridors where access management needs to be addressed. |
| 10) Electronic Payment | |
| 11) Information Management | <ul style="list-style-type: none"> ■ Develop a uniform safety data analysis for the region to prioritize and select safety projects. |

| Goal 3 | |
|---|---|
| Quality of Life Enhance the environment and quality of life by supporting state and regional greenhouse and air quality goals. | |
| TSMO Service Area | Portland Metropolitan Area Needs |
| 1) Regional Traffic Control | <ul style="list-style-type: none"> ■ Provide real-time control of all traffic devices to manage congestion during incidents and/or detours. ■ Monitor emission levels due to idle vehicles and minimize unnecessary emissions through signal timing. ■ (Something about GHG/air quality from idle reduction) |
| 2) Traveler Information | <ul style="list-style-type: none"> ■ Provide system information that supports bicycle and pedestrian travel. ■ Provide openly accessible traveler information to public (without requiring an individual to purchase advanced technology). |
| 3) Incident Management | <ul style="list-style-type: none"> ■ Manage detour routes to minimize congestion. |
| 4) Emergency Management | |
| 5) Transit | <ul style="list-style-type: none"> ■ Expand automated fare collection. ■ Provide personalized transit information including comparisons (travel time, cost, etc.) to alternate modes. |
| 6) Freight | |
| 7) Maintenance & Construction | <ul style="list-style-type: none"> ■ Ensure adequate funding to support maintenance of systems management equipment. |
| 8) Travel Demand Management | <ul style="list-style-type: none"> ■ Monitor current pollution and congestion levels and vehicle occupancy to adjust pricing as necessary (roadway and parking facilities). Adjust pricing according to jobs access needs when applicable. |
| 9) Access Management | |
| 10) Electronic Payment | <ul style="list-style-type: none"> ■ Develop pricing strategies that favor modes/vehicles with lower impacts to the transportation system and to the environment. |
| 11) Information Management | |

Regional Transportation System Management and Operations Refinement Plan
Summary of TSMO-related Needs

| Goal 4 | |
|---|---|
| Traveler Information Provide comprehensive multimodal traveler information to people and businesses. | |
| TSMO Service Area | Portland Metropolitan Area Needs |
| 1) Regional Traffic Control | <ul style="list-style-type: none"> ■ Expand wide-area traffic surveillance capabilities to arterial roadways. ■ Provide near-term predictions for traffic conditions. |
| 2) Traveler Information | <ul style="list-style-type: none"> ■ Provide a central location (e.g. website) for travelers to access multimodal information across all regional jurisdictions. ■ Provide current information regarding all conditions that may effect roadway users and travel choices across all modes. ■ Provide travelers access to information through multiple media options. |
| 3) Incident Management | <ul style="list-style-type: none"> ■ Provide real-time information to travelers about incidents and detour routes so travelers can make informed decisions. |
| 4) Emergency Management | <ul style="list-style-type: none"> ■ Provide real-time information to advise travelers and provide detour information. |
| 5) Transit | <ul style="list-style-type: none"> ■ Provide real-time transit information to users via multiple media communication methods (e.g. internet, cell phones, and television). ■ Provide en-route transit information specific to user needs (e.g. transfers, delays, route changes, etc.) |
| 6) Freight | <ul style="list-style-type: none"> ■ Provide commercial drivers with real-time routing and congestion information. |
| 7) Maintenance & Construction | <ul style="list-style-type: none"> ■ Connect users of the corridor with transit, rideshare and other modal options. ■ Provide real-time work zone information to travelers. ■ Include TSMO strategies when planning construction and maintenance projects. |
| 8) Travel Demand Management | <ul style="list-style-type: none"> ■ Inform travelers of critical congested locations, roadway and parking facility occupancy, and current pricing so mode decisions can be applied. ■ Provide multi-modal trip planning that includes transit, bike, walk and other transportation systems data across regional jurisdictions. |
| 9) Access Management | |
| 10) Electronic Payment | |
| 11) Information Management | |

Guiding Principle 1

Regional Partnerships Enhance regional partnerships that support collaborative investment and implementation of management and operation strategies that benefit the region.

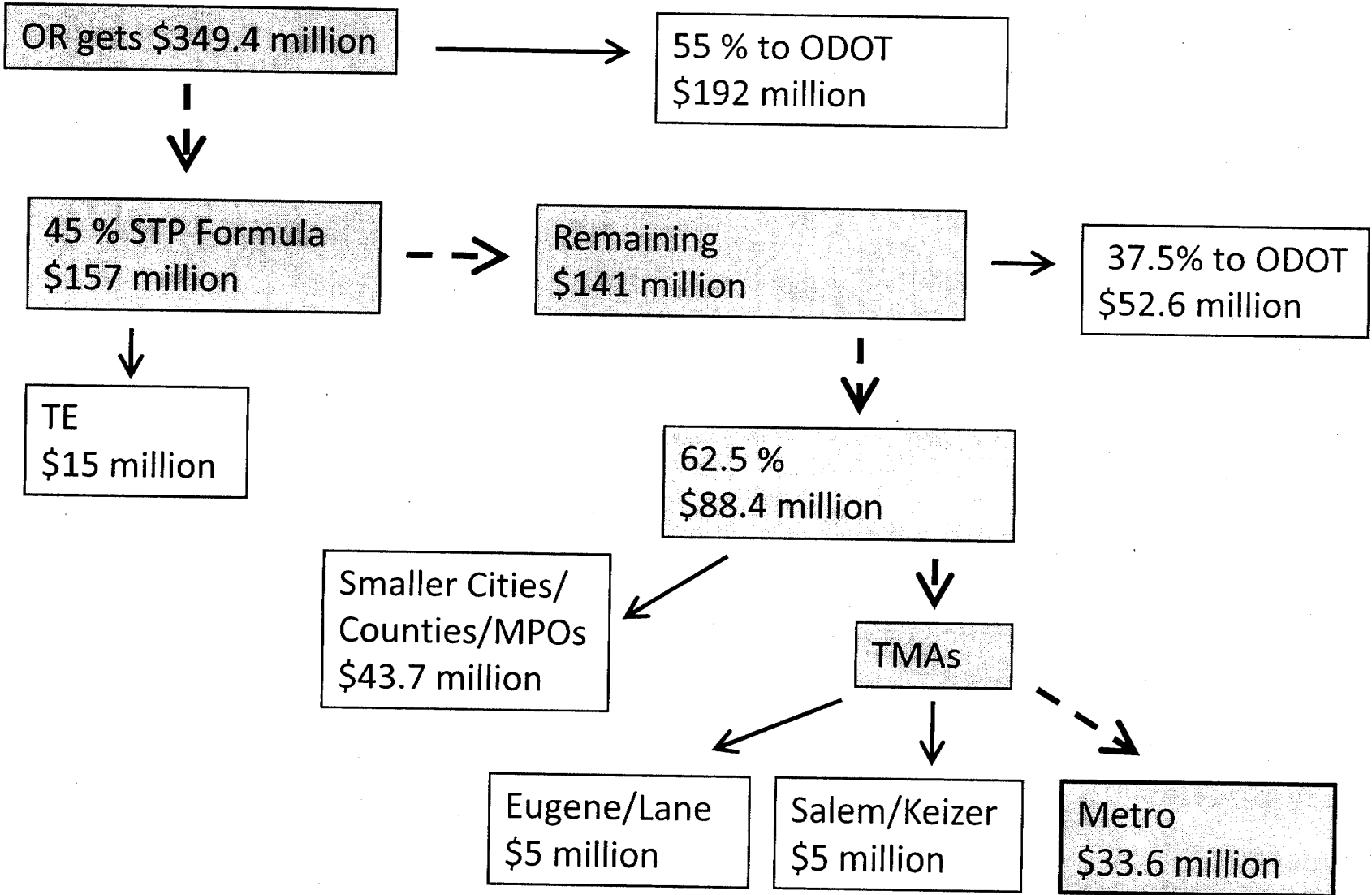
| TSMO Service Area | Portland Metropolitan Area Needs |
|--|---|
| 1) Regional Traffic Control | <ul style="list-style-type: none"> ■ Share information across jurisdictions. ■ Provide ability for ODOT engineers to operate traffic control devices in other jurisdictions during special events or after hours. |
| 2) Traveler Information | <ul style="list-style-type: none"> ■ Create partnerships with private industries to provide information to transportation system users. |
| 3) Incident Management | <ul style="list-style-type: none"> ■ Provide procedures and cross training for responding agencies. ■ Coordinate selection of alternate routes needed. ■ Combine agency resources to provide regional incident response coverage 24 hours a day. |
| 4) Emergency Management | |
| 5) Transit | |
| 6) Freight | |
| 7) Maintenance & Construction | <ul style="list-style-type: none"> ■ Explore staff-sharing options across jurisdictions to support maintenance needs in response to environmental conditions. |
| 8) Travel Demand Management | <ul style="list-style-type: none"> ■ Create management strategies and provide guidance across multiple jurisdictions regarding how to apply TDM solutions. ■ Engage in public private partnerships such as Transportation Management Associations (TMAs) |
| 9) Access Management | |
| 10) Electronic Payment | <ul style="list-style-type: none"> ■ Create a unified electronic payment system across all modes and uses. ■ Merge pricing strategies across multiple agencies. |
| 11) Information Management | <ul style="list-style-type: none"> ■ Cooperatively operate and maintain PORTAL, the regional transportation data warehouse. |

Regional Transportation System Management and Operations Refinement Plan
Summary of TSMO-related Needs

| Guiding Principle 2 | |
|---|--|
| System Performance Monitor transportation system performance and evaluate system management strategies to aid equitable policy and sustainable investment decisions. | |
| TSMO Service Area | Portland Metropolitan Area Needs |
| 1) Regional Traffic Control | <ul style="list-style-type: none"> ■ Gather speed, flow, travel time, and classification data for planning and operations analysis. |
| 2) Traveler Information | <ul style="list-style-type: none"> ■ Establish surveys that determine how travel choices are impacted by the traveler information. |
| 3) Incident Management | <ul style="list-style-type: none"> ■ Monitor and document extent, severity, location, duration and impact to traffic flow. |
| 4) Emergency Management | |
| 5) Transit | <ul style="list-style-type: none"> ■ Collect and store automated transit information (e.g. travel times, ridership, and fare collection). |
| 6) Freight | <ul style="list-style-type: none"> ■ Expand regional archive of freight data. |
| 7) Maintenance & Construction | <ul style="list-style-type: none"> ■ Gather speed, flow, and travel time data during construction and maintenance activities for analysis. |
| 8) Travel Demand Management | <ul style="list-style-type: none"> ■ Collect data from transportation facilities to guide traffic control strategies for transit, bikes, and pedestrians. ■ Report progress to aid decision making and encourage innovation. Make performance-based investments. ■ Follow a collaborative decision-making structure to coordinate and leverage investments. |
| 9) Access Management | |
| 10) Electronic Payment | |
| 11) Information Management | <ul style="list-style-type: none"> ■ Enable system operators to access the data warehouse to produce analytical functions (reports, summaries, analysis, etc.) |

| Guiding Principle 3 | |
|--|--|
| Investment in Ongoing Operations Provide on-going maintenance and operations to support the transportation network. | |
| TSMO Service Area | Portland Metropolitan Area Needs |
| 1) Regional Traffic Control | <ul style="list-style-type: none"> ■ Expand communications infrastructure to support management systems. |
| 2) Traveler Information | <ul style="list-style-type: none"> ■ Ensure adequate server capacity for all traveler information. |
| 3) Incident Management | <ul style="list-style-type: none"> ■ Implement legislation changes that support effective incident response. |
| 4) Emergency Management | |
| 5) Transit | |
| 6) Freight | |
| 7) Maintenance & Construction | <ul style="list-style-type: none"> ■ Track and monitor transportation system assets to manage replacement parts and routine maintenance. ■ Monitor and track locations and maintenance schedules of work vehicles. |
| 8) Travel Demand Management | <ul style="list-style-type: none"> ■ Maintain HOV lanes and other rideshare infrastructure. |
| 9) Access Management | |
| 10) Electronic Payment | <ul style="list-style-type: none"> ■ Maintain HOT lanes and other pricing infrastructure. |
| 11) Information Management | <ul style="list-style-type: none"> ■ Provide the ability for field equipment to automatically import and store data to a warehouse. ■ Automatically identify field data collection devices that malfunction. |

Economic Stimulus Fund Distribution as of 1/30/2009



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