



METRO

Agenda

MEETING: METRO COUNCIL WORK SESSION
DATE: July 21, 2009
DAY: Tuesday
TIME: 2:00 p.m.
PLACE: Metro Council Chamber

CALL TO ORDER AND ROLL CALL

- 2:00 PM 1. ADMINISTRATIVE/CHIEF OPERATING OFFICER
COMMUNICATIONS**
- 2:15 PM 2. TIGER DISCRETIONARY GRANTS OPPORTUNITY
(TRANSPORTATION INVESTMENT GENERATING
ECONOMIC RECOVERY) FOR ACTIVE TRANSPORTATION
PILOT PROJECT**
- 3:00 PM 3. COUNCIL BRIEFINGS/COMMUNICATION**

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METRO COUNCIL

Work Session Worksheet

Presentation Date: 7/21/09 Time: 3:15 p.m. Length: 30 min

Presentation Title: TIGER Discretionary Grants Opportunity (Transportation Investment Generating Economic Recovery) for Active Transportation Pilot Project

Service, Office, or Center: Strategy Center, Active Transportation Project

Presenters (include phone number/extension and alternative contact information):
Andy Cotugno x 1763, Lake McTighe x1660

ISSUE & BACKGROUND

Under the Recovery Act program, up to \$1.5 billion was made available through September 30, 2011, for the Secretary of Transportation to make grants on a competitive basis for capital investments in surface transportation infrastructure projects that will have a significant impact on the Nation, a metropolitan area, or a region.

The Metro Senior Leadership Team has identified the Active Transportation Pilot Project as a potential TIGER Grant project of between \$25 and \$75 million. This project would serve as a pilot project for the nation outlining a new strategy for investing in biking and walking to triple bike mode share and make communities more livable. This new strategy would be modeled after the light rail investment strategy.

Attachment A outlines the project proposal, including two different options (Options 1 & 2) for framing the grant.

OPTIONS AVAILABLE

1. Apply for TIGER Grant with Option 1: \$10,000, plus staff time and resources.
Pros: Option 1 is in-line with the Active Transportation Project's Call for Demonstration Projects time line and process and supports the overall strategy and goals of the project. It offers the chance to highlight an approach. Cons: The Option 1 approach is not focused on one project. It would take some trust on the part of US DOT to award funding to a concept with a list of projects that are not yet prioritized. However, in this approach we could highlight specific projects as examples. Partnership is more difficult to leverage because of the wide range of stakeholders.
2. Apply for TIGER Grant with Option 2: \$10,000, plus staff time and resources.
Pros: Option 2 allows the application to focus on one specific project, thus enabling the application to be targeted, to complete a robust cost benefit analysis that is project specific. Leveraging partner support could be more feasible if a specific project is applied for. Cons: Identifying one project at this point could be politically challenging. Focusing on one project leaves out the Call for

Demonstration Projects process and timeline and could negatively impact that process.

IMPLICATIONS AND SUGGESTIONS

The Strategy Center recommends applying for a TIGER Grant using the Option 1 approach. Developing the application will provide an opportunity to further refine the cost benefit analysis for active transportation and develop a new strategy for bike and pedestrian infrastructure investments that is modeled on the light rail strategy. The completed application will be a powerful tool to further the case for active transportation.

Anticipated problems:

- a) If suggestion is implemented: Potential strain on Metro staff time and resources. If development of the application cannot be fully supported it may weaken the content of the application and could damage the case for active transportation.
- b) If suggestion is not implemented: Metro may miss an opportunity to further the case for active transportation at the national and regional level and miss an opportunity to secure funding to develop a pilot project(s).

QUESTION(S) PRESENTED FOR CONSIDERATION

1. Should Metro apply for a TIGER Grant for an Active Transportation Pilot Project? If yes, should Option 1 or Option 2 be used?
2. Should the Metro Council commit \$10,000 to support the development of the TIGER grant proposal?
3. Should the Metro Council commit support of staff resources from the Strategy Center, the Research Center, the Sustainability Center, and the Planning Department to support the development of the TIGER grant proposal?

**LEGISLATION WOULD BE REQUIRED FOR COUNCIL ACTION Yes No
DRAFT IS ATTACHED Yes No**

ATTACHMENT A

U.S. Department of Transportation Grants for Transportation Investment Generating Economic Recovery (TIGER Discretionary Grants)

US DOT has a September 15 application deadline for this \$1.5 billion discretionary grant program. Grants will be awarded by February 17, 2010 in the amount of \$20 – 300 million. A second solicitation will occur if not fully allocated.

Selection Criteria:

Primary Criteria: Projects that have a significant impact on long-term outcomes for the nation, a metropolitan area or a region, including:

- State of good repair
- US economic competitiveness
- Livability
- Sustainability (in terms of energy, greenhouse gases and benefitting the environment)
- Safety
- Job Creation and Economic Stimulus

Secondary Criteria:

- Innovation
- Partnership

Must include an evaluation of expected costs and benefits, preferably using a quantitative cost-benefit analysis. The rigor of this analysis is quite high for requests over \$100 million. A plan to evaluate the success of the project is encouraged.

The project must be able to proceed to construction soon after grant award.

MPOs are eligible.

A review with Council is needed ASAP on whether to seek one or both of the following proposals. Development of a grant application will require direction from the Project Manager(s), assistance with cost/benefit analysis from the Research Center and supplemental consultant support.

Project Name: Active Transportation Pilot Project

Project Description: Using the investment strategy that has worked very well for building the region’s system of light rail corridors, the Active Transportation Pilot Project would demonstrate that targeted, strategic, and high-level investments in biking and walking “corridors” will triple the bike and walking mode share within those corridors within 15 years.

Option 1: Develop three types of projects. Cities and counties in the Portland metropolitan region, in partnership with non-profit organizations and businesses, are developing proposed active transportation corridors. Metro anticipates that over 25 project proposals will be submitted. These corridors would be listed in the grant and evaluated and tiered for development prior to the award of the TIGER grant.

1. A corridor operating within or adjacent to a single, urban “commute shed” with connections to housing and commerce.
2. A lower density area corridor, where biking and walking facilities are integrated with transit to become effective travel options.
3. An urban to nature corridor linking significant natural areas and attractions. All three projects would be developed with all supporting facilities, amenities, education and marketing.

Option 2: From the list of proposed active transportation corridors identify one corridor for the TIGER grant.

Lead Agency: Metro

Partners: Multnomah, Clackamas, and/or Washington Counties; 25 cities within Metro jurisdictional boundaries; 2 special park districts; 40-Mile Loop Land Trust, Barlow Trail Association, Bicycle Transportation Alliance, North Portland Willamette Greenway Association; businesses such as Kaiser and ODS, possibly RTC

Proposed Application (scope and amount): Option 1: Total amount \$75 million, \$25 million for each project; Option 2: between \$25-50 million for one project.

The application will include an overall concept describing a new way of investing in biking and walking and biking infrastructure and proposing that the Portland metropolitan region serve as a pilot for the nation for this type of investment strategy. The application will describe the active transportation corridor concept and the case for active transportation. A substantial project proposal will be needed to address the criteria laid out in the TIGER guidelines.

Option 1: The proposed corridors would be listed and described. Maps may be provided. The application would evaluate the projects against the TIGER criteria *generally*, including a cost benefit analysis for *these type of investments with examples*. The application would include a timeline and process for evaluating and prioritizing the proposals for development prior to the March award.

Option 2: The identified active transportation project would be evaluated against the TIGER criteria, including a cost benefit analysis for the project.

Tasks and Assignments to develop the grant proposal:

- Hire consultant (Alta Planning and Design) – Lake McTighe
- Develop scope– Lake McTighe
- Develop workplan – Lake McTighe, Alta
- Coordinate project assignments – Lake McTighe
- Develop format and design for the application- Alta
- Convene partnership group to review and weigh in on application (dependent on which demonstration projects are submitted and which option is chosen) – Lake McTighe, Alta
- Develop a communication and lobbying plan – Randy Tucker
- Write opening concept and case – Lake McTighe, Alta Planning; review by Mike Wetter, Andy Cotugno, Tom Kloster, Mary Anne Cassin, Janet Bebb, RTC
- Write descriptions of projects – Lake McTighe, project sponsors, Mel Huie
- Develop maps of project corridor(s) – Max Woodbury, jurisdictions involved
- Develop and provide demographic, cost estimates, and other data to Alta - Research Center (Max Woodbury, Mark Bosworth), Anthony Butzek
- Develop cost benefit analysis for project – Alta, Research Center
- Evaluate projects against criteria – Alta
- Final packaging and document preparation - Alta
- Obtain/draft letters of support – Lake McTighe, Executive Council for Active Transportation

Resource requirements (staff, consultant, budget, loaned assistance from others):

- Staff: see above; projected hours have not been determined
- Consultant: Alta, cost TBD
- Budget: \$10,000 potentially O&M from the Active Transportation Project.
- Potential partner contributions, including staff time, needs to be identified (option 2 provides more leverage for this).

Strategy for the program assuming we don't seek a TIGER grant: Continue to seek other sources of funding, including federal funding through the transportation reauthorization bill. Use portfolio of active transportation corridor demonstration project proposals to make the case for new investments in biking and walking. Identify funding for an active transportation regional plan to develop corridor concept and an active transportation investment strategy that follows the light rail investment strategy.