

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF ENDORSING THE FEDERAL) RESOLUTION NO. 09-4072
TIGER GRANT APPLICATION FOR THE PORTLAND)
AREA ACTIVE TRANSPORTATION INITIATIVE) Introduced by Council
) President David L. Bragdon

WHEREAS, Metro issued a Call for Active Transportation Demonstration Projects in May 2008 as part of the Active Transportation Partnership; and

WHEREAS cities and counties in the Portland metropolitan region, in partnership with non-profit organizations and businesses, submitted twenty seven draft project proposals on July 29, 2009; and

WHEREAS, under the Recovery Act program, up to \$1.5 billion was made available through September 30, 2011, for the Secretary of Transportation to make TIGER Discretionary Grants (Transportation Investment Generating Economic Recovery) 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; and

WHEREAS, the Metro Senior Leadership Team identified the twenty seven projects submitted as Active Transportation Demonstration Projects as candidate projects for the TIGER Discretionary Grants opportunity to serve as a pilot project for the nation outlining a new strategy for investing in biking and walking in order to triple the biking and walking mode share in the Portland metropolitan region by 2035 and to make communities more livable; and

WHEREAS, at its July 21, 2009 Council Work Session the Metro Council unanimously expressed support, including the dedication of financial resources, to take advantage of opportunities to further active transportation and build projects, including the TIGER Grant; and

WHEREAS, the Metro Council appointed an Advisory Task Force (see Exhibit A), (FOR THE PURPOSE OF APPOINTING MEMBERS OF A TASK FORCE, RESOLUTION NO. 09-4066) to identify and recommend Active Transportation Pilot Projects from among the proposals submitted through the call for active transportation projects for inclusion in the TIGER Grant; and

WHEREAS, the Advisory Task Force met on August 17, 2009 and reviewed thirteen of the Active Transportation Demonstration Project Proposals; and

WHEREAS, the Advisory Task Force recommended (see Exhibit B), that four demonstration projects within the following categories: (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, and (3) An urban to nature corridor linking significant natural areas and attractions, be included in the Portland Area Active Transportation Initiative TIGER Grant application for a total grant request not to exceed \$100 million; and

WHEREAS, the four recommended projects are (see Exhibit C): (1) Urban: Inner N/NE Portland Urban Project; (2) Suburban Hillsboro Multi-Modal Commute Corridors Suburban Project and

Clackamas County Suburban Corridors Project; and (3) Urban-to-Nature: The Cazadero Trail from Boring to Estacada (Mt. Hood Connections); and

WHEREAS, the City of Hillsboro, Clackamas County, the City of Milwaukie, the City of Portland, Oregon Parks and Recreation Department, the City of Sandy, and the US Forest Service have worked in partnership with Metro to prepare the recommended projects for inclusion in the TIGER Grant; and

WHEREAS, the Metro Council is committed to the principle and practice of sustainability in the region; and

WHEREAS, sustainability can be expressed in terms of the triple bottom line of equity, environment, and economy; and

WHEREAS, bicycling and walking trails, bike boulevards, cycletracks, and other facilities add to the social equity of the region by providing mobility and reducing congestion; offering access for children, low income residents and other non-drivers; contributing to physical health and well being; offering opportunities for fun and recreation; and helping ensure safe travel for cyclists and pedestrians; and

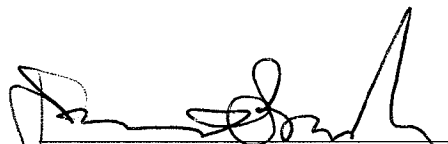
WHEREAS, bicycling and walking facilities contribute to the environment by reducing auto emissions and greenhouse gases; keeping oil and other pollutants out of the region's streams and waterways; and cultivating stewardship and appreciation for nature; and

WHEREAS, bicycling and walking trails contribute to the economy by increasing tourism; reducing congestion; increasing the speed of freight movement; providing transportation infrastructure at a lower cost to the public; and reinforcing the Portland Metropolitan Region's brand and image worldwide as the leader in sustainability; and

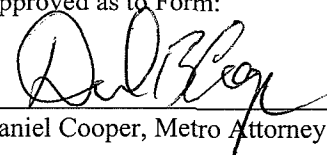
WHEREAS, the Metro Council has expressed continued support for the completion of the regional walking and biking network, including the 950-mile network of regional trails that includes all 25 cities and four counties within the Portland/Vancouver metropolitan region; now, therefore

BE IT RESOLVED, that the Metro Council endorses the \$100 million Portland Area Active Transportation Initiative TIGER Grant application and the projects as set out in Exhibit C and as recommended by the Advisory Task Force of the Executive Council for Active Transportation to be submitted to the United States Secretary of the Department of Transportation on September 15, 2009.

ADOPTED by the Metro Council this 10th day of September, 2009.


David Bragdon, Council President

Approved as to Form:


Daniel Cooper, Metro Attorney

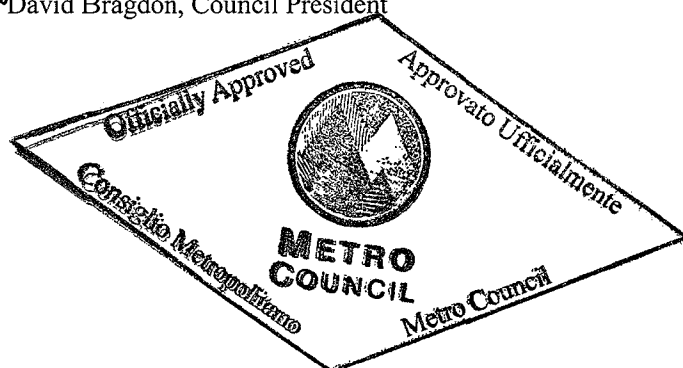


Exhibit A to Resolution No. 09-4072
Executive Council for Active Transportation Members Appointed as Advisory Task Force

Following are current members of the Executive Council for Active Transportation, which was appointed to identify and recommend projects for inclusion in the Portland Area Active Transportation Initiative TIGER Grant.

Jonathan Nicholas
Executive Council Chair
Vice President
Branding & Corporate Communications
ODS

Christopher Achterman, MD
Legacy Joint & Bone Clinic
Legacy Health System

Eileen Brady
Co-owner
New Seasons Market

David Bragdon
President
Metro Council

Scott Bricker
Executive Director
Bicycle Transportation Alliance

Rex Burkholder
Councilor
Metro Council

Bart Eberwein
Vice President
Hoffman Construction

Chris Enlow
Foundation Manager
KEEN Footwear

Nick Fish
Commissioner
City of Portland

Jay Graves
CEO
The Bike Gallery

Richard Kidd
Mayor
City of Forest Grove

Randy Miller
Moore Co.

Lynn Peterson
Chair
Clackamas County Board of Commissioners

Rick Potestio
Architect

Dick Schouten
Commissioner
Washington County Board of Commissioners

Philip Wu, MD
Clinical Pediatric Lead, CMI Weight
Department of Pediatrics
Kaiser Permanente Northwest

David Yaden
Past Chair of the Blue Ribbon Committee for
Trails

Exhibit B to Resolution No. 09-4072

Process for identifying Active Transportation Projects for inclusion in TIGER Grant

Continuing the work of the Blue Ribbon Committee for Trails, an Executive Council for Active Transportation was convened to advance work on creating a regional walking and biking network. In May 2009, Metro and the Executive Council issued a call for Active Transportation Demonstration Projects in order to: 1) highlight active transportation demonstration projects in the Regional Transportation Plan; 2) initiate discussions on project ideas with international experts at the September 2009 Transatlantic Active Transportation Workshop; and 3) ensure that projects are well-positioned to apply for federal, state, and local funding opportunities as soon as they become available. Shortly after the call for projects was issued with a deadline of July 29, 2009, an opportunity for potential funding arose - TIGER Grants (Transportation Investment Generating Economic Recovery Discretionary Grants Opportunity) new federal stimulus money available through the American Recovery and Reinvestment Act of 2009.

This is a discretionary grant program of the US DOT and \$1.5 billion is available nationally. The amount of funding requested by Metro will be determined by which projects are ultimately included in the application, and would likely be in the neighborhood of \$75 to \$100 million. The application deadline is September 15, 2009. Grants will be awarded by February 17, 2010 in the amount of \$20 – 300 million. A second solicitation will occur if funding is not fully allocated.

At its July 21, 2009 Council Work Session the Metro Council expressed interest in leveraging this unique opportunity and utilizing the call for demonstration projects already in place to identify three Active Transportation Demonstration Projects to apply for a federal TIGER Grant. Together, these projects are designed to serve as a pilot for the nation, outlining a new strategy for investing in biking and walking in order to triple bike mode share and make communities more livable.

On August 6, 2009, the Metro Council appointed the Executive Council for Active Transportation to evaluate and recommend at least one project each from the three following categories that together will compose a final TIGER Grant application:

Urban. A corridor operating within or adjacent to a single, urban “commute shed” with connections to housing and commerce.

Suburban. A lower density area corridor, where biking and walking facilities are integrated with transit to become effective travel options.

Urban to Nature. An urban to nature corridor linking significant natural areas and attractions.

Twenty-seven draft project proposals were received by Metro staff on July 29, 2009 and final proposals received on Friday, August 14, 2009. Upon receipt of the draft project proposals, Metro staff initiated an expedited three-step selection process:

1. Staff conducted a technical review and communicated information gaps to applicants in order to ensure that final proposals were complete. Major selection criteria included:

- a demonstrated ability to have construction substantially complete by February 2012, since this application is part of the federal economic stimulus effort
 - a demonstration of Active Transportation principles – either urban, suburban, or urban-to-nature
 - an increase in bike/walk/transit mode share
 - a reduction in VMT
 - a geographic distribution with consideration of social equity
 - an ability to leverage other funds
2. Qualifying applications were distributed to the Executive Council for Active Transportation for review in advance of its meeting on August 17, 2009. At the meeting, projects were discussed and evaluated based on criteria including: regional impact, social equity, innovation, and adherence to active transportation principles. The Executive Council for Active Transportation identified four projects for moving forward together as a single TIGER Grant application (see below).
 3. The Metro Council approved funding to develop the grant application. Alta Planning and Design was hired to provide cost/benefit analysis for the projects. Between Aug. 19 and September 9, Metro staff, Alta staff, and project sponsors will finalize the projects and complete one comprehensive TIGER Grant application.
 4. The Metro Council will vote on a resolution to endorse the grant application on September 10, 2009. The final application is due to the Secretary of Transportation on September 15, 2009.

Projects identified for inclusion in the TIGER Grant:

- Inner N/NE Portland Urban Project
- Hillsboro Multi-Modal Commute Corridors Suburban Project
- Clackamas County Suburban Corridors Project
- The Cazadero Trail from Boring to Estacada (Mt. Hood Connections) Project

It is important to note that the criteria for TIGER Grants are designed quite narrowly as part of the federal economic stimulus effort, and the Active Transportation projects that do not move forward as part of this one opportunity are still very much a part of Metro's Active Transportation agenda. Furthermore, elaborating the project proposals received will help improve the position of all projects for future funding opportunities, and Metro expects to play an active role in supporting them securing funding and achieving completion.

Exhibit C to Resolution No. 09-4072
Portland Area Active Transportation Initiative TIGER Grant Project Description

Urban: North/Northeast Portland

Develop a complete bikeway network with innovative international best practices

Estimated cost: \$38 million

This demonstration project will show how to take bicycle transportation in America to the “next level.” By insistently implementing bikeway improvements, and assertively encouraging their use, Portland has achieved an enviable bicycle mode split (for an American city). However, the difference in quality between the bicycle systems in Portland compared to those found in the best bicycling cities of Europe remains large. This project will implement 54.7 miles of planned bikeways, complementing XX miles of existing/funded bikeways in a moderate density urban travel shed.

This project will saturate the area with active transportation infrastructure similar to that found in the world’s best bicycling and pedestrian cities. By implementing world-class designs in a concentrated manner, we intend to replicate the same conditions that result in the bicycle being the primary means of personal mobility in cities around the world. The intent is to demonstrate how a dense network of world-class cycling facilities, in conjunction with targeted encouragement programs, can reduce driving and increase bicycling to rival levels seen in the world’s best cycling cities. This \$40 million project will boost bicycle use in this area of over 100,000 demographically and economically diverse residents from its current estimated level at 15% of trips to more than 35% of trips. This project will demonstrate the “art of the possible” in achieving world-class levels of non-motorized mode splits in an American city.

Suburban: Hillsboro and Milwaukie/Clackamas County

Provide non-auto connections to major employment centers through enhanced links between bicycles and light rail transit

Hillsboro Multi-Modal Corridor: Access to high tech employment

Estimated cost: \$11-21 million

The first project is located in the community of Hillsboro west of the City of Portland. The project is designed to alleviate barriers to bicycle and pedestrian access to light rail stations and key large employment sites. Highlighting the importance of linking bicycling and transit in low density areas, the City of Hillsboro’s package of strategic investments will help demonstrate that American suburbs can indeed be retrofitted toward active transportation integrated into daily life. The project will link areas of housing to employment centers, with direct, accessible, comfortable, enjoyable, and safe bicycle and pedestrian connections to existing light rail stations. The new active transportation connection will facilitate local travel and accommodate commute trips entering or leaving the Hillsboro community on High Capacity Transit.

Clackamas County: Access to industrial employment and new light rail

Estimated cost: \$ 21 million

The second suburban project is located in the City of Milwaukie and in unincorporated Clackamas County southeast of the City of Portland. This project will demonstrate a forwarding thinking approach to improving multimodal conditions. This project is directly tied to the opening of a new light rail line. The proposed improvements will provide ‘last mile’ access to thousands of industrial jobs. Completion of pedestrian and bicycle infrastructure in this area would be a significant improvement in providing travel options such as walking and biking to work; alternatives that are simply not available today.

Urban to Nature: The Cazadero Trail from Boring to Estacada

Allow inner city residents to access natural areas without the use of an automobile

Estimated cost: \$17 million

The Cazadero Trail is part of a larger long-term vision connecting Portland’s urban residents through the Mount Hood Connections (MHC) trail and greenway corridor. This corridor will provide a critical link between downtown Portland and the natural treasures found on the flanks of Oregon’s majestic icon, Mt. Hood. The vision for the corridor is to link Portland’s 21-mile long urban Springwater Trail system with trails that run along salmon-rich wild and scenic rivers, through old growth forests, to viewpoints that offer spectacular vistas of Mt. Hood and the surrounding National Forest. This project will finish the Springwater-Cazadero trail connection from Portland to the Clackamas River in the City of Estacada, the beginning of the West Cascades Scenic Byway.

STAFF REPORT

IN CONSIDERATION OF RESOLUTION NO. 09-4072, FOR THE PURPOSE OF ENDORSING THE FEDERAL TIGER GRANT APPLICATION FOR THE PORTLAND AREA ACTIVE TRANSPORTATION INITIATIVE

Date: September 1, 2009

Prepared by: Lake McTighe
(503) 797-1660

BACKGROUND

Under the federal 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 Recovery Act program has very rigorous standards for recipients and sub-recipients, and all grant requests will need to assure programmatic and audit compliance. The US DOT has a September 15 application deadline for this 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

Applications 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 Metro Senior Leadership Team identified the Active Transportation Project as a candidate for the TIGER Discretionary Grants Opportunity (Transportation Investment Generating Economic Recovery). The Active Transportation Project would serve as a pilot project for the nation outlining a new strategy for investing in biking and walking in order to triple the biking and walking mode share in the Portland metropolitan region by 2035 and to make communities more livable. The proposed strategy for completing the region's biking and walking network would be modeled after the light rail investment strategy, which has worked well for the region. Using a focused and targeted investment strategy to complete entire biking and walking routes will enable users to complete seamless biking and walking trips comfortably, safely, and efficiently.

Metro received twenty-seven active transportation project proposals from cities and counties in the Portland metropolitan region, in partnership with non-profit organizations and businesses, in response to a

“call for demonstration projects.” From the pool of projects, four projects – an urban, two suburban, and an urban to nature project – were selected by the Advisory Task Force to be included in the TIGER grant application. The Advisory Task Force reviewed 13 projects that resulted from a preliminary, staff-led screen of all 27 for responsiveness to TIGER criteria.

The four projects recommended by the Advisory Task Force to be included in the TIGER Grant:

1. Inner N/NE Portland Urban Project
2. Hillsboro Multi-Modal Commute Corridors Suburban Project
3. Clackamas County Suburban Corridors Project
4. Cazadero Trail from Boring to Estacada (Mt. Hood Connections) Project

The jurisdictions whose projects were recommended for inclusion in the TIGER Grant have worked with Metro staff to ready the projects for inclusion in the grant application. This work included determining which project elements could be included to ensure substantial completion of the Portland Area Active Transportation Initiative by February 2012, mapping the project elements, completing cost/benefit analysis, and securing letters of support for the grant.

ANALYSIS/INFORMATION

1. Known Opposition

None

2. Legal Antecedents

3. Anticipated Effects

Upon approval from the Metro Council, the four projects will be submitted to the Secretary of Transportation for TIGER Discretionary Grants funding (Transportation Investment Generating Economic Recovery). If approved by the Secretary of Transportation, Metro will facilitate the completion of the proposed projects.

4. Budget Impacts

\$14,700, plus staff time, to develop the grant application.

RECOMMENDED ACTION

Council President David Bragdon recommends approval of resolution 09-4072 for the purpose of endorsing four active transportation projects Federal Tiger Grant application for the Portland Area Active Transportation Initiative.