

Metro | Agenda

Meeting: Joint Policy Advisory Committee on Transportation (JPACT)
Date: Thursday, July 8, 2010
Time: 7:30 to 9 a.m.
Place: Metro Regional Center, Council Chambers

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|---------|-----|--|--|
| 7:30 AM | 1. | CALL TO ORDER & DECLARATION OF A QUORUM | Carlotta Collette, Chair |
| 7:32 AM | 2. | INTRODUCTIONS | Carlotta Collette, Chair |
| 7:35 AM | 3. | CITIZEN COMMUNICATIONS ON NON-AGENDA ITEMS | Carlotta Collette, Chair |
| 7:40 AM | 4. | COMMENTS FROM THE CHAIR & COMMITTEE MEMBERS <ul style="list-style-type: none">• TIGER 2 Prep Update and Poll for Possible Next Steps• 2012 – 15 State Transportation Improvement Program Schedule and Milestones | Jason Tell |
| 7:55 AM | 5. | * Consideration of the JPACT Minutes for June 10, 2010 | |
| | 6. | <u>ACTION ITEMS</u> | |
| 8 AM | 6.1 | * 2014-15 Regional Flexible Fund Allocation Policy Report: Resolution No. 10-4160 – <u>APPROVAL REQUESTED</u> | Ted Leybold Amy Rose |
| | 7. | <u>INFORMATION / DISCUSSION ITEMS</u> | |
| 8:30 AM | 7.1 | # Columbia River Crossing Project - <u>INFORMATION</u> <ul style="list-style-type: none">• Project Sponsors Council Update• Funding Proposal | David Bragdon Matt Garrett, ODOT Richard Brandman, ODOT |
| 9 AM | 8. | ADJOURN | Carlotta Collette, Chair |

Upcoming JPACT meetings:

1. Regular JPACT meeting scheduled for Thursday, August 12, 2010 from 7:30 to 9 a.m. at the Metro Regional Center, Council Chambers.
2. Regular JPACT meeting scheduled for Thursday, September 2, 2010 from 7:30 to 9 a.m. at the Metro Regional Center, Council Chambers.

- * Material available electronically.
** Materials will be distributed at prior to the meeting.
Material will be distributed 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#.

2010 JPACT Work Program

7/2/10

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| <u>July 8, 2010 - Regular Meeting</u> <ul style="list-style-type: none">• TIGER 2 prep update and poll for possible next steps - Information• 2012-15 STIP schedule/milestones - Information• Regional Flexible Fund Allocation policy - Action• Columbia River Crossing - Project Sponsors Council update and funding proposal | <u>August 12, 2010 - Regular Meeting</u> <ul style="list-style-type: none">• East Metro Corridor work program, schedule and budget and UPWP amendment - Action• Southwest Corridor work program, schedule and budget and UPWP amendment - Action• TIGER Grant 2• Climate Smart Communities (House Bill 2001 scenarios) work program - Action• HUD Grant - Action |
| <u>September 2, 2010 - Regular Meeting</u> <ul style="list-style-type: none">• RFFA: Recommended draft for public comment• STIP: Recommended draft for public comment• 2010-13 MTIP - Action• COO Recommendation | <u>October 14, 2010 - Regular Meeting</u> <ul style="list-style-type: none">• Portland to Lake Oswego Locally Preferred Alternative - Action <u>October 19-21 Rail~Volution</u> |
| <u>November 4, 2010 - Regular Meeting</u> | <u>December 9, 2010 - Regular Meeting</u> <ul style="list-style-type: none">• House Bill 2001 Scenarios - Discussion |

Parking Lot:

- 2011 legislative agenda
- Update and discussion on Electric Vehicles and ETEC charging station project
- Discussion of subcommittees for JPACT - equity, economy and climate change response
- Final HUD grant



JOINT POLICY ADVISORY COMMITTEE ON TRANSPORTATION
MINUTES
June 10, 2010
Metro Regional Center, Council Chambers

MEMBERS PRESENT

Carlotta Collette, Chair
Sam Adams
Rex Burkholder
Jack Burkman
Craig Dirksen
Fred Hansen
Kathryn Harrington
Donna Jordan
Roy Rogers
Jason Tell
Bill Wyatt

AFFILIATION

Metro Council
City of Portland
Metro Council
City of Vancouver
City of Tigard, representing Cities of Washington County
TriMet
Metro Council
City of Lake Oswego, representing Cities of Clackamas County
Washington County
Oregon Department of Transportation, Region 1
Port of Portland

MEMBERS EXCUSED

Shane Bemis
Nina DeConcini
Deborah Kafoury
Lynn Peterson
Steve Stuart
Don Wagner

AFFILIATION

City of Gresham, representing Cities of Multnomah County
Oregon Department of Environmental Quality
Multnomah County
Clackamas County
Clark County
Washington State Department of Transportation

ALTERNATES PRESENT

Shirley Craddick
Andy Ginsberg
Ann Lininger
Troy Rayburn

AFFILIATION

City of Gresham, representing Cities of Multnomah County
Oregon Department of Environmental Quality
Clackamas County
Clark County

STAFF PRESENT: Kim Ellis, Mike Hogle, Tom Kloster, Ted Leybold, Tom Matney, Kelsey Newell, Lake McTighe, Deborah Redman, Amy Rose, Alison Kean Campbell, Robin McArthur, Andy Cotugno, Colin Deverell, Josh Naramore, Council President David Bragdon, Councilor Rod Park, Dick Benner, Randy Tucker.

1. CALL TO ORDER AND DECLARATION OF A QUORUM

Chair Carlotta Collette called the meeting to order and declared a quorum at 7:34 am.

2. INTRODUCTIONS

Chair Collette welcomed Division Administer Phil Ditzler and Mr. Satvinder Sandhu of the Federal Highway Administration.

Chair Collette introduced Councilor Shirley Craddick, as representative for the Cities of east Multnomah County for the June 10 meeting. Both Mayor Bemis and Mayor Fuller were unable to attend the meeting.

3. CITIZEN COMMUNICATIONS ON NON-AGENDA ITEMS

There were none.

4. COMMENTS FROM THE CHAIR AND COMMITTEE MEMBERS

Mr. Andy Cotugno of Metro briefed the committee on the HUD Sustainability Planning Grant. The US Departments of Housing and Urban Development (HUD) and Transportation (DOT) and the Environmental Protection Agency (EPA) have come together to form The Partnership for Sustainable Communities. The Partnership has launched a major new effort, the Sustainable Communities Initiative (SCI), adopted Livability Principles, and initiated the HUD Sustainability Planning Grant.

SCI's Livability Principles mirror the values that underline the Portland region's nationally recognized long-range plan, the 2040 Growth Concept. Metro has proposed a framework for a collaborative regional SCI grant proposal to enhance and implement elements of the 2040 Growth Concept as informed by the Livability Principles. The framework is being reviewed and discussed by public, private and nonprofit sector partners in advance of the release of HUD's SCI Notice of Funding Availability (NOFA).

Mr. Jason Tell of the Oregon Department of Transportation (ODOT) briefed the committee on a request for project proposals in the Urban Trails Fund which will provide \$970,000 in available funding statewide this year for transportation trail projects that can be ready for contract in 2011. A maximum of four grants will be awarded. Applications are due July 9, 2010.

Chair Collette thanked Mr. Fred Hansen for his years of service, both as the Director of the Oregon Department of Environmental Quality and as the General Manager of TriMet, on JPACT.

5. CONSIDERATION OF THE JPACT MINUTES FOR MAY 13, 2010

MOTION: Councilor Rex Burkholder moved, Councilor Donna Jordan seconded, to approve the JPACT minutes for May 13, 2010.

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

6. HOUSE BILL 2001

Mr. Mike Hoglund of Metro briefed the committee on the key issues regarding the greenhouse gas scenario work program. A revised version of the work program will be presented at the July 8 JPACT meeting.

7. AIR QUALITY CONFORMITY DETERMINATION FOR THE 2035 REGIONAL TRANSPORTATION PLAN AND THE 2010-13 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM: RESOLUTION NO. 10-4150A

8. 2035 REGIONAL TRANSPORTATION PLAN ADOPTION: ORDINANCE NO. 10-1241A

Chair Collette introduced both Resolution No. 10-4150A and Ordinance No. 10-1241A and provided an overview of the timeline for the 2035 Regional Transportation Plan and its components, including:

- A first-ever Climate Change Action Plan to identify the right mix of policies and investments necessary to achieve significant reductions in greenhouse gas emissions;
- An updated High Capacity Transit Plan that lays out a set of priorities for expansion of bus and light rail service throughout the region;
- A Regional Freight Plan that outlines investments to support trade-sector jobs and improve freight reliability;
- The first comprehensive plan for transportation systems management and operations to make the most of investments already made in the transportation network; and
- Ambitious performance targets and a monitoring system to evaluate how well the region's transportation investments meet those targets.

Chair Collette explained that the four-year development of the RTP involved extensive collaboration among several government agencies, including Metro, the Oregon Department of Transportation, the Oregon Department of Environmental Quality, the Port of Portland, TriMet and the cities and counties in the region. The RTP also reflects considerable input and guidance from citizens, businesses and advocacy organizations. Chair Collette proceeded to outline the work plans and investment strategies that will ultimately implement the plans and policies within the 2035 RTP. Chair Collette thanked the committee and their staff for all the time and hard work that went into developing the plan.

MOTION: Mr. Fred Hansen moved, Commissioner Roy Rogers seconded, to approve Resolution No. 10-4150A and Ordinance No. 10-1241A with the following language amendments:

- Section 6.7.18 of Chapter 6 in the RTP, as specified in the June 8, 2010 letter addressed to Mr. Jason Tell:
*“6.7.18 Congestion management program data collection and monitoring
The great challenge for establishing and maintaining a monitoring program has been the availability of data. Historically, collecting and managing data has been expensive and difficult. With advancements in intelligent transportation systems in the region, more and better data is available today and will continue to grow with implementation of data collection projects identified in the Regional Transportation System Management and Operations (TSMO) plan. In 2008, the region approved ongoing funding for implementation, including \$100,000 per year to fund PORTAL data collection, maintenance and reporting on the region's highway and transit system. Metro will work with ODOT and other regional partners to **expand existing data collection and performance monitoring** efforts to include other parts of the system and **develop new tools and methods** to evaluate system performance for all modes of travel. This work will include developing a data management system to facilitate data collection, maintenance and reporting to support on-going RTP monitoring. **The data will be reported biennially as part of the Regional Mobility Program, consistent with the region’s federally-approved congestion management process.**”*
- Section 6.7.6 of Chapter 6 in the RTP, as specified in the June 8, 2010 letter addressed to Mr. Jason Tell:
*6.7.6 Greater Portland-Vancouver Indicators (Regional performance indicators)
As the region increasingly shares similar desired outcomes, the need to use similar performance measures increases. To take advantage of this, Metro ~~is~~ has been and continues to be engaged in ~~embarking on~~ an effort with PSU’s Institute of Metropolitan Studies to develop a coordinated regional approach to develop and utilize performance measures that can provide a shared lens for tracking how the region is doing socially, economically and environmentally. As **this new regional approach is developed, the performance indicators identified in this RTP can be included into a broader, even more holistic performance ~~measure~~ monitoring system for the region. Results teams have been identified for the following sectors: economy; education; culture and the arts; civic engagement; well-being (health, protection and public safety); access and mobility; housing and community; and the natural environment. Although the teams will be sector specific, they will be provided venues and resources to collaborate on critical inter-relationships across indicators and issues (i.e., economic vitality and transportation, housing and transportation, equity and transportation). More information on this project can be found at <http://www.pdx.edu/ims/Indicators>.***

- Section 6.7.20 of Chapter 6 in the RTP, as specified in the June 8, 2010 letter addressed to Mr. Jason Tell:

“6.7.20 Freight system bottlenecks

As a critical West Coast domestic hub and international gateway for commerce and tourism, the Portland area must maintain well-functioning river ports, rail connections and highways. The Regional Freight Plan and RTP identify a small set of key highway bottlenecks on National Highway System facilities critical to state and regional truck mobility. The plans also note freight rail bottlenecks critical to access to the region’s ports and intermodal facilities, as well as the need for rail to carry its full share of existing and future commodities efficiently.

In order to address these long standing needs and to increase understanding of their economic importance, the Regional Freight Technical Advisory Committee, with assistance from private sector stakeholders (e.g., through a Regional Freight and Business Task Force) will **develop criteria and a methodology for ranking these locations in terms of their freight and business impacts.** This can be done by: (a) measuring the extent to which sensitive economic activities are affected by those facilities, and (b) estimating the magnitude of potential economic benefit associated with making improvements to these facilities, using the best available methods and tools. Information generated through this analysis will be used in future RTP updates to help prioritize investments and may be needed in the future to qualify for certain federal funding categories.”

Discussion: Mayor Dirksen requested that Section 3.08.510B of the Regional Transportation Functional Plan, as specified in the June 8, 2010 letter addressed to Mr. Jason Tell be amended to read, “... ~~below the vehicular trip generation rates recommended~~ recorded by the Institute of Transportation Engineers...” Mr. Hansen and Commissioner Rogers accepted this proposal as a friendly amendment. This amendment has been recorded in the above motion.

Mayor Sam Adams clarified that projects listed in the 2035 RTP are not grandfathered into the RTP with this action and will be required to be consistent with the greenhouse gas emissions reduction targets. Staff concurred with Mayor Adam’s assessment and explained that local transportation plans will be updated to address the new RTP policies and functional plan requirements.

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

**9. 2014-15 REGIONAL FLEXIBLE FUND ALLOCATION POLICY REPORT:
RESOLUTION NO. 10-4160**

Mr. Ted Leybold of Metro introduced the 2014-15 Regional Flexible Fund Allocation Policy Report and Resolution No. 10-4160 and requested that JPACT provide final direction for funding targets for the Metropolitan Mobility preparedness, Green Economy/Freight Initiatives, and Active Transportation/Complete Streets focus areas within the policy report.

MOTION #1: Mr. Bill Wyatt moved, Mr. Jason Tell seconded, to allocate 75% of Step 2 funds to the Green Economy/Freight Initiatives project focus area and 25% of Step 2 funds to the Active Transportation/Complete Streets project focus area. (Metropolitan Mobility preparedness was not addressed in the Port of Portland’s motion.)

Discussion: Councilor Donna Jordan and Commissioner Ann Lininger proposed a \$2 million amount for Step 1: Metropolitan Mobility Preparedness and for Step 2: Community Investment Funds, \$8 million to Green Economy/Freight Initiative with \$500,000 set aside for fleet electrification and \$10 million to Active Transportation/Complete Streets.

Councilor Kathryn Harrington discussed ideas around allocating the funding based on a percentage split similar to the historical allocation for Active Transportation/Complete Streets and an increase in the historical percentage for Green Economy/Freight Initiatives. Councilor Harrington also proposed a \$1 million amount for Step 1: Metropolitan Mobility preparedness.

A number of other comments were made by the committee in the process of discussing options for how to spend regional flexible funds. The main points of discussion are as follows:

- Establish a set aside for High Capacity Transit planning to take advantage of funding opportunities as they become available.
- Need a long term, dedicated source of funding for transit planning to get projects “ready to go.”
- Debate should not be between freight vs. livability (cycling & pedestrian improvements) as both are important.
- Look at the existing funding opportunities for the project focus areas – what money is on the table for leveraging federal dollars?
- Develop minimums for the project focus areas instead of targets.
- Have Metro staff develop “scenarios” and a rationale for each to aid in the discussion of options.
- JPACT needs more discussion on high speed rail.
- Many committee members suggested taking more time to discuss how to allocate the regional flexible funds.

MOTION #2: Councilor Harrington moved, Councilor Jordan seconded, to table motion #1 and continue the discussion to the July 8 JPACT meeting.

ACTION TAKEN ON MOTION #2: With all in favor, the committee agreed to table motion #1 and continue the discussion to the July 8 JPACT meeting.

10. TIGER 2 GRANTS

Mr. Cotugno briefed the committee on the TIGER 2 grants. USDOT has announced a TIGER 2 solicitation, providing access to \$600 million. Pre-applications are due July 16 and final applications August 23.

The committee agreed to submit multiple individual applications for the July 16 pre-application deadline, and revisit the discussion prior to the August 23 final deadline to decide whether to select a single application to be the Portland region application or to submit multiple applications.

11. ADJOURN

Chair Collette adjourned the meeting at 9:01 a.m.

Respectfully submitted,



Tom Matney
Recording Secretary

ATTACHMENTS TO THE PUBLIC RECORD FOR JUNE 10, 2010

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

| ITEM | DOCUMENT TYPE | DOC DATE | DOCUMENT DESCRIPTION | DOCUMENT No. |
|-------------|----------------------|-----------------|---|---------------------|
| 8. | Letter | 06/08/2010 | Re: Chair Collette's June 2 Letter re: Oregon Transportation Commission Concerns re: 2035 RTP | 061010j-01 |
| 8. | Memo | 06/01/2010 | Housing and Transportation Index Methodology for Cost Burdened Households | 061010j-02 |
| 9. | Letter | 06/08/2010 | Re: MTIP RFFA Allocation for Regional Freight Projects | 061010j-03 |
| 9. | Memo | 06/09/2010 | Re: Resolution No. 10-4160 | 061010j-04 |
| 9. | Letter | 06/09/2010 | Re: Regional Flexible Fund Allocation Policy | 061010j-05 |
| 10. | Memo | 06/08/10 | TIGER 2 | 061010j-06 |



Date: July 8, 2010
To: JPACT
From: Ted Leybold and Amy Rose
Subject: Adoption of 2014-15 RFFA Policy Framework and process summary

Purpose

Resolution 10-4160 has been developed to formally adopt policy direction from JPACT and Metro Council. The direction in the policy framework, Exhibit A to Resolution 10-4160, will be the basis for developing a final policy report that will contain the new direction as well as existing policies and objectives for allocating regional flexible funds. An early draft of the policy report focusing on just the RFFA direction was brought to the June 10, 2010 JPACT meeting. The policy framework represents the major components of the policy direction outlined in that draft report needing JPACT action.

Action

JPACT is being asked to adopt the policy framework that will affirm the two step process with initial targets for regional programs, establish Metropolitan Mobility Preparedness in Step 1, set targets for the project focus areas (Green Economy/Freight Initiatives & Active Transportation/Complete Streets) in Step 2, and affirm the collaborative process for project nomination.

Process next steps

Once the policy framework has been adopted, MTIP staff can finish developing the policy report for the RFFA and MTIP. The policy report will include the new direction from the adopted policy framework, existing policies and objectives, and details about eligibility, the stakeholder engagement process, the collaborative project nomination process, the project evaluation process, and project selection decision-making process. The final policy report will also provide an opportunity for JPACT to provide any updated direction to ODOT, TriMet and SMART on federal spending administered by those agencies. The final policy report will be brought back to JPACT for consideration.

Project prioritization factors

Part of the final policy report will be to refine with TPAC the prioritization factors for each project focus area. These are factors that will be used in the project nomination process by stakeholders and local governments to identify projects that meet the outcomes for each category. These factors include considerations that are specific to each project focus area and ones that will be applied to both, such as Environmental Justice. TPAC will be asked to consider the existing prioritization factors as well as propose additional factors to use in the nomination process. These factors will serve as a first screen for projects coming forward through the nomination process in each project focus area.

Stakeholder engagement

Once the policy framework is adopted, Metro staff will begin the collaborative process that will begin with stakeholder engagement to those impacted by the project focus areas. Stakeholder comments will be summarized and provided to a “task force” developed for each project focus area. These task forces will make recommendations on the prioritization of funds and project types consistent with the policy framework targets set for each focus area.

An equity work group will also be formed to further the consideration of Environmental Justice and underserved communities to provide input on the needs of minority, low income, elderly and disabled populations and help evaluate projects from an equity perspective.

Coordinating Committees

Local agencies, working through the coordinating committees and with Metro staff will use the stakeholder feedback and task force recommendations to propose projects that that meet the direction provided by JPACT and Metro Council, address the recommendations of the Focus Area Task Force, and meet the desired outcomes.

Public Comment Period and Decision process

The project proposals resulting from the nomination process will be released for public comment to help gauge support for the project list and understand issues or priorities associated with the proposed projects. After collecting and summarizing the comments and allowing for adjustments based on the comments, JPACT and Metro Council will make a final decision on the allocation of funds to the regional programs and projects in spring of 2011. These projects and programs will then be incorporated into the 2012-15 MTIP with all other federally funded and regionally significant projects.

BEFORE THE METRO COUNCIL

FOR THE PURPOSE ADOPTING POLICY) RESOLUTION NO. 10-4160
DIRECTION TO THE REGIONAL FLEXIBLE)
FUNDING ALLOCATION (RFFA) PROCESS) Introduced by Councilor Carlotta Collette
FOR FEDERAL FISCAL YEARS 2014-15)

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

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

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

BE IT RESOLVED that the Metro Council hereby adopts the recommendation of JPACT for policy direction to the Regional RFFA process for federal fiscal years 2014-15 as described in Exhibit A attached hereto as to form.

ADOPTED by the Metro Council this ____ day of July 2010.

David Bragdon, Council President

Approved as to Form:

Daniel B. Cooper, Metro Attorney

2014 -15 Regional Flexible Fund Allocation - Policy Framework

1. Step 1 - Regional Programs

Support of an initial funding target for existing regional programs, but with direction to develop a process for JPACT review of these programs prior to the final allocation of funding in the spring of 2011.

- Transit Oriented Development – \$5.95 million
- High capacity transit (HCT) bond - \$26 million
- HCT development - \$4 million
- TSMO/ITS - \$3 million
- Regional Travel Options - \$4.539 million
- Regional Planning - \$2.244 million
- Corridor & Systems Planning - \$1 million

❖ Establish Metropolitan Mobility Funding Preparedness \$_____

Prepare consensus regional strategy and applications for state and federal funding targeted to mobility in metropolitan areas as a Step 1 activity.

2. Step 2 - Community Investment Funds

❖ Green Economy/Freight Initiatives \$_____

This project focus area supports the development of the region’s economy through investment in green infrastructure and key freight projects or programs. Examples of project types include, but are not limited to:

- Preparation for state and federal freight funding opportunities
- Regional strategy for freight rail & high speed passenger rail development
- Regional strategy for industrial development and investment
- Freight focused transportation system management and operations (TSMO) projects
- Localized bottleneck reduction on freight routes/connectors
- Alternative fuel development (electric, compressed natural gas, etc.)
- Diesel emission reduction
- General or mode-specific freight plans and studies

Performance target outcomes:

- Reduce freight vehicle delay
- Reduce greenhouse gasses and exposure to pollutants

Project prioritization factors to meet outcomes:

Prioritization factors will be developed with the Transportation Policy Alternatives Committee (TPAC) and integrated into the final policy report. Potential prioritization factors may include, but are not limited to:

- Improves operational or physical connectivity to regionally important industrial land or jobs
- Improves freight operations (delay, safety, etc.)
- Benefits air quality
- Contributes to economic sustainability
- Addresses Environmental Justice and underserved communities needs and impacts

- Supports green or traded sector businesses
- Helps implement one or more goals of the Regional Freight Plan
- Innovative
- Has limited alternative sources of funding
- Leverages other funding or benefits
- Costs in line with scale of regional flexible funds available

❖ **Active Transportation/Complete Streets \$_____**

This project focus area prioritizes infrastructure support for non-auto trips and ensuring safe streets that are designed for all users. Examples of project types include, but are not limited to:

- Trails
- Access to transit
- On-street pedestrian and bicycle improvements
- Main Street improvements
- Preparation for federal funding opportunities

Performance target outcomes:

- Triple walk/bike/transit trips
- Reduce vehicle miles travelled
- Increase access to essential destinations by transit, biking and walking
- Reduce fatalities and serious injuries
- Reduce greenhouse gasses and exposure to pollutants
- Reduce household transportation and housing costs

Project prioritization factors to meet outcomes:

Prioritization factors will be developed with the Transportation Policy Alternatives Committee (TPAC) and integrated into the final policy report. Potential prioritization factors may include, but are not limited to:

- Provides a safe, green and efficient travel experience
- Will be used by a high number of people
- Supports growth in 2040 Centers
- Addresses Environmental Justice and underserved communities needs and impacts
- Has limited alternative sources of funding
- Applies universal design principles

3. Collaborative Process

Develop the project proposals for new focus areas through a collaborative process involving impacted stakeholders.

STAFF REPORT

FOR THE PURPOSE OF ADOPTING THE POLICY DIRECTION TO THE REGIONAL FLEXIBLE FUNDING ALLOCATION (RFFA) PROCESS FOR FEDERAL FISCAL YEARS 2014-15

Date: July 8, 2010

Prepared by: Ted Leybold and Amy Rose

BACKGROUND

This resolution will approve the framework outlining the policy direction to be used during the Regional Flexible Fund Allocation (RFFA) process for federal fiscal years 2014-15 to nominate, evaluate and select projects to receive federal transportation funds.

The process for updating the policies for the RFFA first involved a retrospective of the previous allocation cycle for which JPACT, TPAC and Metro Council members were engaged to provide feedback on what worked well and what didn't in the process of allocating funds for federal fiscal years 2012-13. This retrospective provided the basic context for preparing for the policy update for the allocation process for 2014-15 funds. The next step was to solicit feedback from JPACT at a retreat held on April 2nd, 2010 designed to develop a more strategic approach to spending these limited funds. The strategic approach includes:

- Having a topically or geographically focused impact rather than an array of disconnected projects.
- Achieving appreciable impacts on implementing a regional scale strategy given funding amount available.
- Addressing specific outcomes utilizing the Regional Transportation Plan Performance Targets.
- Prioritizing catalytic investments (leveraging large benefits or new funding).
- Positioning the region to take advantage of federal and state funding opportunities as they arise.

Metro staff has taken the feedback from the retreat as well as TPAC and JPACT meeting discussions to produce the policy framework, Exhibit A to Resolution 10-4160, that will be integrated into the policy report with existing MTIP and RFFA policies and objectives. JPACT is scheduled to adopt the framework at their July 8, 2010 meeting.

Metro and ODOT update the MTIP/STIP every two years to schedule funding for the following four-year period. The 2014-15 RFFA process is a component of the four-year period of federal fiscal years 2012 through 2015. This update will therefore adjust, as necessary, funds already allocated to projects in fiscal years 2012 and 2013 in the current approved MTIP. It will also allocate funds to new projects in the last two years (2014 and 2015) of the new MTIP.

The regional flexible funds available for the 2014-15 allocation are composed of two types of federal transportation assistance, which come with differing restrictions. The most flexible funds are surface transportation program (STP) funds that may be used for virtually any transportation purpose, identified in the Financially Constrained RTP, short of building local residential streets.

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

In the previous two allocation processes, regional flexible funds have been allocated in two steps. The first step was to allocate funds to existing regional transportation programs: metropolitan transportation planning, transit oriented development, regional travel options, transportation system management & operations, and high capacity transit development and capital construction. Step two was an allocation to local agencies for a variety of transportation projects.

This policy framework responds to direction received during the retrospective of the 2012-13 process, the JPACT retreat and subsequent JPACT meetings. Changes in policy direction outlined in the framework include:

- Support of an initial funding target for existing regional programs, but with direction to develop a process for JPACT review of these programs prior to the final allocation of funding in the spring of 2011 (Step 1).
- Establish Metropolitan Mobility Preparedness in Step 1.
- The development of two new regional project focus areas: Active Transportation/Complete Streets and Green Economy/Freight Initiatives, to provide direction to the allocation of funds to local agencies (Step 2).
- Direction to develop the project proposals for these new focus areas through a collaborative process involving impacted stakeholders.

ANALYSIS/INFORMATION

1. **Known Opposition** None known at this time.
2. **Legal Antecedents** Updates the 2010-13 MTIP Portland Metropolitan Area Policy Report, adopted by Metro Council Resolution 08-3916 on March 20, 2008 (FOR THE PURPOSE OF ADOPTING THE POLICY DIRECTION AND PROGRAM OBJECTIVES FOR THE 2009 REGIONAL FLEXIBLE FUNDING ALLOCATION PROCESS AND 2010-13 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM (MTIP)).
3. **Anticipated Effects** Adoption of this resolution will provide the policy direction, program objectives and procedures that will be used during the 2014-15 Regional Flexible Fund Allocation process to nominate, evaluate and select projects to receive federal transportation funds as described in Exhibit A of Resolution 10-4160.
4. **Budget Impacts** None.

RECOMMENDED ACTION

Metro staff recommends the approval of Resolution No. 10-4160.

2012-15 Regional Flexible Funding Allocation

Historical allocation of Regional Flexible Funds

Purpose

The following provides detail about how the historical averages were calculated for project focus areas that are proposed for Step 2: Community Investment Funds. Please note that not all categories in previous rounds were utilized in these calculations. These calculations were done in order to provide general context for understanding how funds were spent in previous cycles. A rough calculation was made by adding up projects in the 2008-11 and 2010-13 RFFA cycles that could reasonably be “rolled up” into the new categories of “Green economy/Freight Initiatives” and “Active Transportation/Complete Streets” and taking the average for both cycles- **\$2.6 million and \$19.9 million** respectively. These averages are approximate because the categories from one cycle to another do not correlate exactly and are intended for illustrative purposes to show generally how funds have been spent over the last two cycles.

2008- 11 Funding Cycle

The 2008-11 allocation of regional flexible funds used a modal categorization system. The following is the policy direction provided by JPACT for this allocation:

- Leverage economic development in 2040 land use areas
- Emphasize modes that do not have other sources of dedicated funding
- Complete gaps in modal systems
- Develop a multi-modal system with strong emphasis on funding bicycle, boulevard, freight, green street demonstration, pedestrian, RTP, TOD & Transit

| | | |
|---|--|---------------------|
| Bike/Trail | NE/SE 50s Bikeway: NE Thompson to SE Woodstock | \$1,366,000 |
| | Trolley Trail: Arista St to Glen Echo | \$1,100,000 |
| | Rock Creek Path: Orchard Park to NW Wilkins | \$600,000 |
| Pedestrian | Hood Street: SE Division Street to SE Powell Blvd | \$887,000 |
| | Foster-Woodstock: SE 87th St to SE 101 St | \$1,931,000 |
| | Fanno Creek trail: Hall Blvd crossing study | \$359,000 |
| Transit | On-street transit facilities: region wide | \$2,750,000 |
| Boulevard | East Baseline Street, Cornelius: 10th Ave to 19th Ave | \$3,231,000 |
| | East Burnside: 3rd Ave to 14th Ave | \$3,000,000 |
| | SE Burnside: 181 Street to Stark Street | \$300,000 |
| Green Street Retrofit | Cully Boulevard: NE Prescott to NE Killingsworth | \$1,600,000 |
| | Main Street: Rail Corridor to 99W, Tigard | \$2,540,000 |
| Total for categories used in "Active Transportation/Complete Streets" historical allocation calculation | | \$19,664,000 |
| Freight | 82nd Ave/Columbia intersection improvements | \$2,000,000 |
| | Portland Road/Columbia Blvd | \$538,000 |
| Diesel retrofit | Transit bus emission reduction: region wide: 266 buses | \$1,000,000 |
| | Cascade Sierra SmartWay Technology: region wide | \$200,000 |
| Total for categories used in "Green Economy/Freight Initiatives" historical allocation calculation | | \$3,738,000 |

*The following categories in 2008-11 are not included in the historical average calculation as they are not applicable to the project focus areas and are not shown in the table: Green Street Culvert, Road Capacity, Road Reconstruction, Large Bridge (not funded), Transit Oriented Development, Planning, and Regional Travel Options. Note also that the two step process was not used in this cycle.

2010-13 Funding Cycle

The 2010-13 allocation of regional flexible funds was the first cycle to use a two-step process for allocating funds to regional programs in Step 1 and local projects in Step 2. The project policy objectives established by JPACT for this allocation are:

- Retain and attract housing and jobs by addressing system gaps and deficiencies to improve multi-modal access in primary 2040 target areas.
- Address gaps and deficiencies in the reliable movement of freight and goods on the RTP regional freight system, and transit, pedestrian and bicycle access and intermodal connections to labor markets and trade areas within or between 2040 target areas.
- Provide access to transportation options for underserved populations
- Invest in Transportation System Management and Operations
- Address recurring safety issues
- Minimize noise, impervious surfaces, storm-water run-off and other pollution impacts
- Reduce and minimize energy consumption, carbon emissions and other air pollution impacts
- The project has no other or limited sources of transportation-related funding dedicated to or available for its use
- Efficient and cost effective use of federal funds

| | | |
|--|---|---------------------|
| Regional Mobility Corridors | NE/SE Twenties Bikeway: Lombard - Springwater Trail | \$2,097,850 |
| | Bus Stop Development & Streamline Program | \$1,414,000 |
| | Westside Trail: Rock Creek Trail - Bronson Creek Trail | \$2,399,337 |
| | 40 Mile Loop: Blue Lake Park - Sundial Rd | \$2,322,421 |
| Mixed-use Area Implementation | SW Rose Biggi: Hall - Crescent | \$2,758,238 |
| | 102nd Ave: NE Glisan - E Burnside | \$2,000,000 |
| | McLoughlin Blvd: Clackamas River Bridge - Dunes Dr | \$3,401,868 |
| | Red Electric Trail: SW 30th - SW Vermont | \$1,929,183 |
| Project Development | French Prairie Bridge: Boones Ferry Rd - Butteville Rd | \$1,250,000 |
| | Council Creek Trail: Banks - Hillsboro | \$218,044 |
| | Willamette Greenway Trail: N Columbia Blvd - Steel Bridge | \$444,800 |
| Total of projects used in "Active Transportation/Complete Streets" historical allocation calculation | | \$20,227,741 |
| Environmental Enhancement and Mitigation | School Bus Diesel Engine Emission Reduction | \$1,414,000 |
| | Total of projects used in "Green Economy/Freight Initiatives" historical allocation calculation | |

*The Industrial and Employment Area Implementation category is not included in the table as no projects were funded in that category.

*Step 1: Regional Programs are not included in the historical average calculations and are not included in the table.

**2014-15 Regional Flexible Fund
Allocation Policy**
PUBLIC COMMENTS

Kelsey Newell

To: Mary Vogel
Subject: RE: Please increase Regional Flexible Funds funding for active transportation

From: Mary Vogel [mailto:mvogelpnw@gmail.com]
Sent: Wednesday, June 30, 2010 11:24 AM
To: Kelsey Newell
Subject: Please increase Regional Flexible Funds funding for active transportation

Dear JPACT Members,

I understand that powerful business groups have proposed that 75% of the available Regional Flexible Funds funding be used for freight, reducing active transportation funding by over \$14 million. As a business person and a pedestrian, bicyclist and trails user, I am opposed to this as freight projects receive funding from a wide array of federal, state and local sources and Regional Flexible Funds are one of the primary sources of funding for bicycle, pedestrian and trail projects.

At the current level of funding for active transportation, it will require 166 years to build out all of the trail, bicycle and pedestrian projects in Metro's 2035 Regional Transportation Plan. **In my opinion, the amount for active transportation needs to be increased considerably, not decreased!**

As a woman over 50, I am in the target group that planners want to engage if we are to meet regional and statewide goals for reducing vehicle miles traveled. Since I moved to downtown Portland 16 months ago, I have rarely used my car. I get to most of the places I want to go via foot or bicycle and only occasionally need to combine transit into my trips.

The bicycle and pedestrian facilities that Portland is establishing downtown and in other core area neighborhoods enable me to live the kind of lifestyle that contributes not only to my health but that of the planet. Others throughout the region deserve the same opportunities to improve their health while we:

- improve environmental health
- stimulate economic development (1500 sustainable jobs \$100 million into the local economy from the bike industry alone)
- ensure access for all people

Please increase Regional Flexible Funds funding for active transportation, not for freight, so that we can get on with the funding of the region's bicycle, pedestrian and trails plan implementation!

Thanks for your attention,

Mary Vogel, CNU-A

PlanGreen

Putting Ecosystem Services into Excellent Urban Design

A Woman Business Enterprise in Oregon

503-245-7858

mary@plangreen.net

<http://www.plangreen.net>

<http://www.maryvogel.net>

Kelsey Newell

From: lama528@gmail.com on behalf of Laura Schmidt [laura.schmidt09@gmail.com]
Sent: Wednesday, June 30, 2010 11:57 AM
To: Kelsey Newell
Subject: JPACT and bicycles

Categories: Blue Category

Hello Ms. Newell,

My name is Laura Schmidt, I'm a native Oregonian, SE Portland resident, and 100% bike commuter. I was reading about JPACT on the BTA's blog and would like to share my desire for active transportation funding AT or ABOVE current levels. While much of our country depends on freight to move products around the country, we need to start shifting our priorities within our local communities, and continue building our walking and biking infrastructure. Currently, only 2% of public financing for transportation goes towards bicycle facilities, trails, and sidewalks.

The need for more bicycling and walking infrastructure and support is enormous. As a small and easily navigable city, Portland has made it easier for people to get out of their cars and take alternate means of transportation for short trips around town (those less than 3 miles). Fewer cars equals fewer carbon emissions and cleaner air for everyone to breathe for everyone. A healthier city attracts more growth and business. A healthier (and I would argue, happier) population who exercise regularly means less money needed for health care in the long term.

Portland is already the most bike-friendly city in the country, and that's one of the reasons I live here. It's also the reason my partner moved here from Indiana! Metro is one of the groups to thank for why Portland is such a great place to live, and I humbly request we keep on track by allotting generous funding for biking and walking facilities.

I'll be keeping up to date with JPACT's progress. Thank you for your time and hard work!

Sincerely,

Laura Schmidt
238 SE 26th Ave
Portland, OR 97214
503-422-3246



Southwest Neighborhoods, Inc.

7688 SW Capitol Highway, Portland, OR 97219 (503) 823-4592

June 25, 2010

Metro Joint Policy Advisory Committee on Transportation
600 NE Grand Ave
Portland, OR 97232

Re: Regional Flexible Fund Allocation

Dear JPACT members:

It has come to the attention of the SWNI Board of Directors that Metro's Joint Policy Advisory Committee on Transportation is debating the allocation of FY 2014-2015 regional flexible funds to metropolitan mobility studies, active transportation and green economy projects.

Historically, Metro has allocated approximately 85% to active transportation and 15% to freight and congestion relief projects. The SWNI Board supports that historic allocation and opposes an allocation of more than 20% for freight. We note that there are fewer sources of funding for active transportation (pedestrian and bicycle infrastructure improvements) and more funding sources available for freight and congestion relief. We also note that by building the active transportation infrastructure, these projects will help provide congestion relief by reducing the amount of single-occupancy vehicle miles driven in the region, and supporting the reduction of greenhouse gas emissions and development of 20-minute neighborhoods in our community.

Sincerely,


Brian Russell

cc: Metro Council, Portland City Council, Multnomah County Commission

Kelsey Newell

From: Steve Bozzone [stevebozz@gmail.com]
Sent: Wednesday, June 30, 2010 1:36 PM
To: Kelsey Newell
Subject: JPACT: Active Transportation Funding is a Priority
Attachments: investinbikes.pdf

Categories: Blue Category

Dear Kelsey Newell & Metro JPACT:

When you meet on July 8, please consider the fact that active transportation is currently not funded equitably compared to other modes of transportation, such as large trucks and freight vehicles. In recent surveys, we can see that up to 18% of Portlanders identify the bicycle as a primary or secondary form of transportation, and another 30% ride transit regularly. These constituencies represent the demand for increased funding for active transportation projects, particularly the availability of off-street, separated pathways.

I am sure all JPACT members are familiar with the positive benefits of investing in active transportation, so I will only summarize. Besides creating jobs; reducing our healthcare costs; keeping money in our local economy; and reducing local emissions and congestion; building a world-class walking, biking, and mass transit network is the only way we will achieve our region's long-term sustainability goals.

Active transportation advocates understand that not everyone is going to pedal a bicycle or catch a bus to get around, but we are confident that everyone will enjoy the positive benefits of creating a sustainable transportation network. Please find a list of benefits we all receive from investing in bicycle infrastructure, attached. Thank you for your time.

Sincerely,
Steve Bozzone
4128 NE Cleveland Ave
Portland, OR 97211
(914) 882-5212

Investing in Bikes *Makes Cents!*

Our roads are for everyone. Here is the case for funding people-powered streets.

Improving Portland's ECONOMY

Reducing automobile trips puts more money in your pocket.

Families spend over 3x more on transportation than they do on health care. Affordable transportation should be accessible to everyone.

Bikeways & sidewalks preserve property values.

Houses built in walkable neighborhoods are less likely to fall into foreclosure.

Encouraging active transportation reduces healthcare costs.

There is a correlation between miles biked and dollars saved.

Building bikeways promotes Portland's leading bike industry.

Our initial \$60 million investment in Portland's current network has created a \$40-million-a-year bike industry, creating thousands of jobs. We can create even more opportunities for Portlanders to work.

Investments in biking, walking and transit pay us back.

Less dependence on oil keeps at least \$800 million in our local economy.

It's about EQUITY

Current spending is not equitable to the amount of Portlanders who bike.

16% of Portlanders use their bicycle as a source of transportation, yet we only spend 0.7% of our transportation budget on bike infrastructure.

Portland does not spend enough on transit currently.

Portland continues to show solid growth despite having the second lowest per capita transit spending of the 28 largest U.S. metropolitan areas.

Bicycling is the most affordable form of transportation.

Portland bikeways connect important neighborhood, civic and employment destinations as well as providing seamless links to the regional transit system.

Bicycling truly is Portland's best transportation buy.

Compared to similar transportation investments, bicycling is by far the cheapest and lasts the longest.

For better HEALTH & SAFETY

Newer bike and pedestrian infrastructure will reduce conflicts between cars and other road users.

Separated facilities keep bikes away from cars.

Getting more people on bikes makes streets safer for all.

Collision rates decline when more people walk and bike.

Reducing traffic has a positive impact on our children's health.

Children living within 150 meters of high-traffic areas were found to have, on average, BMIs five percent higher than those living near low-traffic areas.

Bicycling creates healthier kids.

Kids born today are expected to have a shorter life expectancy than their parents due to inactivity and diet. One in three U.S. children born in 2000 will contract Type II diabetes unless their lifestyles emphasize eating less and exercising more.

Bicycling reduces traffic, congestion & commute times.

Make bicycling irresistible and you have a real solution to our congestion issues. Every extra 30 minutes of commuting time per day is associated with a 3% greater likelihood of obesity.

Automobile trips that can be safely replaced by walking or bicycling offer the first target for increased physical activity.

Center for Disease Control

People living on streets with heavy traffic have fewer friends.

Those living on low-traffic streets have three times as many friends as people on high-traffic streets.

Meeting CLIMATE CHANGE goals

Bicycling is an effective way to address climate change.

Bicycling can efficiently serve the 60% of trips in Portland that are 3 miles or less. Thirty-eight percent of Oregon's CO2 emissions are attributed to transportation.

Bicycling improves air quality, reduces noise & congestion.

Increases in transportation noise are associated with increases in hypertension and cardiovascular disease.



Active Right of Way - Streets for everyone.

What if I don't ride?

Why investing in bikes is great for everyone, even if you don't care to bike.

I DRIVE



- New bike and pedestrian infrastructure will reduce conflicts with other road users.
- Portland is filling up. More bikes mean less congestion.
- Separating bikes and cars keeps bicyclists out of your way.
- As people bike more, parking will be more available.

I WALK



- New sidewalks and crosswalks are built in tandem with better pedestrian facilities.
- You will get more places on calmer streets.
- Enjoy the extra company of more people.
- Cyclists and drivers will receive additional education and enforcement action.

I TAKE TRIMET



- Using a bike with Trimet means comprehensive connections
- Improving bikeways and sidewalks make getting to and from your bus or MAX train easier and safer.
- Fewer bike and bus conflicts means quicker service.

I BIKE



- World-class biking facilities will connect from A to B.
- More cyclists on the streets calm traffic and reduce your risk of a crash or injury.
- Your non-biking friends and family will be more inclined to ride with vastly improved, separated bikeways.

I HELICOPTER



- Less congestion and increased visibility.
- Friendlier skies: More smiles and waves.
- Additional places to land throughout the city.

I SKATE



- New bikeways are excellent skate routes.
- More active road users on the road means safer roads and easier access for skaters.
- Separated bikeways means less competition for sidewalks.

What's all this I hear about spending millions of dollars on bikes? That sounds like a lot of money.

Most projects in the Bike Master Plan, recently developed by PBOT and approved unanimously by city council, will cost under \$1 million. It's important to compare the cost to other transportation projects:

- Portland Roadways: \$17 billion over past 20 years
- Proposed Columbia River Bridge: \$4 billion
- Sellwood Bridge: \$330 million
- Bike Master Plan: \$600 million for 377 projects and thousands of improvements over 20 years

Bikers don't pay their fair share, aren't they freeloaders?

That's a common misconception. 90% of Portland cyclists own cars and thus pay gas tax and registration fees like other drivers. Our roads are funded through a variety of mechanisms, including property taxes, federal subsidies, and grants. In fact, one could argue that local bicyclists are subsidizing highway infrastructure which they are legally forbidden to use.

What can I do to support better bikeways in my community?

Tell your mayor and city council that you want to see improved funding for bike and walk projects:

| | | |
|----------------|----------------------------|--------------|
| Sam Adams: | samadams@ci.portland.or.us | 503-823-4120 |
| Amanda Fritz: | amanda@ci.portland.or.us | 503-823-3008 |
| Randy Leonard: | rleonard@ci.portland.or.us | 503-823-4682 |
| Nick Fish: | nick@ci.portland.or.us | 503-823-3589 |
| Dan Saltzman: | dan@ci.portland.or.us | 503-823-4151 |

Contact your Oregon State representatives:
<http://www.leg.state.or.us/findlegsltr/>

Build accountability by calling the city hotline with your safety concerns: 503-823-SAFE

Join *Active Right of Way* in our work toward safer, equitable streets:
<http://intersection911.org/arow>

Get involved in your local neighborhood coalition:
<http://intersection911.org/coalitions>

Kelsey Newell

From: dlwx3@comcast.net
Sent: Wednesday, June 30, 2010 2:02 PM
To: Lake McTighe
Cc: committee@sullivansgulchtrail.org
Subject: comments for JPACT

To: Members of JPACT

From: Sullivan's Gulch Trail Committee

Regarding Wyatt Motion on Community Investment Funds allocation.

We are opposed to the motion for an arbitrary limitation on Community Investment Funds for Active Transportation/Complete Streets. It may be that a reverse proportion is more appropriate for funding our future priorities.

The recently adopted Portland Bicycle Transportation Plan provides us an opportunity to build a "sustainable, efficient city that is vibrant, healthy and prosperous..." We must provide the funding to create this vision.

Our future requires us to refocus on the Green Transportation Hierarchy, and prioritize investments in walking, bicycling and mass transit. Too many streets have no sidewalks. There are not enough opportunities to bike safely to school and work. There are not enough funds available to make even a small dent in these opportunities.

Increased investments in building our bike infrastructure have many positive side effects. Reduced need for capacity improvements as more people choose to make fewer trips by car. Reduced carbon output, helping us reach our future greenhouse gas reduction goals. Improved personal health as people are more personally active.

We are at the precipice. We must make choices now about our future. The economy, the environment, our communities are changing in ways we have never experienced in our history. We must choose our priorities wisely looking forward.

While we must maintain our infrastructure for freight, our future priorities include building something new, creative, and sustainable. Our financial commitment to this plan is an important part of Portland's transportation future.

Dan Lerch-Walters
Sullivan's Gulch Trail Committee

Kelsey Newell

From: Michael Wade [Wade.Michael@Comcast.Net]
Sent: Wednesday, June 30, 2010 3:38 PM
To: Kelsey Newell
Subject: Transportation Funding

Categories: Blue Category

Dear Metro JPACT,

I would encourage you to give serious weight to the needs of the walkers, bikers, and mass transit users in budget/funding discussions. They are a significant and growing part of the picture and need support services – including bike/pedestrian paths that are separated from motor vehicle traffic – like the Springwater Corridor.

We need to be encouraging these modes of transportation with safer access. They provide healthy alternatives to the use of automobiles and they reduce our impact on the global environment.

Thank you for your time and for considering these ideas in your discussions.

Michael Wade
Portland, OR



WASHINGTON COUNTY

OREGON

June 30, 2010

RE: JPACT Flexible Funds for Active Transportation

Dear JPACT Members,

I urge JPACT to hold fast to its recent past practice of awarding 75 plus percent of Regional Flexible Funds for Active Transportation and Complete Streets. It would be wise to continue this practice from the standpoint of equity and economic development.

The issue of equity is obvious. Just 2% of regional transportation money goes to bicycle facilities, trails and sidewalks. At the current rate of investment, we will not complete the Active Transportation projects listed in the Regional Transportation Plan until the laughably absurd date of 2176. Any further cuts in current Regional funding for Active Transportation could not be more unfair. An even more compelling argument for maintaining the present Flexible Funding percentages is that this region can not achieve its economic development goals by effectively starving Active Transportation of nearly all its funding.

Active Transportation can assume a huge share of the Region's transportation load at an incredibly modest price. Active Transportation can take a lot of motorized traffic off our roads and free them for freight movement. Active Transportation could be a huge cost-effective plus for freight movement. It was precisely for that reason Geert-Pieter Wagenmakers said at a 2009 bike transport symposium, that the freight and biking communities are now strong allies in the Amsterdam Region, and thought that ought to be true for the Portland Region as well. Please note that Mr. Wagenmakers works for the Amsterdam Chamber of Commerce and has an extremely strong freight background. And his presentation was made possible by the German Marshall Fund of the United States.

We ought not to starve an important transport mode with huge up-side potential in this Region, but should instead find significant new funding for all modes including freight and Active Transportation. It's important to remember that the Dutch are not just world leaders regarding bike transport. They move an impressive amount of freight, most notably in and out of Rotterdam, one of the world's largest ports. The Dutch have made highly successful investments in freight facilities, high speed highways and rail.

Active Transportation can also cost effectively address a number of significant costs falling on business. One of the most significant of those is medical and related insurance costs for a badly overweight work force. "Excess weight can cause

Board of County Commissioners

155 N. First Avenue, Suite 300, MS 22 Hillsboro, OR 97124-3072

Phone: (503) 846-8681 * fax: (503) 846-4545

illnesses including diabetes, heart disease and some cancers. The Northwest Health Foundation estimates that obesity costs Oregon \$781 million a year in direct medical costs...." (See, the Oregonian, June 30th, 2009, ***Oregon holds the (waist)line on fatness***, at page C-1.)

Costs related to health and lowered life expectancy, as well as for air pollution, climate change, noise, road deterioration and road congestion were all analyzed and used in a recent transportation "Working Paper" done for the City of Copenhagen. That paper concluded that "bicycle projects are likely to yield a positive economic return which is (at least) comparable to road and rail projects carried out by the public sector."

(Please see *Economic Evaluation of Cycle Projects: Methodology and Unit Prices*, at pages 4-5 and 11, in

<http://www.fietsberaad.nl/index.cfm?lang=en&repository=Economic+evaluation+of+cycle+projects:+methodology+and+unit+prices>

So a cost/benefit analysis recently done for a major, First World city used Active Transportation benefits and motorized vehicle costs that are often overlooked in this Region. But shouldn't our Region use/seriously consider those costs and benefits in their decision making as well? I think we should, and a Metro Blue Ribbon Committee recently came to the same conclusion. (Please see:

<http://www.oregonmetro.gov/index.cfm/go/by.web/id=30078/level=4>

more specifically, please see: [Download The Case for Active Transportation \(1.9M PDF\)](#))

Please hold fast to your recent past practice of awarding 75 plus percent of Regional Flexible Funds for Active Transportation and Complete Streets. That's only fair and your past practice makes strong economic sense.

Sincerely,

A handwritten signature in dark ink that reads "Dick Schouten". The signature is written in a cursive, flowing style.

Dick Schouten, Commissioner 1
(Aloha, Beaverton and Cooper Mountain)

Kelsey Newell

From: Megan Chinburg [mchinburg@gmail.com]
Sent: Wednesday, June 30, 2010 5:40 PM
To: Kelsey Newell
Subject: In Support of Active Transportation Funding

Categories: Blue Category

Dear Kelsey Newell,

I am writing today to express how important active transportation funding is to me, and ask that you continue to fund active transportation above the current levels.

I have been a Portland resident for the past 5 years, all that time, an avid cyclist and bike commuter. The number one reason I love living in Portland is out incredible access to alternative transportation options.

Having read the overview of the 2035 Regional Transportation Plan, and learning that we won't succeed in building out all the plans we have laid unless we drastically increase the funding to active transportation from the Regional Flexible Funds. While funding freight projects is important, they are far outweighed by the economic, health, and livability advances Portland can gain by spending more on active transportation.

Thank you for taking the time to read my email, and please join me in support of increased funding for active transportation.

Sincerely,
Megan Chinburg
Portland Resident
97211

Kelsey Newell

From: J. White [nikana_99@hotmail.com]
Sent: Wednesday, June 30, 2010 6:06 PM
To: Kelsey Newell
Subject: Allocate Regional Flexible Funds to active transportation

Categories: Blue Category

Dear Metro JPACT:

Personally active transportation has allowed me to reduce my commute expenses (on car costs and sometimes public transit) which frees up my money to spend at local businesses. It also allows me to trade in driving time for exercise time and therefore is likely to reduce future healthcare costs and it keeps me fit. Please consider the fact that active transportation is currently not funded equitably compared to other modes of transportation, such as large trucks and freight vehicles. In recent surveys, we can see that up to 18% of Portlanders identify the bicycle as a primary or secondary form of transportation, and another 30% ride transit regularly. These constituencies represent the demand for increased funding for active transportation projects, particularly the availability of off-street, separated pathways.

I am sure all JPACT members are familiar with the positive benefits of investing in active transportation, so I will only summarize. Besides creating jobs; reducing our healthcare costs; keeping money in our local economy; and reducing local emissions and congestion; building a world-class walking, biking, and mass transit network is the only way we will achieve our region's long-term sustainability goals.

Active transportation advocates understand that not everyone is going to pedal a bicycle or catch a bus to get around, but we are confident that everyone will enjoy the positive benefits of creating a sustainable transportation network. Of course these are tough economic times but improvements in active transportation provide more opportunities for people to travel cheaply and have added health benefits. Plus I'm sure those in trucking appreciate having less people in cars on the road. For the citizens of the Metro area, the benefits from active transportation are much greater than the benefits they would see from freight improvements. Thank you for your time.

Jackie White

Hotmail is redefining busy with tools for the New Busy. Get more from your inbox. [See how.](#)

Kelsey Newell

From: michweek@aol.com
Sent: Wednesday, June 30, 2010 9:23 PM
To: Kelsey Newell
Subject: JPACT July 8th meeting

Categories: Blue Category

Dear Kelsey Newell & Metro JPACT:

When you meet on July 8, please remember that now is the time to become creative in rethinking how to change our oil dependences. B-Line is one such business that has redefined the way we can move freight within the urban core. Not only do they supply jobs, keep our air clean, and move needed supplies and goods in our city, they do it by bike. They are just one of hundreds of bike centric business's that would benefit from active transportation funding.

Without strong signals that change is needed and coming, many business's will not change. As much as I try to vote with my dollars, sometimes I will purchase an item that indirectly benefits a company whose policies I do not agree with. That is where I would hope my tax dollars will be put to good use for my community and not towards the benefit of privatively run business's. Please use my money for the greater good of my community and for the city's goals toward sustainability.

Sincerely,

Michelle Week
2714 se 29th ave
Portland, Or 97202

June 30, 2010

Dear Honorable Deborah Kafoury,

Deborah, you and I have worked together in the past through Transition Projects where you serve on the board and I have facilitated some meetings. Clearly you care deeply about our community. I wish to thank you do to make our region more livable, healthier, and successful for everyone. You have earned a reputation for balancing the needs of all citizens.

I am writing today to advocate for spending more of the 2014-2015 Regional Flexible Funds on active transportation. With our schools cutting back on physical education classes for children, obesity in our region still dangerously high as reported just this week, and real signs that we need to cut back green house gas pollution: active transportation continues to offer the most bang for the buck.

In these times as budgets are slashed, our dollars need to go the farthest for the most people. Investing in active transportation does this by reusing the facilities we already have. Essentially, recycling and retrofitting them to do more for us. Benefits also accrue for those people who choose to drive, by having fewer cars to contend with in terms of congestion and pollution.

With a fraction of funds going to active transportation, now is the time to continue investing in a known solution to so many of our challenges.

With respect,

Mary Roberts

820 NW 12th Ave. Apt. 606

Portland, Oregon

971-506-6798

Materials following this page were distributed at the meeting.



JOINT POLICY ADVISORY COMMITTEE ON TRANSPORTATION
MINUTES
June 10, 2010
Metro Regional Center, Council Chambers

MEMBERS PRESENT

Carlotta Collette, Chair
Sam Adams
Rex Burkholder
Jack Burkman
Craig Dirksen
Fred Hansen
Kathryn Harrington
Donna Jordan
Roy Rogers
Jason Tell
Bill Wyatt

AFFILIATION

Metro Council
City of Portland
Metro Council
City of Vancouver
City of Tigard, representing Cities of Washington County
TriMet
Metro Council
City of Lake Oswego, representing Cities of Clackamas County
Washington County
Oregon Department of Transportation, Region 1
Port of Portland

MEMBERS EXCUSED

Shane Bemis
Nina DeConcini
Deborah Kafoury
Lynn Peterson
Steve Stuart
Don Wagner

AFFILIATION

City of Gresham, representing Cities of Multnomah County
Oregon Department of Environmental Quality
Multnomah County
Clackamas County
Clark County
Washington State Department of Transportation

ALTERNATES PRESENT

Shirley Craddick
Andy Ginsberg
Ann Lininger
Troy Rayburn

AFFILIATION

City of Gresham, representing Cities of Multnomah County
Oregon Department of Environmental Quality
Clackamas County
Clark County

STAFF PRESENT: Kim Ellis, Mike Hogle, Tom Kloster, Ted Leybold, Tom Matney, Kelsey Newell, Lake McTighe, Deborah Redman, Amy Rose, Alison Kean Campbell, Robin McArthur, Andy Cotugno, Colin Deverell, Josh Naramore, Council President David Bragdon, Councilor Rod Park, Dick Benner, Randy Tucker.

1. CALL TO ORDER AND DECLARATION OF A QUORUM

Chair Carlotta Collette called the meeting to order and declared a quorum at 7:34 am.

2. INTRODUCTIONS

Chair Collette welcomed Division Administer Phil Ditzler and Mr. Satvinder Sandhu of the Federal Highway Administration.

Chair Collette introduced Councilor Shirley Craddick, as representative for the Cities of east Multnomah County for the June 10 meeting. Both Mayor Bemis and Mayor Fuller were unable to attend the meeting.

3. CITIZEN COMMUNICATIONS ON NON-AGENDA ITEMS

There were none.

4. COMMENTS FROM THE CHAIR AND COMMITTEE MEMBERS

Mr. Andy Cotugno of Metro briefed the committee on the HUD Sustainability Planning Grant. The US Departments of Housing and Urban Development (HUD) and Transportation (DOT) and the Environmental Protection Agency (EPA) have come together to form The Partnership for Sustainable Communities. The Partnership has launched a major new effort, the Sustainable Communities Initiative (SCI), adopted Livability Principles, and initiated the HUD Sustainability Planning Grant.

SCI's Livability Principles mirror the values that underline the Portland region's nationally recognized long-range plan, the 2040 Growth Concept. Metro has proposed a framework for a collaborative regional SCI grant proposal to enhance and implement elements of the 2040 Growth Concept as informed by the Livability Principles. The framework is being reviewed and discussed by public, private and nonprofit sector partners in advance of the release of HUD's SCI Notice of Funding Availability (NOFA).

Mr. Jason Tell of the Oregon Department of Transportation (ODOT) briefed the committee on a request for project proposals in the Urban Trails Fund which will provide \$970,000 in available funding statewide this year for transportation trail projects that can be ready for contract in 2011. A maximum of four grants will be awarded. Applications are due July 9, 2010.

Chair Collette thanked Mr. Fred Hansen for his years of service, both as the Director of the Oregon Department of Environmental Quality and as the General Manager of TriMet, on JPACT.

5. CONSIDERATION OF THE JPACT MINUTES FOR MAY 13, 2010

MOTION: Councilor Rex Burkholder moved, Councilor Donna Jordan seconded, to approve the JPACT minutes for May 13, 2010.

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

6. HOUSE BILL 2001

Mr. Mike Hoglund of Metro briefed the committee on the key issues regarding the greenhouse gas scenario work program. A revised version of the work program will be presented at the July 8 JPACT meeting.

7. AIR QUALITY CONFORMITY DETERMINATION FOR THE 2035 REGIONAL TRANSPORTATION PLAN AND THE 2010-13 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM: RESOLUTION NO. 10-4150A

8. 2035 REGIONAL TRANSPORTATION PLAN ADOPTION: ORDINANCE NO. 10-1241A

Chair Collette introduced both Resolution No. 10-4150A and Ordinance No. 10-1241A and provided an overview of the timeline for the 2035 Regional Transportation Plan and its components, including:

- A first-ever Climate Change Action Plan to identify the right mix of policies and investments necessary to achieve significant reductions in greenhouse gas emissions;
- An updated High Capacity Transit Plan that lays out a set of priorities for expansion of bus and light rail service throughout the region;
- A Regional Freight Plan that outlines investments to support trade-sector jobs and improve freight reliability;
- The first comprehensive plan for transportation systems management and operations to make the most of investments already made in the transportation network; and
- Ambitious performance targets and a monitoring system to evaluate how well the region's transportation investments meet those targets.

Chair Collette explained that the four-year development of the RTP involved extensive collaboration among several government agencies, including Metro, the Oregon Department of Transportation, the Oregon Department of Environmental Quality, the Port of Portland, TriMet and the cities and counties in the region. The RTP also reflects considerable input and guidance from citizens, businesses and advocacy organizations. Chair Collette proceeded to outline the work plans and investment strategies that will ultimately implement the plans and policies within the 2035 RTP. Chair Collette thanked the committee and their staff for all the time and hard work that went into developing the plan.

MOTION: Mr. Fred Hansen moved, Commissioner Roy Rogers seconded, to approve Resolution No. 10-4150A and Ordinance No. 10-1241A with the following language amendments:

- Section 6.7.18 of Chapter 6 in the RTP, as specified in the June 8, 2010 letter addressed to Mr. Jason Tell:
*“6.7.18 Congestion management program data collection and monitoring
The great challenge for establishing and maintaining a monitoring program has been the availability of data. Historically, collecting and managing data has been expensive and difficult. With advancements in intelligent transportation systems in the region, more and better data is available today and will continue to grow with implementation of data collection projects identified in the Regional Transportation System Management and Operations (TSMO) plan. In 2008, the region approved ongoing funding for implementation, including \$100,000 per year to fund PORTAL data collection, maintenance and reporting on the region's highway and transit system. Metro will work with ODOT and other regional partners to **expand existing data collection and performance monitoring** efforts to include other parts of the system and **develop new tools and methods** to evaluate system performance for all modes of travel. This work will include developing a data management system to facilitate data collection, maintenance and reporting to support on-going RTP monitoring. **The data will be reported biennially as part of the Regional Mobility Program, consistent with the region’s federally-approved congestion management process.**”*
- Section 6.7.6 of Chapter 6 in the RTP, as specified in the June 8, 2010 letter addressed to Mr. Jason Tell:
*6.7.6 Greater Portland-Vancouver Indicators (Regional performance indicators)
As the region increasingly shares similar desired outcomes, the need to use similar performance measures increases. To take advantage of this, Metro ~~is~~ has been and continues to be engaged in ~~embarking on~~ an effort with PSU’s Institute of Metropolitan Studies to develop a coordinated regional approach to develop and utilize performance measures that can provide a shared lens for tracking how the region is doing socially, economically and environmentally. As **this new regional approach is developed, the performance indicators identified in this RTP can be included into a broader, even more holistic performance ~~measure~~ monitoring system for the region. Results teams have been identified for the following sectors: economy; education; culture and the arts; civic engagement; well-being (health, protection and public safety); access and mobility; housing and community; and the natural environment. Although the teams will be sector specific, they will be provided venues and resources to collaborate on critical inter-relationships across indicators and issues (i.e., economic vitality and transportation, housing and transportation, equity and transportation). More information on this project can be found at <http://www.pdx.edu/ims/Indicators>.***

- Section 6.7.20 of Chapter 6 in the RTP, as specified in the June 8, 2010 letter addressed to Mr. Jason Tell:

“6.7.20 Freight system bottlenecks

As a critical West Coast domestic hub and international gateway for commerce and tourism, the Portland area must maintain well-functioning river ports, rail connections and highways. The Regional Freight Plan and RTP identify a small set of key highway bottlenecks on National Highway System facilities critical to state and regional truck mobility. The plans also note freight rail bottlenecks critical to access to the region’s ports and intermodal facilities, as well as the need for rail to carry its full share of existing and future commodities efficiently.

In order to address these long standing needs and to increase understanding of their economic importance, the Regional Freight Technical Advisory Committee, with assistance from private sector stakeholders (e.g., through a Regional Freight and Business Task Force) will **develop criteria and a methodology for ranking these locations in terms of their freight and business impacts.** This can be done by: (a) measuring the extent to which sensitive economic activities are affected by those facilities, and (b) estimating the magnitude of potential economic benefit associated with making improvements to these facilities, using the best available methods and tools. Information generated through this analysis will be used in future RTP updates to help prioritize investments and may be needed in the future to qualify for certain federal funding categories.”

Discussion: Mayor Dirksen requested that Section 3.08.510B of the Regional Transportation Functional Plan, as specified in the June 8, 2010 letter addressed to Mr. Jason Tell be amended to read, “... ~~below the vehicular trip generation rates recommended recorded~~ by the Institute of Transportation Engineers...” Mr. Hansen and Commissioner Rogers accepted this proposal as a friendly amendment. This amendment has been recorded in the above motion.

Mayor Sam Adams clarified that projects listed in the 2035 RTP are not grandfathered into the RTP with this action and will be required to be consistent with the greenhouse gas emissions reduction targets. Staff concurred with Mayor Adam’s assessment and explained that local transportation plans will be updated to address the new RTP policies and functional plan requirements.

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

**9. 2014-15 REGIONAL FLEXIBLE FUND ALLOCATION POLICY REPORT:
RESOLUTION NO. 10-4160**

Mr. Ted Leybold of Metro introduced the 2014-15 Regional Flexible Fund Allocation Policy Report and Resolution No. 10-4160 and requested that JPACT provide final direction for funding targets for the Metropolitan Mobility preparedness, Green Economy/Freight Initiatives, and Active Transportation/Complete Streets focus areas within the policy report.

MOTION #1: Mr. Bill Wyatt moved, Mr. Jason Tell seconded, to allocate 75% of Step 2 funds to the Green Economy/Freight Initiatives project focus area and 25% of Step 2 funds to the Active Transportation/Complete Streets project focus area. (Metropolitan Mobility preparedness was not addressed in the Port of Portland’s motion.)

Discussion: Councilor Donna Jordan and Commissioner Ann Lininger proposed a \$2 million amount for Step 1: Metropolitan Mobility Preparedness and for Step 2: Community Investment Funds, \$8 million to Green Economy/Freight Initiative with \$500,000 set aside for fleet electrification and \$10 million to Active Transportation/Complete Streets.

Councilor Kathryn Harrington discussed ideas around allocating the funding based on a percentage split similar to the historical allocation for Active Transportation/Complete Streets and an increase in the historical percentage for Green Economy/Freight Initiatives. Councilor Harrington also proposed a \$1 million amount for Step 1: Metropolitan Mobility preparedness.

A number of other comments were made by the committee in the process of discussing options for how to spend regional flexible funds. The main points of discussion are as follows:

- Establish a set aside for High Capacity Transit planning to take advantage of funding opportunities as they become available.
- Need a long term, dedicated source of funding for transit planning to get projects “ready to go.”
- Debate should not be between freight vs. livability (cycling & pedestrian improvements) as both are important.
- Look at the existing funding opportunities for the project focus areas – what money is on the table for leveraging federal dollars?
- Develop minimums for the project focus areas instead of targets.
- Have Metro staff develop “scenarios” and a rationale for each to aid in the discussion of options.
- JPACT needs more discussion on high speed rail.
- Many committee members suggested taking more time to discuss how to allocate the regional flexible funds.

MOTION #2: Councilor Harrington moved, Councilor Jordan seconded, to continue the discussion to the July 8 JPACT meeting.

ACTION TAKEN ON MOTION #2: With all in favor, the committee agreed to continue the discussion to the July 8 JPACT meeting.

10. TIGER 2 GRANTS

Mr. Cotugno briefed the committee on the TIGER 2 grants. USDOT has announced a TIGER 2 solicitation, providing access to \$600 million. Pre-applications are due July 16 and final applications August 23.

The committee agreed to submit multiple individual applications for the July 16 pre-application deadline, and revisit the discussion prior to the August 23 final deadline to decide whether to select a single application to be the Portland region application or to submit multiple applications.

11. ADJOURN

Chair Collette adjourned the meeting at 9:01 a.m.

Respectfully submitted,



Tom Matney
Recording Secretary

ATTACHMENTS TO THE PUBLIC RECORD FOR JUNE 10, 2010

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

| ITEM | DOCUMENT TYPE | DOC DATE | DOCUMENT DESCRIPTION | DOCUMENT No. |
|-------------|----------------------|-----------------|---|---------------------|
| 8. | Letter | 06/08/2010 | Re: Chair Collette's June 2 Letter re: Oregon Transportation Commission Concerns re: 2035 RTP | 061010j-01 |
| 8. | Memo | 06/01/2010 | Housing and Transportation Index Methodology for Cost Burdened Households | 061010j-02 |
| 9. | Letter | 06/08/2010 | Re: MTIP RFFA Allocation for Regional Freight Projects | 061010j-03 |
| 9. | Memo | 06/09/2010 | Re: Resolution No. 10-4160 | 061010j-04 |
| 9. | Letter | 06/09/2010 | Re: Regional Flexible Fund Allocation Policy | 061010j-05 |
| 10. | Memo | 06/08/10 | TIGER 2 | 061010j-06 |

DATE: February __, 2009

TO: Oregon Transportation Commission

FROM: Matthew L. Garrett, Director

SUBJECT: **Agenda** __ – Federal TIGER II grant applications

Requested Action:

Approve ODOT applications for federal TIGER II grants, authorize ODOT staff to issue letters of support for all meritorious and feasible TIGER II applications submitted by local governments in Oregon, and consider endorsing a limited number of projects as statewide priorities.

Background:

US DOT has put out a solicitation for applications for \$600 million in funding available under the TIGER II program. Surface transportation projects of any mode—including highways, bicycle/pedestrian facilities, public transportation, ports, and rail (both passenger and freight)— are eligible for funding, either for capital projects or for planning/development funding. Mandatory pre-applications are due July 26, and applications are due August 23. This grant program is expected to be extraordinarily competitive.

ODOT seeks Commission authorization to seek Legislative approval to apply or co-apply with local governments for the following projects:

- I-5 Woodburn Multi-Modal Transportation Project (ODOT Region 2)
- I-5 Corridor Transit Support (ODOT Public Transit Division)
- Transit Information Improvement (ODOT Public Transit Division)
- I-5 Truck Climbing Lanes (ODOT Region 3)
- US 101 Lincoln City Redevelopment (ODOT Region 2)
- Electric Vehicle Corridor Connectivity (ODOT Innovative Partnerships)
- Franklin Boulevard: Glenwood Redevelopment (City of Springfield, Lane Transit, ODOT Region 2; planning funding only)
- Territorial Highway Bicycle Facilities (Lane County, ODOT Region 2; planning funding only)

Local governments will also submit applications for TIGER II funding, and ODOT requests approval from the Commission to provide letters of support for all meritorious and feasible applications submitted by local governments in Oregon, including but not limited to the following that have declared their intention to apply:

- South Stage Overcrossing (City of Medford)
- 3rd Street Road and Drainage (Tillamook County)
- Berg Parkway Overpass (City of Canby)
- Portland-Milwaukie Transit Catalyst (TriMet, City of Portland, City of Milwaukie)
- Bike-able Brookings: College to Port (City of Brookings)

- Sellwood Bridge Replacement (Multnomah County)
- Pier 3 Ship and Barge Dock Upgrade (Port of Astoria)
- Prineville Junction Intermodal Facility (City of Prineville Railroad)
- Sunrise System (Clackamas County)
- Troutdale Reynolds Industrial Park Access (Port of Portland, City of Troutdale)
- Coos Bay Rail Line Rehabilitation (Port of Coos Bay)
- Bear Creek Greenway Improvements (Jackson County)

From the ODOT and local government applications, the Commission may wish to designate a small number of projects as statewide priorities in order to provide US DOT input on projects that would be competitive under TIGER and also offer significant transportation, livability, and economic benefits to Oregon.

Copies w/attachments to:

DRAFT

TIGER II Pre-Applications

| Title | Description | Cost | Request | Applicant | Application # |
|--|---|-----------------|----------------|-------------------------------------|---------------|
| 3rd Street Road and Drainage | Upgrade road including sidewalks, lights, bike lanes, drainage | \$2 million | \$2 million | Tillamook County | Local 1 |
| Berg Parkway Overpass | Build bridge over railroad to connect industrial area to OR 99E | \$18 million | \$18 million | City of Canby | Local 10 |
| Portland-Milwaukie Transit Catalyst | Make a series of local improvements including bike/ped overpasses, paths, roadway improvement | \$45.4 million | \$13.2 million | TriMet | Local 11 |
| Bike-able Brookings: College to Port | Create a network of bicycle/pedestrian trails linking to public transportation and the Port | \$4.8 million | \$4.3 million | City of Brookings, etc. | Local 2 |
| Sellwood Bridge Replacement | Replace the Sellwood Bridge | \$330 million | \$40 million | Multnomah County | Local 3 |
| Pier 3 Ship and Barge Dock Upgrade | Upgrade Port of Astoria pier | \$2 million | \$1.5 million | Port of Astoria | Local 4 |
| Prineville Junction Intermodal Facility | Create an intermodal freight facility serving the Central Oregon region | \$15.2 million | \$7 million | City of Prineville Railroad | Local 5 |
| Sunrise System | Build on Sunrise JTA project by building contributing projects on OR 212, bicycle/pedestrian facilities | \$239.8 million | \$39.8 million | Clackamas County | Local 6 |
| Troutdale Reynolds Industrial Park Access | Would reconstruct and extend local roads to provide improved access to industrial property | \$14.30 | \$10 million | Port of Portland, City of Troutdale | Local 7 |
| Coos Bay Rail Line Rehabilitation | Upgrade rail line to allow faster speeds | \$14.5 million | \$13.5 million | Port of Coos Bay | Local 8 |
| Bear Creek Greenway Improvements | Extend and improve the existing Bear Creek Greenway trail | \$12.5 million | \$10 million | Jackson County | Local 9 |
| I-5 Corridor Transit Support | Purchase vehicles to support expansion of transit service on I-5 corridor | \$22.6 million | \$6.7 million | ODOT Public Transit Division | ODOT 1 |
| Transit Information Improvement | Improve availability of transit information to public | \$2 million | \$2 million | ODOT Public Transit Division | ODOT 2 |
| I-5 Truck Climbing Lanes | Build truck climbing lanes on steep grades in southern Oregon | \$42.6 million | \$27 million | ODOT Region 3 | ODOT 3 |
| US 101 Lincoln City Redevelopment | Improve transportation infrastructure in order to reduce congestion and facilitate redevelopment | \$20 million | \$7.4 million | ODOT Region 2 | ODOT 4 |
| Electric Vehicle Corridor Connectivity | Provide EV fast-charging infrastructure along key corridors | \$5 million | \$3.5 million | ODOT Innovative Partnerships | ODOT 5 |
| Franklin Boulevard: Glenwood Redevelopment | Plan upgrades to Franklin Boulevard to foster redevelopment in Glenwood neighborhood | TBD | TBD | City of Springfield, ODOT Region 2 | |
| Territorial Highway Bicycle Facilities | Plan upgrades to Territorial Highway, including adequate facilities for bicycles | TBD | TBD | Lane County, ODOT Region 2 | |
| I-5 Woodburn Multi-Modal Interchange | Rebuild existing interchange and add park and ride | \$90 million | \$22 million | ODOT Region 2 | |
| South Stage Overcrossing | Build overcrossing on South Stage Road | TBD | TBD | City of Medford | |

TIGER II Pre-Application Template

| | |
|--|---|
| Please fill out and submit this form to Travis Brouwer at travis.brouwer@odot.state.or.us by July 1 st . | |
| <p>Note: This is NOT the official pre-application form that must be submitted to US DOT by July 16th; it is merely a template based on information included in the TIGER II Final Notice of Funding Availability. The actual TIGER II pre-application is expected to be available on US DOT's TIGER website (www.dot.gov/recovery/ost/tigerii/index.html) on or around June 23rd.</p> | |
| Name of applicant (if the application is to be submitted by more than one entity, a lead applicant must be identified) | Multnomah County |
| Type of applicant (State government, local government, U.S. territory, Tribal government, transit agency, port authority, metropolitan planning organization, or other unit of government) | Local government |
| State(s) where the project is located | Oregon |
| County(s) where the project is located | Multnomah |
| City(s) where the project is located | Portland |
| Project title (descriptive) | Sellwood Bridge Replacement |
| Project type: highway, transit, rail, port, multimodal, bicycle and pedestrian, or planning activity (if the project is a multimodal project, the pre-application form will require that applicants provide additional information identifying the affected modes) | Bridge (including new bike and pedestrian facilities) |
| Whether the project is requesting a TIGER II TIFIA Payment | No. |
| Project description (describe the project in plain English terms that would be generally understood by the public, using no more than 50 words (e.g. "the project will replace the existing bridge over the W river on interstate-X between the cities of Y and Z" or "the TIGER II Planning Grant will fund planning activities for streetcar service from location X to location Y"; please do not describe the project's benefits, background, or alignment with the selection criteria in this description) | This project will replace the existing 85-year old Sellwood Bridge over the Willamette River connecting State Highway 43 and the Sellwood neighborhood. The bridge is functionally and structurally obsolete with a rating of 2 out of 100. |
| Total cost of the project | \$330 million |
| Total amount of TIGER II Discretionary Grant funds requested | \$40 million |
| Contact name, phone number, e-mail address, and physical address for applicant | Karen Schilling 503-988-5050 x29635 Karen.C.Schilling@co.multnomah.or.us 1600 SE 190 th Ave Portland OR 97233 |
| Congressional districts affected by the project | Districts 3 and 5 |
| Type of jurisdiction where the project is located (urban or rural, as defined in Section V of the TIGER notice (Projects in Rural Areas)) | Urban |
| Whether or not the project is in an Economically | No. |

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| <p>Distressed Area, as defined in Section II(A) of the TIGER notice (Selection Criteria)</p> | |
| <p>*An assurance that the NEPA process is complete or substantially complete, unless an exception is justified pursuant to Section II(B)(1)(b)(ii) (Environmental Approvals); absent an acceptable justification, DOT will not evaluate applications for projects that have not made substantial progress in the environmental review process, including all Federal, State, and local environmental requirements, by the Pre-Application Deadline; applicants for TIGER II Planning Grants do not need to demonstrate that the NEPA process has been initiated</p> | <p>The County expects the Record of Decision (ROD) to be issued by the Federal Highway Administration on the Final Environmental Impact Statement in late Summer 2010.</p> |
| <p>*An assurance that local matching funds to support 20 percent or more of the costs of the project are identified and committed (as noted in Section I (Background), this requirement is waived for projects located in rural areas (as defined above in Section V (Projects in Rural Areas)), and these projects do not need to provide this assurance).</p> | <p>The County has implemented a vehicle registration fee that will provide \$127 million. Other local matching funds include \$100 million from the City of Portland, \$22 million from Clackamas County and \$30 million from the State of Oregon. The remaining balance is previously secured State and Federal funding as well as this request for \$40 million.</p> |
| <p>*To the extent the pre-application does not provide adequate assurances for these items, DOT will inform the project sponsor that an application for the project will not be reviewed unless the application submitted on or prior to the Application Deadline can demonstrate that the requirement has been addressed.</p> | |

Local 3B

ODOT TIGER II Supplemental Information

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| <p>Please fill out and submit this form to Travis Brouwer at travis.brouwer@odot.state.or.us by July 1st. This information is required for review of projects seeking Oregon Transportation Commission support but not for the TIGER II pre-application.</p> | |
| <p><i>Please describe briefly (no more than 200 words each) how this project addresses the primary TIGER II criteria.</i></p> | |
| <p>State of Good Repair: Improving the condition of existing transportation facilities and systems, with particular emphasis on projects that minimize life-cycle costs.</p> | <p>This project will replace the 85 year old Sellwood Bridge with a new bridge built to modern standards with capacity for motor vehicles, transit, bicycles, and pedestrians. The new bridge will be designed to minimize maintenance over the life cycle of the structure. This bridge is a significant regional crossing, carrying approximately 30,000 vehicles per day.</p> |
| <p>Economic Competitiveness: Contributing to the economic competitiveness of the United States over the medium- to long-term.</p> | <p>The deterioration of the existing Sellwood bridge has resulted in a weight restriction of 10 tons being imposed on the crossing. This restriction prevents all but the lightest trucks from using the bridge, causing many out of direction trips and decreasing economic competitiveness. Without quick action, the bridge will deteriorate to where the crossing must be closed. This would be disruptive to the economy of the Sellwood area and would add significant out of direction travel for the 30,000 users of the bridge. This travel inefficiency would result in added costs for commuters and business and decrease economic competitiveness.</p> |
| <p>Livability: Fostering livable communities through place-based policies and investments that increase transportation choices and access to transportation services for people in communities across the United States.</p> | <p>The proposed Sellwood bridge will be built at a community appropriate scale and will have multi-modal capability. The existing bridge carries only motor vehicles under 10 tons, no transit, and a very narrow sidewalk for cyclists and pedestrians. The proposed bridge will have capacity for buses and improved transit connections, provide capacity for future streetcar, and provide dramatically improved facilities for cyclists and pedestrians. The improved bicycle/pedestrian facilities on the bridge will tie into an existing regional trail system that will encourage non-motorized modes.</p> |
| <p>Environmental Sustainability: Improving energy efficiency, reducing dependence on oil, reducing greenhouse gas emissions and benefitting the environment.</p> | <p>Due to the structural capacity of the existing bridge most truck traffic is forced to go out of direction. Buses are currently prevented from using this crossing. The existing bridge is an obstacle for bicycles and pedestrians. The proposed bridge will remedy all of these situations – reducing out of direction truck travel and encouraging the use of alternative modes of travel such as buses, bicycles, walking, and possible future streetcar. In addition, all storm water from the new facility will be treated prior to release into the environment, contributing to</p> |

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| <p>Safety: Improving the safety of U.S. transportation facilities and systems.</p> | <p>cleaner water in the Willamette River.</p> <p>The existing facility includes narrow lanes, substandard sight distances and curve radii, narrow substandard bicycle and pedestrian facilities, and a partially signalized, but very busy intersection. This project will correct each of these deficiencies resulting in a facility that meets current standards for all modes.</p> |
| <p>Additional Benefits: Please describe any additional benefits of the project.</p> | <p>The existing Sellwood Bridge is deteriorated, structurally deficient, and functionally obsolete. It is load restricted and has only very poor facilities for cyclists and pedestrians. The proposed bridge will provide a neighborhood friendly, multi-modal river crossing that serves regional transportation needs.</p> |

Local 6A

Clackamas County TIGER II Pre-Application for Sunrise Corridor JTA Contributing Projects - Hwy 212: Hwy 224 to 162nd Ave, Sunrise Corridor Multiuse Path: Lawnfield to Hwy 212 and I-205 Multiuse Path: 82nd Avenue to Hwy 212

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|--|---|
| Please fill out and submit this form to Travis Brouwer at travis.brouwer@odot.state.or.us by July 1 st . | |
| Note: This is NOT the official pre-application form that must be submitted to US DOT by July 16 th ; it is merely a template based on information included in the TIGER II Final Notice of Funding Availability. The actual TIGER II pre-application is expected to be available on US DOT's TIGER website (www.dot.gov/recovery/ost/tigerii/index.html) on or around June 23 rd . | |
| Name of applicant (if the application is to be submitted by more than one entity, a lead applicant must be identified) | Clackamas County |
| Type of applicant (State government, local government, U.S. territory, Tribal government, transit agency, port authority, metropolitan planning organization, or other unit of government) | County Government |
| State(s) where the project is located | Oregon |
| County(s) where the project is located | Clackamas |
| City(s) where the project is located | Happy Valley |
| Project title (descriptive) | Sunrise Corridor Jobs and Transportation Act (JTA) Contributing Projects consisting of Highway 212 realignment between Highway 224 and 162 nd Avenue, Improvements of 162 nd Avenue between Highway 212 and Rock Creek Boulevard, Sunrise Corridor Multiuse Path between Lawnfield and Highway 212, and I-205 Multiuse Path between 82 nd Avenue and Highway 212. |
| Project type: highway, transit, rail, port, multimodal, bicycle and pedestrian, or planning activity (if the project is a multimodal project, the pre-application form will require that applicants provide additional information identifying the affected modes) | Multimodal with highway, bicycle and pedestrian improvements |
| Whether the project is requesting a TIGER II TIFIA Payment | No |
| Project description (describe the project in plain English terms that would be generally understood by the public, using no more than 50 words (e.g. "the project will replace the existing bridge over the W river on interstate-X between the cities of Y and Z" or "the TIGER II Planning Grant will fund planning activities for streetcar service from location X to location Y"; please do not describe the project's benefits, background, or alignment with the selection criteria in this description) | Sunrise Corridor Projects consisting of: Highway 212 realignment between Highway 224 and 162 nd Avenue; roadway improvements to 162 nd between 212 and Rock Creek Blvd.; multiuse path construction within the Sunrise Corridor's right-of-way, between Lawnfield Avenue and Highway 212; and multiuse path construction within the I-205 right-of-way, between 82 nd and 212. |
| Total cost of the project | \$239,750,000 (includes main Sunrise Corridor JTA Project) |

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| Total amount of TIGER II Discretionary Grant funds requested | \$39,750,000 |
| Contact name, phone number, e-mail address, and physical address for applicant | Mike Bezner, Clackamas County Dept. of Transp. & Dev. Engineering Manager 503-742-4651 mikebez@co.clackamas.or.us 150 Beaver Creek Road Oregon City, OR 97045 |
| Congressional districts affected by the project | 3 and 5 |
| Type of jurisdiction where the project is located (urban or rural, as defined in Section V of the TIGER notice (Projects in Rural Areas)) | Urban |
| Whether or not the project is in an Economically Distressed Area, as defined in Section II(A) of the TIGER notice (Selection Criteria) | No |
| *An assurance that the NEPA process is complete or substantially complete, unless an exception is justified pursuant to Section II(B)(1)(b)(ii) (Environmental Approvals); absent an acceptable justification, DOT will not evaluate applications for projects that have not made substantial progress in the environmental review process, including all Federal, State, and local environmental requirements, by the Pre-Application Deadline; applicants for TIGER II Planning Grants do not need to demonstrate that the NEPA process has been initiated | This project is a component of the Sunrise Corridor JTA Project. The Sunrise Corridor JTA Project NEPA process schedule consists of FHWA reviewing the FEIS in July of 2010 with publication of the FEIS expected in November of 2010 followed by the Record of Decision in December of 2010 or early January of 2011. |
| *An assurance that local matching funds to support 20 percent or more of the costs of the project are identified and committed (as noted in Section I (Background), this requirement is waived for projects located in rural areas (as defined above in Section V (Projects in Rural Areas)), and these projects do not need to provide this assurance). | The 20% local match is provided by the \$150 million in State (\$130 million) and County (\$20 million in R/W dedication and project improvements) funding committed to the overall Sunrise Corridor JTA Project, to which this project is a necessary component. |
| *To the extent the pre-application does not provide adequate assurances for these items, DOT will inform the project sponsor that an application for the project will not be reviewed unless the application submitted on or prior to the Application Deadline can demonstrate that the requirement has been addressed. | |

ODOT TIGER II Supplemental Information

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| <p>Please fill out and submit this form to Travis Brouwer at travis.brouwer@odot.state.or.us by July 1st. This information is required for review of projects seeking Oregon Transportation Commission support but not for the TIGER II pre-application.</p> | |
| <p><i>Please describe briefly (no more than 200 words each) how this project addresses the primary TIGER II criteria.</i></p> | |
| <p>State of Good Repair: Improving the condition of existing transportation facilities and systems, with particular emphasis on projects that minimize life-cycle costs.</p> | <p>The project will minimize life-cycle costs by replacing a section of substandard highway with a section that meets current design standards and meets the needs of proposed adjacent property developments. Operational life-cycle costs will be minimized, as users of the highway will have reduced vehicle miles traveled as a result of a shorter length of highway (reversing curves eliminated). Additionally, construction life-cycle costs will be minimized by reusing the existing pavement in the new roadbed, where possible, and providing native, maintenance-free vegetation and storm water quality/detention facilities.</p> |
| <p>Economic Competitiveness: Contributing to the economic competitiveness of the United States over the medium- to long-term.</p> | <p>The project will substantially contribute to the region's economic competitiveness and enhance economic opportunities by providing a safe and efficient access to the Rock Creek Mixed Employment area, adjacent Happy Valley Industrial Campus and Providence Hospital's proposed campus. These are proposed developments that will come with critical jobs for Clackamas County and the metro region. Highway 212 is a designated freight route, with trucks constituting 12 percent of the traffic in this section and this will enhance the movement of freight traffic along this corridor, especially to the Clackamas Industrial Area, a major regional manufacturing and distribution center.</p> |
| <p>Livability: Fostering livable communities through place-based policies and investments that increase transportation choices and access to transportation services for people in communities across the United States.</p> | <p>The project will substantially increase the livability of the community by providing safe access to mixed employment and industrial areas. Also, the addition of over 10,000 linear feet of multiuse path will provide key routes and connections to the county and regional bicycle system. This will present recreational and commuter bicycle riding and jogging experiences that will significantly enhance and foster the community's livability. The county will seek practical and context sensitive design solutions to cultivate a livable community.</p> |
| <p>Environmental Sustainability: Improving energy efficiency, reducing dependence on oil, reducing greenhouse gas emissions and benefitting the environment.</p> | <p>The project will eliminate the existing reversing curves of Highway 212, therefore, shortening the length of the existing roadway by over 500 feet. This will reduce vehicle miles travelled, reduce greenhouse gas emissions and benefit the environment. The proposed multiuse paths will provide bicycle</p> |

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| | <p>commuters with strategic locations to commute and travel, resulting in reduced vehicle miles traveled and reduced dependence on oil.</p> |
| <p>Safety: Improving the safety of U.S. transportation facilities and systems.</p> | <p>The existing section of Highway 212 between Highway 224 and 162nd Avenue includes relatively short reversing curves and poor site distance at the intersection with 162nd Avenue. The improvements will eliminate the reversing curves and provide adequate site distance at all intersections significantly improving safety along this stretch of highway. The multiuse paths will be in vital locations and connect to existing regional multi-use paths, providing bicyclists and pedestrians a substantially improved bicycle and pedestrian environment, thereby increasing safety.</p> |
| <p>Additional Benefits: Please describe any additional benefits of the project.</p> | <p>The metro region's urban growth boundary in Clackamas County was increased by over 12,000 acres in 2002 and with this expansion, it is anticipated that over 60,000 new residents and 50,000 jobs would be located immediately east of the project site. In 2009, the State of Oregon authorized \$100 million for the Sunrise Corridor JTA Project in anticipation of this expansion and to provide a reduction of congestion in the area and enhance economic development opportunities. Clackamas County has contributed over \$30 million in local funds related to right-of-way acquisition and roadway improvements. With award of this grant, the grant would fully leverage the State and County's commitments and investments in this area. This proposed project is a complementary component of the Sunrise Corridor JTA Project and fully integrates multimodal solutions by providing significant roadway and multiuse path (bicycle and pedestrian) connectivity improvements.</p> |

Local 7A

TIGER II Pre-Application Template

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| Please fill out and submit this form to Travis Brouwer at travis.brouwer@odot.state.or.us by July 1 st . | |
| <p>Note: This is NOT the official pre-application form that must be submitted to US DOT by July 16th; it is merely a template based on information included in the TIGER II Final Notice of Funding Availability. The actual TIGER II pre-application is expected to be available on US DOT's TIGER website (www.dot.gov/recovery/ost/tigerii/index.html) on or around June 23rd.</p> | |
| Name of applicant (if the application is to be submitted by more than one entity, a lead applicant must be identified) | Lead Applicant: Port of Portland Second Applicant: City of Troutdale |
| Type of applicant (State government, local government, U.S. territory, Tribal government, transit agency, port authority, metropolitan planning organization, or other unit of government) | Lead Applicant: Port Authority Second Applicant: Local Government |
| State(s) where the project is located | Oregon |
| County(s) where the project is located | Multnomah |
| City(s) where the project is located | Troutdale |
| Project title (descriptive) | NW Graham Road reconstruction and NW Swigert Way extension. |
| Project type: highway, transit, rail, port, multimodal, bicycle and pedestrian, or planning activity (if the project is a multimodal project, the pre-application form will require that applicants provide additional information identifying the affected modes) | Highway and bicycle and pedestrian. |
| Whether the project is requesting a TIGER II TIFIA Payment | N/A |
| Project description (describe the project in plain English terms that would be generally understood by the public, using no more than 50 words (e.g. "the project will replace the existing bridge over the W river on interstate-X between the cities of Y and Z" or "the TIGER II Planning Grant will fund planning activities for streetcar service from location X to location Y"; please do not describe the project's benefits, background, or alignment with the selection criteria in this description) | The project will reconstruct and add bicycle and pedestrian facilities to N W Graham Road between Interstate 84 Troutdale Interchange and NW Sundial Road, a distance of approximately 1.5 miles. Additionally the project will construct to standard an extension of NW Swigert Way between its existing terminus and NW Graham Road. |
| Total cost of the project | 14.29 million dollars |
| Total amount of TIGER II Discretionary Grant funds requested | 10 million dollars |
| Contact name, phone number, e-mail address, and physical address for applicant | Phil Healy, philip.healy@portofportland.com 7200 NE Airport Way, Portland OR 97218 |
| Congressional districts affected by the project | District 3 |
| Type of jurisdiction where the project is located (urban or rural, as defined in Section V of the TIGER notice (Projects in Rural Areas)) | Urban |
| Whether or not the project is in an Economically Distressed Area, as defined in Section II(A) of | The project is in an area designated by the Oregon Business Development Department as an |

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| <p>the TIGER notice (Selection Criteria)</p> | <p>Economically Distressed Area.</p> |
| <p>*An assurance that the NEPA process is complete or substantially complete, unless an exception is justified pursuant to Section II(B)(1)(b)(ii) (Environmental Approvals); absent an acceptable justification, DOT will not evaluate applications for projects that have not made substantial progress in the environmental review process, including all Federal, State, and local environmental requirements, by the Pre-Application Deadline; applicants for TIGER II Planning Grants do not need to demonstrate that the NEPA process has been initiated</p> | <p>Applicant believes this project qualifies for an exemption pursuant to Section II (B)(1)(b)(ii). Prior to announcement of the TIGER II program, there was no expectation of receiving Federal funding for this project. Applicant is confident that all NEPA environmental reviews can be completed at least 90 days prior to September 30, 2012. The project should qualify for a Documented Categorical Exclusion as it will be constructed totally within existing right-of-way or on property under the control of the applicant.</p> |
| <p>*An assurance that local matching funds to support 20 percent or more of the costs of the project are identified and committed (as noted in Section I (Background), this requirement is waived for projects located in rural areas (as defined above in Section V (Projects in Rural Areas)), and these projects do not need to provide this assurance).</p> | <p>Matching funds for 30 percent of the project funds have been identified and committed. The Port of Portland will use funds from the Port's General Fund to provide 3.19 million dollars of the match. The City of Troutdale has committed 1.1 million dollars for the remainder of the 30 percent match.</p> |
| <p>*To the extent the pre-application does not provide adequate assurances for these items, DOT will inform the project sponsor that an application for the project will not be reviewed unless the application submitted on or prior to the Application Deadline can demonstrate that the requirement has been addressed.</p> | |

Local 713

ODOT TIGER II Supplemental Information

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| <p>Please fill out and submit this form to Travis Brouwer at travis.brouwer@odot.state.or.us by July 1st. This information is required for review of projects seeking Oregon Transportation Commission support but not for the TIGER II pre-application.</p> | |
| <p><i>Please describe briefly (no more than 200 words each) how this project addresses the primary TIGER II criteria.</i></p> | |
| <p>State of Good Repair: Improving the condition of existing transportation facilities and systems, with particular emphasis on projects that minimize life-cycle costs.</p> | <p>NW Graham Road will be upgraded and brought to a state of good repair by reconstructing the roadway base to a standard that will accommodate the truck weights and volumes associated with the Troutdale Reynolds Industrial Park. The existing roadway base when originally constructed was not built to a standard that anticipated this type of traffic loading. The project design will include factors to minimize life cycle costs. If this improvement does not occur, the facility cannot be used as a truck street, thereby removing it as an important part of the roadway network providing access to the Troutdale Interchange. The NW Graham Road reconstruction and NW Swigert Way extension are identified in Metro's Regional Transportation Plan. The City of Troutdale, a project partner, will assure long term maintenance of the project.</p> |
| <p>Economic Competitiveness: Contributing to the economic competitiveness of the United States over the medium- to long-term.</p> | <p>The project allows development of the only remaining zoned industrial property of more than 50 acres inside the region's Urban Growth Boundary (Troutdale Reynolds Industrial Park (TRIP)). Located adjacent to Interstate 84 and less than 10 miles from Interstate 205, this park serves as a center for regional and national distribution. For a sense of the magnitude, FedEx Ground's new regional sort and distribution center will employ over 700 people initially and 1,000 people ultimately and occupies only one fourth of the park's acreage. The project is key to retention of the FedEx facility and attraction of new distribution facilities on the remaining 310 vacant developable acres within TRIP. The FedEx distribution reach is north to Canada, east to Idaho and Montana and south to Northern California, so this location clearly has national benefit. Enhanced freeway access will increase attractiveness of the park for distribution, logistics, and manufacturing, which not only create jobs in an economically distressed region, but can also support the National Export Initiative. It facilitates the movement of freight through a region that depends heavily upon international and domestic trade for its economic health. The project will reduce distance to the interchange from Troutdale Reynolds Industrial Park by more than half or 1.5 miles.</p> |
| <p>Livability: Fostering livable communities through place-based policies and investments that increase</p> | <p>The project will foster livability by increasing the number of modes accommodated within the project</p> |

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| <p>transportation choices and access to transportation services for people in communities across the United States.</p> | <p>area. Sidewalk and bicycle facilities will be added to NW Graham Road where none currently exist. Connections to the 40 mile loop trail, a regional bicycle and pedestrian trail will be enhanced. Constructing the NW Swigert Extension will reduce out of direction travel for vehicles, bicycles, and pedestrians. The NW Swigert Extension and NW Graham Road reconstruction were both the result of a planning process which coordinated transportation and land use planning decisions, as evidenced by the inclusion of these projects in Metro's Regional Transportation Plan.</p> |
| <p>Environmental Sustainability: Improving energy efficiency, reducing dependence on oil, reducing greenhouse gas emissions and benefitting the environment.</p> | <p>The project will construct an extension of a street system in the Troutdale Reynolds Industrial Park, a newly redeveloped brownfield site that is anticipated to be home to national and regional transportation, distribution, and manufacturing operations. This provides a shorter route to Interstate 84 for tenants of the industrial park and creates a more efficient roadway network. The shorter route will reduce oil consumption and greenhouse gas emissions for the users of the industrial park, which is expected to generate over 20,000 vehicle trips per day. By adding pedestrian and bicycle facilities, a modal shift for some of the trips can be realized. Stormwater facilities that currently do not exist for NW Graham Road will be constructed, thereby improving water quality. The Troutdale Reynolds Industrial Park is an award-winning brownfield reclamation, demonstrating the Port of Portland's and City of Troutdale's commitment to environmental sustainability.</p> |
| <p>Safety: Improving the safety of U.S. transportation facilities and systems.</p> | <p>The project will increase safety for pedestrians by providing sidewalks where none currently exist. Roadway safety will be further increased for vehicles, bicycles and pedestrians by providing roadway illumination.</p> |
| <p>Additional Benefits: Please describe any additional benefits of the project.</p> | <p>The NW Swigert Way extension and NW Graham Road reconstruction project has added benefit because it leverages the Oregon Department of Transportation's Jobs and Transportation Act (JTA) project at the Troutdale Interchange. ODOT's JTA project, currently in design and scheduled for construction in 2011, is increasing capacity by adding travel lanes to the north and south frontage roads of the interchange. The Swigert/Graham project is a necessary companion to the JTA project (current JTA project estimate is approximately 8 million dollars) and leverages the benefits associated with improving access to the industrial area north of the interchange.</p> |

Local 11 A

TIGER II Pre-Application Template

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| Please fill out and submit this form to Travis Brouwer at travis.brouwer@odot.state.or.us by July 1 st . | |
| Note: This is NOT the official pre-application form that must be submitted to US DOT by July 16 th ; it is merely a template based on information included in the TIGER II Final Notice of Funding Availability. The actual TIGER II pre-application is expected to be available on US DOT's TIGER website (www.dot.gov/recovery/ost/tigerii/index.html) on or around June 23 rd . | |
| Name of applicant (if the application is to be submitted by more than one entity, a lead applicant must be identified) | TriMet – lead Cities of Portland and Milwaukie – Support Metro - Support |
| Type of applicant (State government, local government, U.S. territory, Tribal government, transit agency, port authority, metropolitan planning organization, or other unit of government) | Transit Agency Local Government Metropolitan Planning Organization |
| State(s) where the project is located | Oregon |
| County(s) where the project is located | Multnomah and Clackamas |
| City(s) where the project is located | City of Portland and Milwaukie |
| Project title (descriptive) | Portland-Milwaukie Transit Catalyst Project |
| Project type: highway, transit, rail, port, multimodal, bicycle and pedestrian, or planning activity (if the project is a multimodal project, the pre-application form will require that applicants provide additional information identifying the affected modes) | This Project will build on the investment in the Portland-Milwaukie Light rail Project by making a series of local improvements including: bicycle/pedestrian overpasses, bridge and off-street paths, short-line railroad improvements, roadway improvements and transit station enhancements. |
| Whether the project is requesting a TIGER II TIFIA Payment | None |
| Project description (describe the project in plain English terms that would be generally understood by the public, using no more than 50 words (e.g. “the project will replace the existing bridge over the W river on interstate-X between the cities of Y and Z” or “the TIGER II Planning Grant will fund planning activities for streetcar service from location X to location Y”; please do not describe the project’s benefits, background, or alignment with the selection criteria in this description) | Project improvements include: <ol style="list-style-type: none"> 1) Kellogg Lake Multi Use Bridge and trail connections 2) Clinton to River multi use path and bike boulevard improvements 3) Reconstruction of decrepit non-ADA compliant ped/bike overpass of Union Pacific and Amtrak mainlines 4) Relocation of 2,000 feet of SE Water Ave 5) Relocation and improvements to Oregon Pacific Railroad’s Yard 6) OMSI Station enhancements |
| Total cost of the project | \$45,444,168 |
| Total amount of TIGER II Discretionary Grant funds requested | \$13,215,000 |
| Contact name, phone number, e-mail address, and physical address for applicant | Dave Unsworth TriMet Senior Project Development Manager 503-962-2147 UnsworthD@trimet.org 710 NE Holladay Street Portland, OR 97232 Art Pearce, Project Manager |

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| | <p>503-823-7791 Art.Pearce@pdxtrans.org Portland Office of Transportation 1120 SW 5th Ave, Suite 800 Portland Oregon 97204</p> <p>Lake Strongheart McTighe, Project Manager 503-797-1660 Lake.McTighe@oregonmetro.gov Metro 600 NE Grand Avenue Portland, OR 97232</p> <p>Alex Campbell, Economic Development Specialist (503) 786-7608 City of Milwaukie 6101 SE Johnson Creek Blvd. Milwaukie, OR 97206</p> |
| Congressional districts affected by the project | Oregon's Third District |
| Type of jurisdiction where the project is located (urban or rural, as defined in Section V of the TIGER notice (Projects in Rural Areas)) | Urban |
| Whether or not the project is in an Economically Distressed Area, as defined in Section II(A) of the TIGER notice (Selection Criteria) | No |
| *An assurance that the NEPA process is complete or substantially complete, unless an exception is justified pursuant to Section II(B)(1)(b)(ii) (Environmental Approvals); absent an acceptable justification, DOT will not evaluate applications for projects that have not made substantial progress in the environmental review process, including all Federal, State, and local environmental requirements, by the Pre-Application Deadline; applicants for TIGER II Planning Grants do not need to demonstrate that the NEPA process has been initiated | NEPA compliance is being provided through the <i>Portland-Milwaukie Final Environmental Impact Statement</i> (July 2010). |
| *An assurance that local matching funds to support 20 percent or more of the costs of the project are identified and committed (as noted in Section I (Background), this requirement is waived for projects located in rural areas (as defined above in Section V (Projects in Rural Areas)), and these projects do not need to provide this assurance). | The Project has identified 71 % local funding share for the Project elements. |
| *To the extent the pre-application does not provide adequate assurances for these items, DOT will inform the project sponsor that an application for the project will not be reviewed unless the application submitted on or prior to the Application Deadline can demonstrate that the requirement has been addressed. | |

ODOT TIGER II Supplemental Information

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| <p>Please fill out and submit this form to Travis Brouwer at travis.brouwer@odot.state.or.us by July 1st. This information is required for review of projects seeking Oregon Transportation Commission support but not for the TIGER II pre-application.</p> | |
| <p><i>Please describe briefly (no more than 200 words each) how this project addresses the primary TIGER II criteria.</i></p> | |
| <p>State of Good Repair: Improving the condition of existing transportation facilities and systems, with particular emphasis on projects that minimize life-cycle costs.</p> | <p>The Portland -Milwaukie Transit Catalyst Project reconstructs roadways, creates safe bicycle and pedestrian connections, and upgrades intermodal facilities within the Central Eastside industrial district.</p> <ul style="list-style-type: none"> • The existing street infrastructure was built for industrial uses and is outdated. The bike/pedestrian improvements will upgrade the streetscape and incorporate state-of-the-art design for bike and pedestrian facilities. • The reconstruction of the Rhine Pedestrian Bridge will replace a failing structure to create a safe and desirable connection. • The relocation of SE Water Avenue provides more direct travel for freight to reduce capacity improvement reconstruction at other locations. • The SE Water Avenue roadway realignment allows better movement of freight, autos, cyclists and pedestrians through a physically constrained area of industrial, education and arts uses. • By shifting trips to bikes, the project will preserve capacity for bus, freight and autos, and prolong the new facilities' lifecycle. • Rail track relocation will improve freight rail and shortline operations for the Pacific railroad and make way for roadway improvements, yard improvements and storage of historic steam locomotives. |
| <p>Economic Competitiveness: Contributing to the economic competitiveness of the United States over the medium- to long-term.</p> | <p>The Portland to Milwaukie Light Rail (PMLRT) project will catalyze neighborhood transformation in communities with more than 22,000 households and 85,000 employees. The Transit Catalyst Project magnifies the economic impact of the LRT investment by creating fully functional multimodal communities.</p> <ul style="list-style-type: none"> • Realigning SE Water Ave will allow for the redevelopment of several larger parcels and support OMSI's master plan for expansion. • Providing safe access to the Central Eastside district and the Willamette River transit/pedestrian/bike bridge, and safe access to downtown Milwaukie which increase alternative transportation options to connect people to jobs. |

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| | <ul style="list-style-type: none"> • Supports the economic productivity of surrounding land uses through unlocking adjacent parcels and creating time savings from reduced length of transit, bike and pedestrian trips. • Safe and attractive transportation options lower transportation costs, which strengthens the local and national economy by freeing more money for discretionary spending. • Increasing the bike and pedestrian mode share preserves existing capacity for freight and necessary single occupancy vehicle trips. • Station Enhancements Project will anchor the cultural and educational activities of surrounding institutions. |
| <p>Livability: Fostering livable communities through place-based policies and investments that increase transportation choices and access to transportation services for people in communities across the United States.</p> | <p>The Transit Catalyst Project provides more transportation choices through bike and pedestrian access to high-capacity transit, which offers attractive alternatives to park-and-ride activity or driving alone.</p> <ul style="list-style-type: none"> • The project reduces the cost of transportation by supporting transit, bicycle and pedestrian work commute trips from existing Southeast Portland and Milwaukie communities to Portland Central City via the new Willamette River Bridge. • Improved station area access will enhance points of modal connectivity and increase the number of modes accommodated on existing facilities. • Access improvements support transit-dependant riders such as young, elderly, disabled and low-income citizens. • By encouraging biking and walking, the project promotes active lifestyle choices and healthier populations. • Enhanced bicycle connections from the Clinton and Brooklyn neighborhoods to the river, the Central City and east to Milwaukie support existing communities. Bicycle ridership has increased by 263% in Southeast Portland since 2000 and there is high demand for safer connections. • The project provides low-stress connections between neighborhoods and schools with the regional trail system, the river, jobs, and educational and cultural institutions. • Station enhancements will include interpretive displays that create linkages to the cultural and educational district. |

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| <p>Environmental Sustainability: Improving energy efficiency, reducing dependence on oil, reducing greenhouse gas emissions and benefitting the environment.</p> | <ul style="list-style-type: none"> • By increasing access to transit and work centers through non-automotive means, the project helps to reduce dependence on oil, lowers greenhouse gas emissions and lessens roadway particulates entering the groundwater and river. • This grant will spur increasing transit ridership on the PMLRT line by reducing barriers to station access and creating functioning multimodal corridors. • The improvements will meet the Sustainable Transportation Rating System, a local initiative based on LEED that allows the comparison of transportation investments based on environmental benefits. • SE Water Avenue's reconstruction allows for a better planned redevelopment of the OMSI and Portland Opera development areas which are on brownfield land. Remediation costs add to the expense of redeveloping these sites, so relocating the roadway facilitates better and more economical redevelopment. |
| <p>Safety: Improving the safety of U.S. transportation facilities and systems.</p> | <p>Project components are selected and designed with safety as a core imperative.</p> <ul style="list-style-type: none"> • Realignment of SE Water Ave will be built as a complete street, with safe bike connections to one of the regions most popular regional bike paths – the 21-mile Springwater corridor. • The project at SE Water Avenue will separate freight traffic from heavy pedestrian trafficked areas by students, young children, families and seniors who are destined for PCC, OMSI's museum and the Portland Opera. • By providing safe and comfortable alternatives to driving, project improvements reduces demand on the roadway system and indirectly produce safer roadways. • The new segment of SE Water Avenue and improved route connections will reduce pedestrian, bicycle, bus, freight and train conflicts. • Provides low-stress, desirable bike and pedestrian routes that reduce confusion by clarifying where each mode can safely travel. |

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| <p>Additional Benefits: Please describe any additional benefits of the project.</p> | <p>The package of projects within the Portland-Milwaukie Transit Catalyst Project application were chosen based on their individual contribution to forwarding the transformative impact of the LRT investment and the combined multiplied impact and synergy provided by improving connections within multiple portions of the alignment simultaneously. The inclusion of each additional TIGER project element adds greater impact to the ability of the TIGER project to strengthen the physical connections between adjacent communities and create long term economic impact in the corridor.</p> <p>The project has strong support from the following:</p> <ul style="list-style-type: none"> • The cities of Portland and Milwaukie • Metro • Central Eastside Industrial Council • Willamette Pedestrian Coalition • Bicycle Transportation Alliance • OMSI • PCC • Portland Opera • Portland State University • Friends of Trolley Trail • Brooklyn and Richmond neighborhoods • Ross Island Sand & Gravel • Hosford Abernathy Neighborhood (HAND) <p>Likely additional support comes from:</p> <ul style="list-style-type: none"> • Portland Business Alliance • Clackamas Chamber of Commerce • Portland Parks & Recreation • North Clackamas Parks & Recreation |
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Date: June 17, 2010
To: TPAC
From: Ted Leybold and Amy Rose
Subject: Regional Flexible Fund Allocation policy – Summary of discussion

The following is a summary of the June meeting discussion about regional flexible funding policy direction. After Metro staff introduced the draft policy report and requested JPACT actions to provide final direction for funding targets for Metropolitan Mobility preparedness, Green Economy/Freight Initiatives, and Active Transportation & Complete Streets focus areas within the policy report, the following motion was made by Bill Wyatt and seconded by Jason Tell for discussion:

Formal Motion made at JPACT

Step 1: Metropolitan Mobility preparedness – N/A: Metropolitan Mobility preparedness was not addressed in the Port of Portland’s motion.

Step 2: Community Investment Funds

| Project Focus Area | % of Step 2 Funds | \$ amount- Assumes \$24 million in funds |
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| Green Economy/Freight Initiatives | 75% | \$18 million |
| Active Transportation/Complete Streets | 25% | \$6 million |

JPACT discussion following formal motion

Committee discussion on the motion included other JPACT members sharing their ideas on funding targets for the project focus areas. The discussion is summarized below.

Clackamas County

City of Lake Oswego Councilor Donna Jordan and Clackamas County Commissioner Ann Linger suggested the following ideas for allocating regional flexible funds:

- **Step 1** – Metropolitan Mobility preparedness: \$2 million
- **Step 2** – Community Investment Funds
 - Green Economy/Freight Initiatives: \$8 million (44%)
 - \$500,000 set aside for fleet electrification
 - Active Transportation/Complete Streets: \$10 million (56%)

Metro Councilor Kathryn Harrington

Councilor Harrington discussed ideas around allocating the funding based on a percentage split similar to the historical allocation for Active Transportation/Complete Streets and an increase in the historical percentage for Green Economy/ Freight Initiatives. Councilor Harrington also proposed a \$1 million amount for Step 1: Metropolitan Mobility preparedness.

General Committee Comments

A number of other comments were made by the committee in the process of discussing options for how to spend regional flexible funds. The main points of discussion are as follows:

- Establish a set aside for High Capacity Transit planning to take advantage of funding opportunities as they become available.
- Need a long term, dedicated source of funding for transit planning to get projects “ready to go.”
- Debate should not be between freight vs. livability (cycling & pedestrian improvements) as both are important.
- Look at the existing funding opportunities for the project focus areas – what money is on the table for leveraging federal dollars?
- Develop minimums for the project focus areas instead of targets.
- Have Metro staff develop “scenarios” and a rationale for each to aid in the discussion of options.
- JPACT needs more discussion on high speed rail.
- Many committee members suggested taking more time to discuss how to allocate the regional flexible funds.

The committee voted to continue the discussion to the July 9th JPACT meeting.

**2014-15 Regional Flexible Fund
Allocation Policy**
PUBLIC COMMENTS

Kelsey Newell

To: Mary Vogel
Subject: RE: Please increase Regional Flexible Funds funding for active transportation

From: Mary Vogel [mailto:mvogelpnw@gmail.com]
Sent: Wednesday, June 30, 2010 11:24 AM
To: Kelsey Newell
Subject: Please increase Regional Flexible Funds funding for active transportation

Dear JPACT Members,

I understand that powerful business groups have proposed that 75% of the available Regional Flexible Funds funding be used for freight, reducing active transportation funding by over \$14 million. As a business person and a pedestrian, bicyclist and trails user, I am opposed to this as freight projects receive funding from a wide array of federal, state and local sources and Regional Flexible Funds are one of the primary sources of funding for bicycle, pedestrian and trail projects.

At the current level of funding for active transportation, it will require 166 years to build out all of the trail, bicycle and pedestrian projects in Metro's 2035 Regional Transportation Plan. **In my opinion, the amount for active transportation needs to be increased considerably, not decreased!**

As a woman over 50, I am in the target group that planners want to engage if we are to meet regional and statewide goals for reducing vehicle miles traveled. Since I moved to downtown Portland 16 months ago, I have rarely used my car. I get to most of the places I want to go via foot or bicycle and only occasionally need to combine transit into my trips.

The bicycle and pedestrian facilities that Portland is establishing downtown and in other core area neighborhoods enable me to live the kind of lifestyle that contributes not only to my health but that of the planet. Others throughout the region deserve the same opportunities to improve their health while we:

- improve environmental health
- stimulate economic development (1500 sustainable jobs \$100 million into the local economy from the bike industry alone)
- ensure access for all people

Please increase Regional Flexible Funds funding for active transportation, not for freight, so that we can get on with the funding of the region's bicycle, pedestrian and trails plan implementation!

Thanks for your attention,

Mary Vogel, CNU-A

PlanGreen

Putting Ecosystem Services into Excellent Urban Design

A Woman Business Enterprise in Oregon

503-245-7858

mary@plangreen.net

<http://www.plangreen.net>

<http://www.maryvogel.net>

Kelsey Newell

From: lama528@gmail.com on behalf of Laura Schmidt [laura.schmidt09@gmail.com]
Sent: Wednesday, June 30, 2010 11:57 AM
To: Kelsey Newell
Subject: JPACT and bicycles

Categories: Blue Category

Hello Ms. Newell,

My name is Laura Schmidt, I'm a native Oregonian, SE Portland resident, and 100% bike commuter. I was reading about JPACT on the BTA's blog and would like to share my desire for active transportation funding AT or ABOVE current levels. While much of our country depends on freight to move products around the country, we need to start shifting our priorities within our local communities, and continue building our walking and biking infrastructure. Currently, only 2% of public financing for transportation goes towards bicycle facilities, trails, and sidewalks.

The need for more bicycling and walking infrastructure and support is enormous. As a small and easily navigable city, Portland has made it easier for people to get out of their cars and take alternate means of transportation for short trips around town (those less than 3 miles). Fewer cars equals fewer carbon emissions and cleaner air for everyone to breathe for everyone. A healthier city attracts more growth and business. A healthier (and I would argue, happier) population who exercise regularly means less money needed for health care in the long term.

Portland is already the most bike-friendly city in the country, and that's one of the reasons I live here. It's also the reason my partner moved here from Indiana! Metro is one of the groups to thank for why Portland is such a great place to live, and I humbly request we keep on track by allotting generous funding for biking and walking facilities.

I'll be keeping up to date with JPACT's progress. Thank you for your time and hard work!

Sincerely,

Laura Schmidt
238 SE 26th Ave
Portland, OR 97214
503-422-3246



Southwest Neighborhoods, Inc.

7688 SW Capitol Highway, Portland, OR 97219 (503) 823-4592

June 25, 2010

Metro Joint Policy Advisory Committee on Transportation
600 NE Grand Ave
Portland, OR 97232

Re: Regional Flexible Fund Allocation

Dear JPACT members:

It has come to the attention of the SWNI Board of Directors that Metro's Joint Policy Advisory Committee on Transportation is debating the allocation of FY 2014-2015 regional flexible funds to metropolitan mobility studies, active transportation and green economy projects.

Historically, Metro has allocated approximately 85% to active transportation and 15% to freight and congestion relief projects. The SWNI Board supports that historic allocation and opposes an allocation of more than 20% for freight. We note that there are fewer sources of funding for active transportation (pedestrian and bicycle infrastructure improvements) and more funding sources available for freight and congestion relief. We also note that by building the active transportation infrastructure, these projects will help provide congestion relief by reducing the amount of single-occupancy vehicle miles driven in the region, and supporting the reduction of greenhouse gas emissions and development of 20-minute neighborhoods in our community.

Sincerely,


Brian Russell

cc: Metro Council, Portland City Council, Multnomah County Commission

Kelsey Newell

From: Steve Bozzone [stevebozz@gmail.com]
Sent: Wednesday, June 30, 2010 1:36 PM
To: Kelsey Newell
Subject: JPACT: Active Transportation Funding is a Priority
Attachments: investinbikes.pdf

Categories: Blue Category

Dear Kelsey Newell & Metro JPACT:

When you meet on July 8, please consider the fact that active transportation is currently not funded equitably compared to other modes of transportation, such as large trucks and freight vehicles. In recent surveys, we can see that up to 18% of Portlanders identify the bicycle as a primary or secondary form of transportation, and another 30% ride transit regularly. These constituencies represent the demand for increased funding for active transportation projects, particularly the availability of off-street, separated pathways.

I am sure all JPACT members are familiar with the positive benefits of investing in active transportation, so I will only summarize. Besides creating jobs; reducing our healthcare costs; keeping money in our local economy; and reducing local emissions and congestion; building a world-class walking, biking, and mass transit network is the only way we will achieve our region's long-term sustainability goals.

Active transportation advocates understand that not everyone is going to pedal a bicycle or catch a bus to get around, but we are confident that everyone will enjoy the positive benefits of creating a sustainable transportation network. Please find a list of benefits we all receive from investing in bicycle infrastructure, attached. Thank you for your time.

Sincerely,
Steve Bozzone
4128 NE Cleveland Ave
Portland, OR 97211
(914) 882-5212

Investing in Bikes *Makes Cents!*

Our roads are for everyone. Here is the case for funding people-powered streets.

Improving Portland's ECONOMY

Reducing automobile trips puts more money in your pocket.

Families spend over 3x more on transportation than they do on health care. Affordable transportation should be accessible to everyone.

Bikeways & sidewalks preserve property values.

Houses built in walkable neighborhoods are less likely to fall into foreclosure.

Encouraging active transportation reduces healthcare costs.

There is a correlation between miles biked and dollars saved.

Building bikeways promotes Portland's leading bike industry.

Our initial \$60 million investment in Portland's current network has created a \$40-million-a-year bike industry, creating thousands of jobs. We can create even more opportunities for Portlanders to work.

Investments in biking, walking and transit pay us back.

Less dependence on oil keeps at least \$800 million in our local economy.

It's about EQUITY

Current spending is not equitable to the amount of Portlanders who bike.

16% of Portlanders use their bicycle as a source of transportation, yet we only spend 0.7% of our transportation budget on bike infrastructure.

Portland does not spend enough on transit currently.

Portland continues to show solid growth despite having the second lowest per capita transit spending of the 28 largest U.S. metropolitan areas.

Bicycling is the most affordable form of transportation.

Portland bikeways connect important neighborhood, civic and employment destinations as well as providing seamless links to the regional transit system.

Bicycling truly is Portland's best transportation buy.

Compared to similar transportation investments, bicycling is by far the cheapest and lasts the longest.

For better HEALTH & SAFETY

Newer bike and pedestrian infrastructure will reduce conflicts between cars and other road users.

Separated facilities keep bikes away from cars.

Getting more people on bikes makes streets safer for all.

Collision rates decline when more people walk and bike.

Reducing traffic has a positive impact on our children's health.

Children living within 150 meters of high-traffic areas were found to have, on average, BMIs five percent higher than those living near low-traffic areas.

Bicycling creates healthier kids.

Kids born today are expected to have a shorter life expectancy than their parents due to inactivity and diet. One in three U.S. children born in 2000 will contract Type II diabetes unless their lifestyles emphasize eating less and exercising more.

Bicycling reduces traffic, congestion & commute times.

Make bicycling irresistible and you have a real solution to our congestion issues. Every extra 30 minutes of commuting time per day is associated with a 3% greater likelihood of obesity.

Automobile trips that can be safely replaced by walking or bicycling offer the first target for increased physical activity.

Center for Disease Control

People living on streets with heavy traffic have fewer friends.

Those living on low-traffic streets have three times as many friends as people on high-traffic streets.

Meeting CLIMATE CHANGE goals

Bicycling is an effective way to address climate change.

Bicycling can efficiently serve the 60% of trips in Portland that are 3 miles or less. Thirty-eight percent of Oregon's CO2 emissions are attributed to transportation.

Bicycling improves air quality, reduces noise & congestion.

Increases in transportation noise are associated with increases in hypertension and cardiovascular disease.



Active Right of Way - Streets for everyone.

What if I don't ride?

Why investing in bikes is great for everyone, even if you don't care to bike.

I DRIVE



- New bike and pedestrian infrastructure will reduce conflicts with other road users.
- Portland is filling up. More bikes mean less congestion.
- Separating bikes and cars keeps bicyclists out of your way.
- As people bike more, parking will be more available.

I WALK



- New sidewalks and crosswalks are built in tandem with better pedestrian facilities.
- You will get more places on calmer streets.
- Enjoy the extra company of more people.
- Cyclists and drivers will receive additional education and enforcement action.

I TAKE TRIMET



- Using a bike with Trimet means comprehensive connections
- Improving bikeways and sidewalks make getting to and from your bus or MAX train easier and safer.
- Fewer bike and bus conflicts means quicker service.

I BIKE



- World-class biking facilities will connect from A to B.
- More cyclists on the streets calm traffic and reduce your risk of a crash or injury.
- Your non-biking friends and family will be more inclined to ride with vastly improved, separated bikeways.

I HELICOPTER



- Less congestion and increased visibility.
- Friendlier skies: More smiles and waves.
- Additional places to land throughout the city.

I SKATE



- New bikeways are excellent skate routes.
- More active road users on the road means safer roads and easier access for skaters.
- Separated bikeways means less competition for sidewalks.

What's all this I hear about spending millions of dollars on bikes? That sounds like a lot of money.

Most projects in the Bike Master Plan, recently developed by PBOT and approved unanimously by city council, will cost under \$1 million. It's important to compare the cost to other transportation projects:

- Portland Roadways: \$17 billion over past 20 years
- Proposed Columbia River Bridge: \$4 billion
- Sellwood Bridge: \$330 million
- Bike Master Plan: \$600 million for 377 projects and thousands of improvements over 20 years

Bikers don't pay their fair share, aren't they freeloaders?

That's a common misconception. 90% of Portland cyclists own cars and thus pay gas tax and registration fees like other drivers. Our roads are funded through a variety of mechanisms, including property taxes, federal subsidies, and grants. In fact, one could argue that local bicyclists are subsidizing highway infrastructure which they are legally forbidden to use.

What can I do to support better bikeways in my community?

Tell your mayor and city council that you want to see improved funding for bike and walk projects:

| | | |
|----------------|----------------------------|--------------|
| Sam Adams: | samadams@ci.portland.or.us | 503-823-4120 |
| Amanda Fritz: | amanda@ci.portland.or.us | 503-823-3008 |
| Randy Leonard: | rleonard@ci.portland.or.us | 503-823-4682 |
| Nick Fish: | nick@ci.portland.or.us | 503-823-3589 |
| Dan Saltzman: | dan@ci.portland.or.us | 503-823-4151 |

Contact your Oregon State representatives:
<http://www.leg.state.or.us/findlegsltr/>

Build accountability by calling the city hotline with your safety concerns: 503-823-SAFE

Join *Active Right of Way* in our work toward safer, equitable streets:
<http://intersection911.org/arow>

Get involved in your local neighborhood coalition:
<http://intersection911.org/coalitions>

Kelsey Newell

From: dlwx3@comcast.net
Sent: Wednesday, June 30, 2010 2:02 PM
To: Lake McTighe
Cc: committee@sullivansgulchtrail.org
Subject: comments for JPACT

To: Members of JPACT

From: Sullivan's Gulch Trail Committee

Regarding Wyatt Motion on Community Investment Funds allocation.

We are opposed to the motion for an arbitrary limitation on Community Investment Funds for Active Transportation/Complete Streets. It may be that a reverse proportion is more appropriate for funding our future priorities.

The recently adopted Portland Bicycle Transportation Plan provides us an opportunity to build a "sustainable, efficient city that is vibrant, healthy and prosperous..." We must provide the funding to create this vision.

Our future requires us to refocus on the Green Transportation Hierarchy, and prioritize investments in walking, bicycling and mass transit. Too many streets have no sidewalks. There are not enough opportunities to bike safely to school and work. There are not enough funds available to make even a small dent in these opportunities.

Increased investments in building our bike infrastructure have many positive side effects. Reduced need for capacity improvements as more people choose to make fewer trips by car. Reduced carbon output, helping us reach our future greenhouse gas reduction goals. Improved personal health as people are more personally active.

We are at the precipice. We must make choices now about our future. The economy, the environment, our communities are changing in ways we have never experienced in our history. We must choose our priorities wisely looking forward.

While we must maintain our infrastructure for freight, our future priorities include building something new, creative, and sustainable. Our financial commitment to this plan is an important part of Portland's transportation future.

Dan Lerch-Walters
Sullivan's Gulch Trail Committee

Kelsey Newell

From: Michael Wade [Wade.Michael@Comcast.Net]
Sent: Wednesday, June 30, 2010 3:38 PM
To: Kelsey Newell
Subject: Transportation Funding

Categories: Blue Category

Dear Metro JPACT,

I would encourage you to give serious weight to the needs of the walkers, bikers, and mass transit users in budget/funding discussions. They are a significant and growing part of the picture and need support services – including bike/pedestrian paths that are separated from motor vehicle traffic – like the Springwater Corridor.

We need to be encouraging these modes of transportation with safer access. They provide healthy alternatives to the use of automobiles and they reduce our impact on the global environment.

Thank you for your time and for considering these ideas in your discussions.

Michael Wade
Portland, OR



WASHINGTON COUNTY

OREGON

June 30, 2010

RE: JPACT Flexible Funds for Active Transportation

Dear JPACT Members,

I urge JPACT to hold fast to its recent past practice of awarding 75 plus percent of Regional Flexible Funds for Active Transportation and Complete Streets. It would be wise to continue this practice from the standpoint of equity and economic development.

The issue of equity is obvious. Just 2% of regional transportation money goes to bicycle facilities, trails and sidewalks. At the current rate of investment, we will not complete the Active Transportation projects listed in the Regional Transportation Plan until the laughably absurd date of 2176. Any further cuts in current Regional funding for Active Transportation could not be more unfair. An even more compelling argument for maintaining the present Flexible Funding percentages is that this region can not achieve its economic development goals by effectively starving Active Transportation of nearly all its funding.

Active Transportation can assume a huge share of the Region's transportation load at an incredibly modest price. Active Transportation can take a lot of motorized traffic off our roads and free them for freight movement. Active Transportation could be a huge cost-effective plus for freight movement. It was precisely for that reason Geert-Pieter Wagenmakers said at a 2009 bike transport symposium, that the freight and biking communities are now strong allies in the Amsterdam Region, and thought that ought to be true for the Portland Region as well. Please note that Mr. Wagenmakers works for the Amsterdam Chamber of Commerce and has an extremely strong freight background. And his presentation was made possible by the German Marshall Fund of the United States.

We ought not to starve an important transport mode with huge up-side potential in this Region, but should instead find significant new funding for all modes including freight and Active Transportation. It's important to remember that the Dutch are not just world leaders regarding bike transport. They move an impressive amount of freight, most notably in and out of Rotterdam, one of the world's largest ports. The Dutch have made highly successful investments in freight facilities, high speed highways and rail.

Active Transportation can also cost effectively address a number of significant costs falling on business. One of the most significant of those is medical and related insurance costs for a badly overweight work force. "Excess weight can cause

Board of County Commissioners

155 N. First Avenue, Suite 300, MS 22 Hillsboro, OR 97124-3072

Phone: (503) 846-8681 * fax: (503) 846-4545

illnesses including diabetes, heart disease and some cancers. The Northwest Health Foundation estimates that obesity costs Oregon \$781 million a year in direct medical costs...." (See, the Oregonian, June 30th, 2009, ***Oregon holds the (waist)line on fatness***, at page C-1.)

Costs related to health and lowered life expectancy, as well as for air pollution, climate change, noise, road deterioration and road congestion were all analyzed and used in a recent transportation "Working Paper" done for the City of Copenhagen. That paper concluded that "bicycle projects are likely to yield a positive economic return which is (at least) comparable to road and rail projects carried out by the public sector."

(Please see *Economic Evaluation of Cycle Projects: Methodology and Unit Prices*, at pages 4-5 and 11, in

<http://www.fietsberaad.nl/index.cfm?lang=en&repository=Economic+evaluation+of+cycle+projects:+methodology+and+unit+prices>

So a cost/benefit analysis recently done for a major, First World city used Active Transportation benefits and motorized vehicle costs that are often overlooked in this Region. But shouldn't our Region use/seriously consider those costs and benefits in their decision making as well? I think we should, and a Metro Blue Ribbon Committee recently came to the same conclusion. (Please see:

<http://www.oregonmetro.gov/index.cfm/go/by.web/id=30078/level=4>

more specifically, please see: [Download The Case for Active Transportation \(1.9M PDF\)](#))

Please hold fast to your recent past practice of awarding 75 plus percent of Regional Flexible Funds for Active Transportation and Complete Streets. That's only fair and your past practice makes strong economic sense.

Sincerely,

A handwritten signature in dark ink that reads "Dick Schouten". The signature is written in a cursive, flowing style.

Dick Schouten, Commissioner 1
(Aloha, Beaverton and Cooper Mountain)

Kelsey Newell

From: Megan Chinburg [mchinburg@gmail.com]
Sent: Wednesday, June 30, 2010 5:40 PM
To: Kelsey Newell
Subject: In Support of Active Transportation Funding

Categories: Blue Category

Dear Kelsey Newell,

I am writing today to express how important active transportation funding is to me, and ask that you continue to fund active transportation above the current levels.

I have been a Portland resident for the past 5 years, all that time, an avid cyclist and bike commuter. The number one reason I love living in Portland is out incredible access to alternative transportation options.

Having read the overview of the 2035 Regional Transportation Plan, and learning that we won't succeed in building out all the plans we have laid unless we drastically increase the funding to active transportation from the Regional Flexible Funds. While funding freight projects is important, they are far outweighed by the economic, health, and livability advances Portland can gain by spending more on active transportation.

Thank you for taking the time to read my email, and please join me in support of increased funding for active transportation.

Sincerely,
Megan Chinburg
Portland Resident
97211

Kelsey Newell

From: J. White [nikana_99@hotmail.com]
Sent: Wednesday, June 30, 2010 6:06 PM
To: Kelsey Newell
Subject: Allocate Regional Flexible Funds to active transportation

Categories: Blue Category

Dear Metro JPACT:

Personally active transportation has allowed me to reduce my commute expenses (on car costs and sometimes public transit) which frees up my money to spend at local businesses. It also allows me to trade in driving time for exercise time and therefore is likely to reduce future healthcare costs and it keeps me fit. Please consider the fact that active transportation is currently not funded equitably compared to other modes of transportation, such as large trucks and freight vehicles. In recent surveys, we can see that up to 18% of Portlanders identify the bicycle as a primary or secondary form of transportation, and another 30% ride transit regularly. These constituencies represent the demand for increased funding for active transportation projects, particularly the availability of off-street, separated pathways.

I am sure all JPACT members are familiar with the positive benefits of investing in active transportation, so I will only summarize. Besides creating jobs; reducing our healthcare costs; keeping money in our local economy; and reducing local emissions and congestion; building a world-class walking, biking, and mass transit network is the only way we will achieve our region's long-term sustainability goals.

Active transportation advocates understand that not everyone is going to pedal a bicycle or catch a bus to get around, but we are confident that everyone will enjoy the positive benefits of creating a sustainable transportation network. Of course these are tough economic times but improvements in active transportation provide more opportunities for people to travel cheaply and have added health benefits. Plus I'm sure those in trucking appreciate having less people in cars on the road. For the citizens of the Metro area, the benefits from active transportation are much greater than the benefits they would see from freight improvements. Thank you for your time.

Jackie White

Hotmail is redefining busy with tools for the New Busy. Get more from your inbox. [See how.](#)

Kelsey Newell

From: michweek@aol.com
Sent: Wednesday, June 30, 2010 9:23 PM
To: Kelsey Newell
Subject: JPACT July 8th meeting

Categories: Blue Category

Dear Kelsey Newell & Metro JPACT:

When you meet on July 8, please remember that now is the time to become creative in rethinking how to change our oil dependences. B-Line is one such business that has redefined the way we can move freight within the urban core. Not only do they supply jobs, keep our air clean, and move needed supplies and goods in our city, they do it by bike. They are just one of hundreds of bike centric business's that would benefit from active transportation funding.

Without strong signals that change is needed and coming, many business's will not change. As much as I try to vote with my dollars, sometimes I will purchase an item that indirectly benefits a company whose policies I do not agree with. That is where I would hope my tax dollars will be put to good use for my community and not towards the benefit of privatively run business's. Please use my money for the greater good of my community and for the city's goals toward sustainability.

Sincerely,

Michelle Week
2714 se 29th ave
Portland, Or 97202

June 30, 2010

Dear Honorable Deborah Kafoury,

Deborah, you and I have worked together in the past through Transition Projects where you serve on the board and I have facilitated some meetings. Clearly you care deeply about our community. I wish to thank you do to make our region more livable, healthier, and successful for everyone. You have earned a reputation for balancing the needs of all citizens.

I am writing today to advocate for spending more of the 2014-2015 Regional Flexible Funds on active transportation. With our schools cutting back on physical education classes for children, obesity in our region still dangerously high as reported just this week, and real signs that we need to cut back green house gas pollution: active transportation continues to offer the most bang for the buck.

In these times as budgets are slashed, our dollars need to go the farthest for the most people. Investing in active transportation does this by reusing the facilities we already have. Essentially, recycling and retrofitting them to do more for us. Benefits also accrue for those people who choose to drive, by having fewer cars to contend with in terms of congestion and pollution.

With a fraction of funds going to active transportation, now is the time to continue investing in a known solution to so many of our challenges.

With respect,

Mary Roberts

820 NW 12th Ave. Apt. 606

Portland, Oregon

971-506-6798

Kelsey Newell

From: Mares [mares@spiritone.com]
Sent: Monday, June 28, 2010 4:05 PM
To: Kelsey Newell
Subject: walk, bike, trails

Categories: Blue Category

I am in total support of funding for more bike paths, sidewalks, and trails in Portland and surrounding area. My husband and 3 children ride our bikes to commute to school and work, and to go to recreational activities, and to run errands. Everyone stays happy and healthier. The less we get in our car, the less stressed we feel, so that has been a huge benefit. We also use public transportation all the time.

It is interesting that people think it is odd that we just have one car. Now, writing this I think it is odd to even have a car in Portland.

Theresa Mare

Kelsey Newell

From: Ethan Knudson [knudson.ethan@gmail.com]
Sent: Monday, June 28, 2010 2:02 PM
To: Kelsey Newell
Subject: Support Active Transportation

Categories: Blue Category

Kelsey Newell:

As Metro considers the allocation of Regional Flexible Funds in the coming funding cycle, I implore you to increase the money available for bicycle and other active transportation infrastructure.

As a student at Reed College, I don't have a whole lot of time to get off of campus, nor much money to spend on transportation. Because of bike boulevards and excellent infrastructure currently in place, however, I am able to get around the city cheaply and swiftly on my bicycle.

Thanks to these structures, I have been able to safely and easily navigate the city of Portland. As one unable to afford a car, there are a number of community service activities that I could never have participated were these projects present in the first place.

By supporting active transportation projects, you enable many citizens of the region to engage and participate in their world when they would have been trapped by a landscape that demands they own a car.

Please, increase funding of these projects and enable us to enjoy car-free lives.

--

Ethan Knudson
319.215.6789
knudson.ethan@gmail.com

Portland Bicycle Advisory Committee

Working to Make Bicycling a Part of Daily Life in Portland

1120 SW 5th Avenue, Room 800
Portland OR 97204



7 July 2010

Joint Policy Advisory Committee on Transportation (JPACT)
c/o Kelsey Newell, Metro
600 NE Grand Avenue
Portland, OR 97232

To the Members of JPACT,

On behalf of the City of Portland's Bicycle Advisory Committee (BAC), I am writing you in regard to your July 8 meeting and your impending discussion of the allocation of Regional Flexible Funds. The BAC asks that you recommend a funding split for Regional Flexible Funds that sends a minimum of 75% (seventy-five percent) of available funding to active transportation projects. Even at that level, the amount of funding that will flow to bicycle and pedestrian improvements is still likely to be less than has been spent in recent funding cycles and less than is necessary to achieve the region's stated goals in regard to bicycle transportation.

While this letter explains in some detail why we urge you to promote such an allocation, our reasoning can be boiled down to two main points:

- Over the past 15 years, only two percent (2%) of transportation funding in the region has been dedicated to active transportation projects, and Regional Flexible Funds represent almost 30% of that two percent, and;
- Even a 75% allocation this cycle does not guarantee maintenance of historic levels of funding for active transportation as other project categories will also compete for those funds.

At the July 8 meeting, your committee will make recommendations about how to allocate approximately \$24 million in Regional Flexible Funds for the 2014-15 funding cycle. In considering the important task of how to allocate this \$24 million, it is necessary and relevant to put it into the context of overall regional funding for transportation. As Chart 1 (created by PBOT with Metro source data) displays, Regional Flexible Funds represent only a small fraction of overall regional transportation funding. Of the almost \$6.6 billion spent on transportation from public sources in the region over the past 15 years, only \$411 million—slightly more than six percent (6%)—has come from Regional Flexible Funds. Though small, these funds have been disproportionately important to active transportation projects as they represent almost 30% of the \$153 million spent on such projects over the past 15 years.

By contrast, Regional Flexible Funds represent less than three percent (3%) of the \$4.2 billion spent on roads, bridges, and freight over the past 15 years. A large source of the roads, bridges, and freight funding in recent years has come from the Oregon Transportation Investment Act (OTIA I, II, and III) and Connect Oregon I and II, which together poured almost \$700 million into the region—most of that within the past 10 years. The main purpose for OTIA has been to increase lane capacity and improve interchanges, replace and repair bridges, and repave state highways and local roads. OTIA III, developed with the trucking industry and other stakeholders and based on the 2003 Economic and Bridge Options Report from ODOT, has been focused on bridge repair and replacement, roadway maintenance, and preservation and modernization.

Similarly, the percentage of overall regional funding for transit represented by Regional Flexible Funds is less than 8%. We believe that much of the more than \$2 billion spent on transit in the Portland Metropolitan Region over the past 15 years has come from the Federal Transit Administration (FTA).

Of course, the reason Regional Flexible Funds represent such a small fraction of road, modernization, freight, and transit projects and such a significant portion of funding for active transportation projects is because other sources available to fund transit and road projects absolutely dwarf the funding available for active transportation projects.

Since 1995, more than \$4 billion has been spent in the Portland Metropolitan Region on preservation, road modernization, automotive capacity expansion, clearing freight bottlenecks, and other projects considered to improve capacity, reduce congestion, provide greater access, elevate automotive mobility, and generally make travel lanes flow more smoothly. Of that total, only 2.9% (\$121 million) came from Regional Flexible Funds (an amount that still exceeds the sum total of Regional Flexible Funds spent on active transportation during that same time period).

Similarly, transit projects in the region have also received tremendous funding throughout the past 15 years. More than \$2.2 billion has gone to transit, of which only \$160 million (less than 8% of the total) has been from Regional Flexible Funds.

By contrast, bicycle, pedestrian, and trail projects have received only \$153 million dollars throughout the region, from all sources, over the past 15 years. Regional Flexible Funds provided 29% of that total and were the second largest source of funding in the region for active transportation projects, right behind Transportation Enhancement funding administered by ODOT.

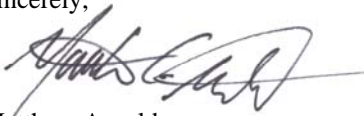
For these reasons alone, the Portland Bicycle Advisory Committee urges you to allocate a minimum of 75% of Regional Flexible Funding to active transportation projects. Unfortunately, even this level of funding does not guarantee that active transportation projects will receive the amounts of funding they have in the past. This is because of two factors. The first is that 75% of funding available for the 2014-15 funding cycle would still be less than the more than \$20 million allocated for the 2012-13 funding cycle (see Chart 2, created by PBOT with Metro source data). Second is the inclusion of project categories that had previously been considered separately from pedestrian, bicycle, and trail projects within this “active transportation” category. This includes green street, boulevard retrofit, and bus stop development categories. Under this scenario it is conceivable that pedestrian, bicycle, and trail projects could receive significantly less than they have in the past. In our minds, this simply strengthens the argument that the active transportation category should receive as much funding as possible.

Beyond the simple issue of how important Regional Flexible Funding is to active transportation projects, the 25:75 redistribution proposed by the Port and the 60:40 compromise that has recently surfaced reflects a poor understanding of how bicycling benefits not just “the usual suspects,” but freight as well. Assuming that congestion is one enemy of freight, how effective has bicycling been in replacing single occupancy vehicles? An answer to that is informed by looking at levels of bicycle commuting and transit commuting from the US Census and American Community Survey for the City of Portland. In 1990, some 2,453 Portlanders identified the bicycle as their primary means of transportation to work and another 23,475 people identified transit as their primary means of transportation to work. In 2008, the latest year for which data is available, 17,365 identified the bicycle as their primary means of transportation to work and 36,666 people identified transit. For bicycling, this represented a growth of 14,912 people, and for transit a growth of 13,191 people. Both numbers reflect decreased reliance on personal motor vehicles, which is helpful for congestion in general and thus for the movement of freight. However, because transit infrastructure is necessarily more expensive than bicycle infrastructure, this increase in transit use cost 14 times more than it did to generate a higher increase in bicycle users over those 18 years. Transit, of course, is an essential element to an active transportation network and contributes significantly to the ability of people to rely extensively on walking and bicycling, but these figures clearly indicate that active transportation delivers tremendous value to taxpayers.

We contend that if reducing congestion is a goal for freight, then the freight community should not suggest drastically reducing one of the more successful and cost-effective tools we have for doing so. While we certainly recognize the importance of freight-specific projects, we also assert that much of the \$4.2 billion invested in roads, bridges, and freight over the past 15 years contributed significantly to improving conditions for freight movement. We encourage the region to work with freight and business interests to ensure that the copious levels of funding available for road projects are directed in a manner that addresses specific bottlenecks. Removing the active transportation tool from the region’s quiver—as had been proposed by the Port—would essentially eliminate what has proven to be in Portland the most cost-effective means of keeping people off the roadways during the busiest and most congested times of day.

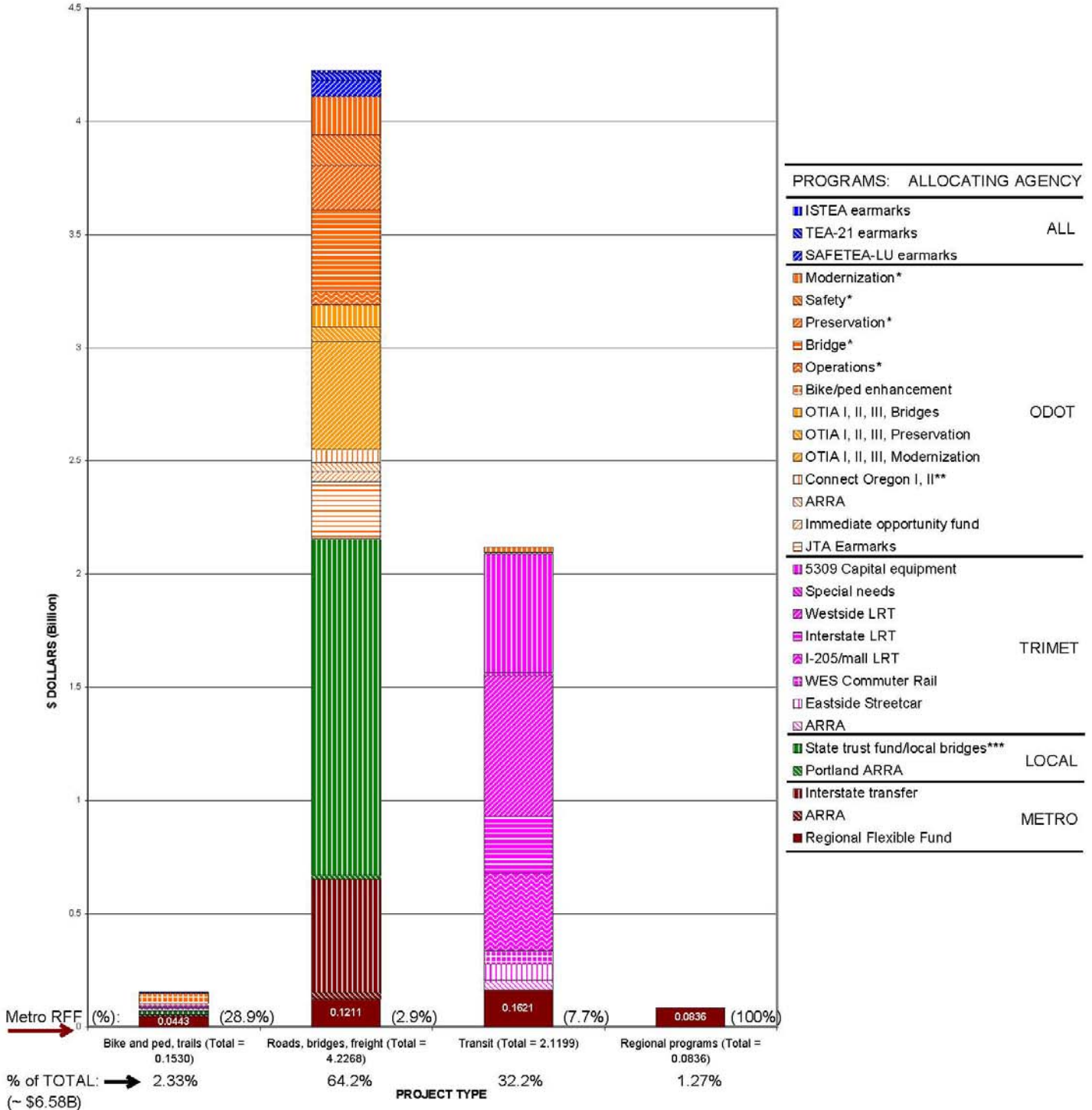
The City of Portland's Bicycle Advisory Committee strongly urges you to recommend a funding split for Regional Flexible Funds that sends a minimum of 75% (seventy-five percent) of available funding to active transportation projects – in recognition of the ability of such projects to reduce roadway congestion in a highly cost-effective manner.

Sincerely,

A handwritten signature in black ink, appearing to read 'Matthew Arnold', with a long horizontal flourish extending to the right.

Matthew Arnold
Chair, Portland Bicycle Advisory Committee

1995-2010 REGIONAL TRANSPORTATION FUNDING



NOTES/CAVEATS:

This graph is based on funding estimates prepared by Metro to establish a ballpark estimate of the 15-year history of all known funding (by program and project type) for regional transportation projects from state/federal sources. This information represents the best available data. Note, listed below are a number of caveats attached to the data. The result is a rough estimation - often based on an average annual amount that was applied to a 15 year time period.

* Average allocation based on 2010 through 2013 allocation. Actual allocations over past 15 years will vary. The proportion of bike/ped improvements not confirmed.

**Connect Oregon amounts do not include awards to aviation projects or Connect III projects.

***Average allocation based on 2010 through 2013 allocation. Actual allocations over past 15 years will vary.

Chart 1. 15 Years of Regional Transportation Funding

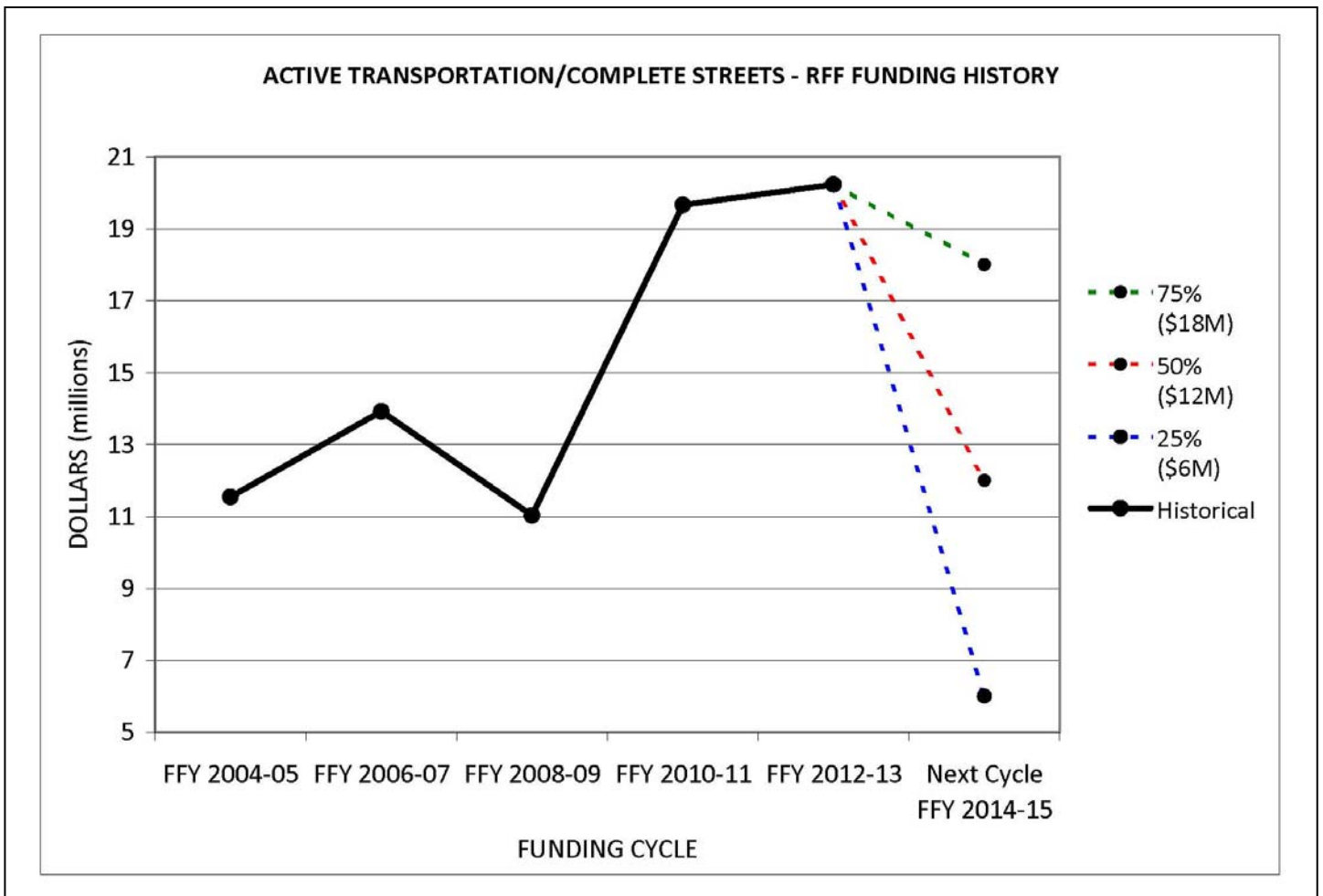


Chart 2. Regional Flexible Funding for Active Transportation in Last 5 Funding Cycles (with projections for current)



July 2, 2010
re: MTIP Regional Flexible Fund Allocation Policy Direction

Dear JPACT Members and Alternates,

We are writing to urge you to continue to allocate 75% of the Regional Flexible Funds for active transportation and complete streets. Investing in the infrastructure to allow more people to use active forms of transportation will improve both the physical, mental, and economic health of our community. Funding active transportation benefits industry by reducing motorized traffic and freeing roads for freight movement.

Alternative modes of transportation have significant benefits to the health of Oregonians. Promoting walking and biking through safe well connected facilities will help prevent obesity, diabetes, heart disease and other chronic conditions. Furthermore, research is clear that regular physical activity improves mental health and increases productivity. This will save millions of dollars in health care costs and benefit employers and the economy.

Investing in biking and walking infrastructure and the connections to public transportation will provide transportation choices to vulnerable populations who currently lack access and who suffer disproportionately from chronic diseases. Both upfront and ongoing costs for walking and cycling are far lower than for driving. Transportation is second to housing as a proportion of household budgets and fuel costs have risen from 3% of household expenditures in 2002 to 8.5% as of June 2008, putting an increasing strain on personal budgets.

Bicycle and pedestrian transportation must be a key element in our region's strategy to address climate change, which leads to environmental and economic disruption and threatens our health and well being. The transportation sector is responsible for 38% of greenhouse gas emissions. Reducing vehicle miles traveled by investing in active transportation and complete streets is critical to the health of our environment.

In closing, everyone wins when active transportation receives the maximum allocation from Regional Flexible Funds. It benefits human health, invests in the economy of the region, and protects our environment.

Thank you for your consideration,

Phil Wu, MD
Kaiser Permanente
Clinical Pediatric Lead,
CMI Weight Management
Board Chair, Westside Transportation
Alliance

Molly Haynes, MPH, RD
Kaiser Permanente
Community Health Initiative

Kelsey Newell

From: Lenny Dee [lenny@onwardoregon.org]
Sent: Wednesday, July 07, 2010 7:13 AM
To: Kelsey Newell
Subject: Regional Flexible Funds

Categories: Yellow Category, Blue Category

Hi Kelsey,

While we haven't had time to contact our members I can assure you that our 50,000 Portland readers would support continued strong funding of bike and other alternative transportation sources

Kind Regards

Lenny Dee
Onward Oregon
Oregon's Home For Online Progressive Action
<http://OnwardOregon.org>

Kelsey Newell

From: David W Burdick [dwburdick@sustainablesteps.com]
Sent: Friday, July 02, 2010 8:33 AM
To: Kelsey Newell
Cc: gkransky@bta4bikes.org
Subject: Please insure that active transportation funding is at or above previous levels.

Categories: Yellow Category, Blue Category

Dear Kelsey Newell,

At the current level of funding for active transportation, it will require 166 years to build out all of the trail, bicycle and pedestrian projects in Metro's 2035 Regional Transportation Plan. The majority of these projects derive support from Regional Flexible Funds

The value of active transportation in our community enough to support funding it at a higher level. Not only do biking and walking boost our economy and reduce traffic congestion, they substantially improve our health and financial security. Specifically:

***Economic Growth** – The annual local bike industry, with 1500 sustainable jobs, returns generates nearly \$100 million into the local economy.*

***Reduce Traffic** – Since 49% of all daily trips made in the US that are less than 3 miles it is easy to see how increasing access to biking and walking reduces the amount of automobiles on our roadways, and improves freight movement.*

***Improve Health** – The US Center for Disease Control states that, “Expanding the availability of...health-enhancing choices into transportation policy has the potential to save lives by preventing chronic diseases, reducing motor-vehicle-related injuries and deaths, improving environmental health, while stimulating economic development and ensuring access for all people.”*

***Financial Security** – Residents in the Portland region realize annual savings of nearly \$800 million from spending less on transportation.*

Investing in active transportation and complete streets is a win-win proposition.

The dark and ugly menace of moneyed interest is the root cause of the malignant cancer that is spreading within the breasts of democracy. Be the cure which stops this cancer. Please insure that active transportation funding is at or above previous levels.

Thank you.

Best,

David Burdick (PE)
Sustainable Steps
4917 SE Aldercrest Rd.
Portland, Oregon 97222-4757
USA
Tel: (+1) 503 654 2070
Cell: (+1) 503 753 5564
Fax: (+1) 503 654 2121
email: dwburdick@sustainablesteps.com
website: www.sustainablesteps.com

Kelsey Newell

From: Ben Gillespie [ben.gillespie@ipns.com]
Sent: Thursday, July 01, 2010 7:14 PM
To: Kelsey Newell
Subject: Regional Flexible Funds

Categories: Yellow Category, Blue Category

I urge Metro to continue the current level of funding for bicycle and pedestrian projects from Regional Flexible Funds. As a resident of Portland's Rose City Park neighborhood, I walk extensively. I bicycle the east side from downtown to Troutdale and Milwaukie to the Columbia, and I drive throughout the region. I recognize the need to provide facilities for each type of transportation and the need to avoid conflicts between each mode.

I have bicycled in this area for forty years and have watched the network of bicycle paths grow from nothing to a system that is the envy of other metropolitan areas, but there is much yet to be done to make all parts of the region accessible and safe to cyclists.

I urge Metro not to divert Regional Flexible Funds to freight projects.

Ben Gillespie
2538 NE 47th Avenue
Portland, OR 97213

(503) 281-3244

Kelsey Newell

From: Marsha Hanchrow [machiya@agora.rdrop.com]
Sent: Saturday, July 03, 2010 11:56 PM
To: Kelsey Newell
Subject: JPACT Regional Flexible Funds allocation

Categories: Yellow Category, Blue Category

I'm an unlikely year-round bike commuter - 49, not athletic, too much belly, and a coward in almost all situations. The only reason I could so readily give up my annual bus pass is that I live in Richmond in SE Portland, and we are rich in bike boulevards. I'm still not brave enough to give up my car, but I hope to be able to do that some day. Please continue to put the majority of the Flexible Funds into active transportation, mitigating the results of 70-some years of building our world around motor vehicles.

I understand that the freight industry feels like a poor relation, too, but freight benefits from almost every road improvement, especially improvements to every arterial. Pedestrians and bicyclists rarely do.

Freight benefits from every trip taken by human power - we're avoiding those arterials and not choking freeways. My grocery bills may be a bit smaller if the freight lobby gets what they want, but only if I do all my shopping at the big chains. My several local farmers' markets are not supplied by huge semis, and some of my food budget also goes there.

What an increasing number of us are doing - getting out of our cars for many or all of our trips - is making the region a little healthier and the roads a little less congested. Increasing funding for active transportation will make it easier and more attractive for yet more nervous non-athletes to leave their cars at home, and make the roads a little clearer for freight and others who have to drive. Increasing active transportation helps us all.

Thank you for your consideration,

Marsha Hanchrow
1908 SE 35th Place
Portland

Kelsey Newell

From: Odowick, Jody [Jody.Odowick@iberdrolausa.com]
Sent: Friday, July 02, 2010 7:50 AM
To: Kelsey Newell
Subject: More Bike Funding

Categories: Yellow Category, Blue Category

Hi Kelsey –

I wanted to take a moment to implore you to give more funding to bicycle paths. I live in the southwest suburbs of Portland and desperately want to ride my bike more – including using it to commute to and from work (or, more specifically, to and from the WES station). My son (14) and daughter (11) would also like to ride their bikes to their high- and middle-school. The trip is only about 4 miles so it's doable and great exercise for them. Unfortunately, it doesn't matter from which direction you leave our home, there is no way for them to safely ride to school or for me to safely ride to the WES station. In every direction there are roads which do not have bike lanes or even sidewalks (in a pinch).

I'm sure you see the gutsy bikers who will ride on any road and boldly take the lane when necessary. I admire those bikers but I'm not one of them. I ADORE the multi-use paths we have in pockets of areas but there are not nearly enough. I also don't mind just making due with a bike lane. But there are just stretches of road that are simply unsafe. There are us "regular" bikers or parents who want to teach our children that we simply don't need to drag several thousand pounds of metal with us everywhere we go. But, with the poor options for riding near our house, it's a difficult message to teach.

Incidentally, I live in the suburbs in a typical neighborhood. It's not like I'm out in a rural area.

Thanks for your time and consideration!



Jody Odowick, MBA
Manager, Payroll
Human Resources
1125 NW Couch St. Ste. 700
Portland, OR 97209
(503)796-6920



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Kelsey Newell

From: Wojciechowski, Julia [Julia.Wojciechowski@TheMentorNetwork.com]
Sent: Friday, July 02, 2010 12:49 PM
To: Kelsey Newell
Subject: Active transportation and Regional Flexible Funds

Categories: Yellow Category, Blue Category

During the 7 years I lived in inner SE Portland, 3.5 miles from my job, I rode my bike to work along a safe bike boulevard, and used biking as a way to run most of my errands in the summer. About a year and a half ago I moved to an area in NE Portland near 82nd Ave. I now have only a 2 mile commute to work, however because I'm coming from a different direction, I have no safe biking route to get there. I drive every day. I also drive to the nearby grocery store because it's unsafe and unpleasant to bike or walk. I make the lanes of traffic one car more crowded, I pollute, I block the freight trucks trying to move through. Having less access to safe bikeways and pedestrian friendly routes has directly impacted my behavior. If improvements are made, I'll get back on my bike.

I support maintaining or increasing the current level of funding for active transportation. I realize that budget pressures exist in all corners, and this time around, JPACT is considering allocating additional funds to improve freight movement. However, considering the small percentage of total transportation dollars that are used to fund bike and pedestrian projects, it doesn't make sense to rob these services of their small bit of funding, when they make such a big difference in the health -both physical and economic - of our communities. Additionally, freight movement initiatives are able to draw from several large funding sources, while active transport has a smaller well to draw from. It's JPACT's responsibility to preserve and enhance active transportation in the Portland Metro area.

As the city moves towards making the idea of 20-minute neighborhoods a reality, it's important to fund the initiatives that will make this possible. As one can see in my own life's example, there's a direct connection between improving access to active transportation and people actually accessing these modes of transportation. In turn, when community members choose to clear the roads, the freight can move on through. We need to use Regional Flexible Funds for active transport goals.

Julia Wojciechowski
Lead Personal Agent

Mentor Oregon Brokerage
305 NE 102nd Ave. suite 350
Portland, OR 97220
503-258-2440 x124

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July 6, 2010

Joint Policy Advisory Committee on Transportation
Metro
600 NE Grand Avenue
Portland, OR 97232

Dear JPACT Members,

As a Portland resident and Board Member of the Westside Transportation Alliance TMA, I am writing in support of JPACT continuing its recent practice of allocating 75 plus percent of Regional Flexible Funds for Active Transportation and Complete Streets. Active Transportation is a vital strategy for local economic development, improved public health and efficient freight movement.

Currently, only 2% of regional transportation money goes to bicycle facilities, trails and sidewalks. At this rate of investment, there is no foreseeable way we will complete the Active Transportation projects listed in the Regional Transportation Plan now or even in the far future. Regional Flexible Funds is a small pot of money compared with State-source funds such as Connect Oregon III, which will provide \$97 million for air, rail, water and freight projects.

In October 2009 I attended a symposium held in Beaverton on bike transport, with business and government leaders from the Netherlands, Belgium, France and Denmark all testifying to the effectiveness of their programs promoting investments in bicycle infrastructure. One particular presentation that stood out for me was from Geert-Pieter Wagenmakers of the Amsterdam Chamber of Commerce, in which he detailed the benefits to the freight industry derived from building a strong partnership with biking communities. Mr. Wagenmakers stated that the efficient movement of goods in and around Amsterdam depends in great part on more people bicycling than driving – a lesson which we in the Portland Metro Region should take seriously. With a significant allocation to bicycle and pedestrian facility improvements, Active Transportation could be a huge cost-effective plus for freight movement.

My involvement with the Westside Transportation Alliance (WTA) has given me several opportunities to interact with employees and officials in Portland and Washington County – when discussing the goal of the WTA to ease congestion in Washington County through education, advocacy, and service, the people I speak with support our mission yet are frustrated with the many gaps in connections between dedicated bikeways, sidewalks, trails and/or multi-use paths. Reserving regional Flexible Funds to help fill in these connections is a much-needed step towards meeting our goal and to promoting a truly sustainable region.

Thank you for your time and consideration.

Sincerely,



Adam Argo

WTA Board Member and Portland resident

Kelsey Newell

From: Scott Lieuallen [scott.el.09@gmail.com]
Sent: Thursday, July 01, 2010 6:37 PM
To: Kelsey Newell
Subject: Regional Flexible Funds

Categories: Yellow Category, Blue Category

Kelsey, please pass on to the Metro Councilors my support of funding for bike and pedestrian projects.

There are many reasons to support active transportation including community health, reduced congestion, and efficient use of tax money.

From my personal perspective, however, the most important reason is choice. I want to have a choice to walk or bike as opposed to being forced to get around by car.

I want to exercise my choice with some confidence that if I do I will get home alive.

I pay for the local transportation system just like everybody else, so I want to be able to use it without risking life and limb.

Scott Lieuallen
335 SE 44th Ave.
Portland, OR 97215

Kelsey Newell

From: helenmcconnell@comcast.net
Sent: Thursday, July 01, 2010 4:51 PM
To: Kelsey Newell
Subject: Funding for Bike infrastructure

Categories: Yellow Category, Blue Category

Dear Kelsey:

I'm a cyclist in Portland. I commute every day by bike, to both my jobs. My teenage kids also bike to work and school. There are at least 8 daily bike commuters where I work. My sister commutes by bike every day.

I feel that bicycle and pedestrian infrastructure, (as well as mass transit and livable neighborhoods) are critical items to this city's future (as well as cities all across the country). We need to get away from car-centricity if we wish to be a viable city for future generations to call home.

I'm weighing in because I've heard that you are a part of deciding where transportation funds are allocated. We can't all weigh in on every issue with every politician/agency. I'd never even heard of JPACT before today, though I keep a relatively close eye on what's going on in the car-free world. Please be sure cycling/walking get a fair share of available funding. Those dollars will be well-spent!

Thanks
Helen McConnell
503-880-0111

Kelsey Newell

From: Mark Nedleman [organizationmatters@hotmail.com]
Sent: Saturday, July 03, 2010 7:18 AM
To: Kelsey Newell
Subject: RE:JPACT and funding for bikes/pedestrians....

Categories: Yellow Category, Blue Category

Dear Kelsey,

I urge the JPACT committee, convening on July 8th, to retain sustainable levels of funding for bike and people-friendly projects that encourage our growing bike industry, healthy habits, fresh air and otherwise make Portland even more livable.

As it is, so many transportation dollars go toward fossil-fueled endeavors, squeezing out "active" forms of getting around.

Let's do the right thing and keep the dollars focused on earth-friendly modes of getting around the city.

Thank you, Mark Nedleman

***** Organizing Hint: Safeguard your personal information by...a) shredding old documents, 2) putting away your Social Security card, 3) not responding to unsolicited e-mails and 4) not using obvious log-ins on the internet. Mark D. Nedleman, M.S. Suffering from Clutteritis? Moving and Dreading it? Have a Mess of a Desk? Call an Expert! Organization Matters - Offering Professional Organizing Services for the Self-Employed, Home Sellers and Homeowners Serving clients in California and Oregon (503) 803-2768 - Cell Phone and Voicemail www.graceful-space.com
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Kelsey Newell

From: Prause [prause@comcast.net]
Sent: Friday, July 02, 2010 2:56 PM
To: Kelsey Newell
Subject: Fund active transportation

Categories: Yellow Category, Blue Category

We need more funding for active transportation in the region, not less. We need to continue to reduce pollution, help people improve their health, improve neighborhoods and community businesses, and the safety of the transportation systems users, all while reducing the wear on our aging infrastructure. Please increase funding for the healthy alternative, active transportation.

Thank you,
David Prause

Kelsey Newell

From: Ian Reid [ian.reid@voxsobrius.org]
Sent: Tuesday, July 06, 2010 11:19 AM
To: Kelsey Newell
Subject: Support Funding for Bicycle Transportation Safety

Categories: Blue Category, Yellow Category

4959 Oak Ridge Rd.
Lake Oswego, OR
97035
7/6/2010

To: METRO Joint Policy Advisory Committee on Transportation

I understand that JPACT is considering funding for transportation options in the near future. I wanted to make my voice heard in support of increased funding for measures facilitating safe bicycle transit in the Metro area.

I cycle from Lake Oswego to the Lloyd District, a distance of 14 miles. While this is overall a relatively safe commute, there are some particularly dangerous stretches: the Sellwood Bridge, and Highway 43, both of which lack bicycle lanes for part or all of their length. I realize this is farther than many people would want to commute, but these are examples of obstacles that prevent people from cycling.

My wife works only 2.5 miles from home, but does not feel safe bike commuting because there is no bicycle lane on Pilkington Rd. in Lake Oswego, even though this is the primary access route to Rive Grove Elementary School.

I would like to see JPACT strongly support safe cycling, by emphasizing and funding transportation infrastructure improvements that make riders feel safe by separating bicycle traffic from vehicular traffic.

Sincerely,

Ian Reid

Kelsey Newell

From: Robert Hertert [robert.hertert@gmail.com]
Sent: Thursday, July 01, 2010 9:25 PM
To: Kelsey Newell
Subject: JPACT Flex funds

Categories: Yellow Category, Blue Category

I am writing to request your support for funding for projects that enable cycling. I am a retired engineer, and at this point I am pretty certain we are looking at an amazing opportunity to benefit from a LOW tech solution to traffic reduction and road expense. It may be specific to Portland and a few other US cities, but it is real. However, to make it flourish we need to support it. Please do what you can and don't let Flex Funds be reduced for cycling projects.

Kelsey Newell

From: Rudwick, Allan [allan.rudwick@intel.com]
Sent: Tuesday, July 06, 2010 5:19 PM
To: Kelsey Newell
Subject: Continue Funding Active Transportation

Categories: Blue Category, Yellow Category

Metro JPACT-

As you surely know, the biggest bang for our transportation bucks can be achieved by spending money supporting Active Transportation projects. In the past, you have shown good judgement giving 88% of funds last year towards active transportation projects. Please continue this trend and I will respond by biking more and polluting less, doing less damage to the roads and generally reducing the social costs associated with life.. Isn't that worth subsidizing?

I trust you will do the right thing with your flexible transportation funds

Sincerely
-Allan Rudwick
NE Portland Resident

Kelsey Newell

From: Mary Elizabeth Smith [cfih@comcast.net]
Sent: Friday, July 02, 2010 4:42 PM
To: Kelsey Newell
Subject: RE: allocation of Regional Flexible Funds

Categories: Blue Category, Yellow Category

As a member of the Beaverton Bicycle Advisory Committee I am making a request for JPACT to please consider the importance of funding allocation for bicycle traffic issues. The City of Beaverton's "Visioning Plan" targets as its number 4 greatest community request, the need for "pedestrian and bicycle pathways." In order to implement this "Vision," funds are needed from the Regional Flexible Funds. There are simple very few sources from which funds can be pulled to deliver these targeted projects. I ask that JPACT please consider a sizable allocation to our need as well as other bicycle projects within the Metro area. Freight and Hwy transportation have so many other federal sources from which to draw funding. Bicycle ridership as both a recreation and commuter transportation are growing more rapidly than anticipated. We need these funds to keep up with the demand of insuring bicycle safety on our roads.

Mary Elizabeth Smith
Member, Beaverton Bicycle Advisory Committee
10085 SW Kennedy st
Beaverton, OR
97005

Kelsey Newell

From: Janet Walker [janetw@pdx.edu]
Sent: Thursday, July 01, 2010 5:08 PM
To: Kelsey Newell
Subject: fund bikeways and boulevards

Categories: Yellow Category, Blue Category

As a 15-year resident of Portland, I have watched the bike culture grow, and I couldn't be more pleased and proud. Biking is ethically responsible and healthy, a total win win. We should cultivate bike culture so that we can reap the returns.

Janet Walker

--

Janet S. Walker, PhD
Research Associate Professor | Regional Research Institute
Portland State University | PO Box 751 | Portland OR 97207
503.725.8236 | Fax: 503.725.4180

Co-Director, RTC on Pathways to Positive Futures

<http://www.rtc.pdx.edu/>

National Wraparound Initiative

<http://www.rtc.pdx.edu/nwi>

Kelsey Newell

From: Kristin Wray [kwrays11@gmail.com]
Sent: Wednesday, July 07, 2010 9:39 AM
To: Kelsey Newell
Subject: Regional Flexible Funding

Categories: Yellow Category, Blue Category

Hello Metro!

I would like to strongly urge that the Metro Council and JPACT continue to choose bike-centered transportation projects and programs over freight projects when allocating regional flexible funds. Portland Metro should continue to focus on getting more bikes on the road, and supporting local projects - ones that don't require larger and more fund-consuming freight projects. I know that most Portlanders would agree, and we are hoping you will take our (quieter but larger) views into consideration in this allocation process.

Thank you,

Kristin Wray

2024 SE Sherman St.
Portland, OR 97214
727.512.9483



July 2, 2010

Joint Policy Advisory Committee on Transportation
Metro
600 NE Grand Avenue
Portland, OR 97232

Dear JPACT Members and Alternates:

I am writing to offer you support in your decision to continue the historical allocation of Regional Flexible Funds for freight and bike/ped projects. How could you do otherwise? The more people use active transportation, the more space will be created on our roads for efficient freight movement. Active Transportation is good for freight, good for economic development, good for improving the health of our citizens, and good for keeping dollars in our local economy.

I attended a forum in Beaverton in October 2009 where invited business leaders from The Netherlands, Belgium, France and Denmark all endorsed a strong relationship between successful freight movement and robust investments in bicycle infrastructure. The leader of the Amsterdam Chamber of Commerce, Geert-Pieter Wagenmakers, said the success of moving goods into and around Amsterdam depends on people biking instead of driving. Beaverton Mayor Denny Doyle stood to announce, "We'll do it!" But he can't do it with current funding never mind with Flexible Funds cut to 25% of historical allocation.

Business leaders in Washington County are asking for a "last mile" connection from MAX to their sites; we promote biking as the solution where a bus connection fails. 60% of people in our region say they would choose cycling for transportation if they felt safe – and for some, that means staying as far away from cars as possible. Our emerging trail system will be an amazing asset to employers and employees in Washington County offering safe and pleasant connections for commuting, linking to transit and recreation.

For example, the Rock Creek Trail is a jewel and practically complete to the Quatama Light Rail Station, but the unprotected crossings at Evergreen and Cornell are huge barriers. Employees at Planar Inc., Lender Business Process Services and others have expressed interest in commuting to work on the completed trail, but now it's just a lovely place to take a short walk or bike ride after work. As a scenic, off-road trail, it provides a safe place for people to make the first step toward bicycle commuting and with safe crossings at Evergreen and Cornell, they will take the next step. When will the next funding step be taken?

Westside Transportation Alliance

Using limited funding sources including the historical RFFA, Active Transportation projects listed in the Regional Transportation Plan will not be completed for 166 years. What will the state of our health be by then? 60% of Oregonians are obese or overweight and suffer from myriad diseases caused by a sedentary lifestyle. Third only to eating a Mediterranean diet and smoking cessation, physical activity has the greatest benefit for staving off disease. 91% of our medical costs are due to diseases caused by obesity, and businesses in our region pay mightily toward the national \$147 billion "doctor bill." Getting people active is a smart economic development tool that costs very little but has great local benefit.

Because people in our region drive 20% fewer miles compared to other regions, economist Joe Cortright estimates we save \$2.6 billion that stays in the local economy. He also cites studies that found "There's strong evidence that time spent commuting – particularly commuting alone – has a large negative effect on self-reporting happiness levels." In my interactions with employees in Washington County, I find the same anecdotal evidence. They would be happier with more options to driving alone and many would choose to bike and walk. That's when I pull out the maps of disconnected trails interrupted by four lane roads. How will we fund their happiness?

It's clear with only 2% of regional transportation money going to bicycle facilities, trails and sidewalks that many funding sources are out of bounds including ODOT's Connect Oregon. \$97 million will be allocated to air, rail, water and freight in Connect Oregon III. 41 projects facilitating freight movement will be funded. One Active Transportation project from Tualatin Hills Parks and Recreation was boldly submitted for the Tualatin Waterhouse Trail. It ranked 79 out of 80.

Regional Flexible Funds is a tiny pot of money that should be reserved for projects that truly are green and sustainable. Bikes emit zero CO2 when they idle. I urge you to retain the historical allocation for Complete Streets and Active Transport. To supplement, we'll be searching out other sources for walking and biking facilities to help us reach our regional goals of reducing auto trips and slowing global warming.

Thank you for your consideration and your tireless work in "making the greatest place."

Sincerely,



Karen Frost
Executive Director



Willamette Pedestrian Coalition
P.O. Box 2252
Portland, Oregon 97208-2252
info@wpcwalks.org, www.wpcwalks.org
503- 223-1597

*Working to
improve conditions
for walking in the
Portland region*

June 30, 2010

Metro Council
600 Northeast Grand Avenue
Portland, Oregon 97232-2736

Subject: Resolution No. 10-4160: Allocation of MTIP Regional Flexible Funds

Board of Directors

Dear Member of JPACT and Metro Councilors:

*Philip Selinger,
President
Katie Urey,
Vice-President
Mike Dennis,
Recording
Secretary
Anne McLaughlin,
Treasurer
Roger Averbeck,
Corresponding
Secretary*

The Willamette Pedestrian Coalition (WPC) was founded in 1991 to promote the creation of sustainable and walkable communities. We define a walkable community as one in which it is safe, direct and attractive to walk.

The region has made great strides to understand the inter-connectedness of our transportation infrastructure and the value of linking transportation policy with regional growth policy. The Active Transportation Corridors program led by Metro is an example of how, collectively, the active modes of travel can make a difference in meeting transportation needs, supporting a sustainable and healthy lifestyle and creating vital and desirable places to live and work. These active modes also leverage this region's significant investment in public transportation.

Members at Large
*Todd Borkowitz
Jeanne Harrison
Erin Kelley
Lidwien Rahman
Dr. Kevin Smith
Margaret Weddell
Caleb Winter*

The WPC, therefore, believes that active modes with few alternative sources of funds need maximum support through the allocation of this region's flexible Federal funds. We support the efficient movement of freight, but suggest that the State of Oregon has made a major investment in freight transportation through the Connect Oregon program and every year with the allocation of dedicated highway funds to interstate and freight priorities.

It is understood that these funds are small relative to needs, yet bike and pedestrian investments go a long way on relatively small budgets. Unfortunately, there are too many sidewalk gaps and unsafe street crossings in our pedestrian infrastructure that thwart a person's ability to safely walk to or from school, work, or a transit stop. Smart investments in sidewalks and crosswalks improve safety, reduce single occupancy vehicle use and bolster transit ridership.

Director
Steph Routh

The WPC has already put itself on record with five other organizations in support of making active transportation funding a priority. Please hold the line with no less than 60% of the MTIP fund balance going to active transportation modes. Thank you for this consideration.

Sincerely,

Philip R. Selinger
Board President
Willamette Pedestrian Coalition

Dear JPACT members:

More than a quarter of Metro's residents are too young, too old, too poor, or too sick to drive. Over 400,000 people depend on Metro investing in robust transportation choices. Each person who is active saves society \$1,000 in health care costs annually.

And yet the business community – who has gotten billions of dollars of investments – is coming after the last sliver of funding dedicated to making the region a safe place for residents to walk and bike.

You have a choice. You can spend millions on new road projects, or you can make roads function better for freight and others by getting single occupant automobiles off them – by providing viable choices for people to walk and bike instead of driving. The record clearly demonstrates that when we invest in these projects, people will start to walk and bike, and roads will become less congested for freight and other movement.

As you decide how to invest this small amount of flexible funding, I encourage you to remember back to the days when you were too young to drive. I encourage you to imagine being too poor to own a car. I encourage you to remember the climate crisis - which, unabated, will cost us 5 to 20% of our nation's GDP.

And I encourage you to invest every last dollar you can in making the region safe for walking and biking.

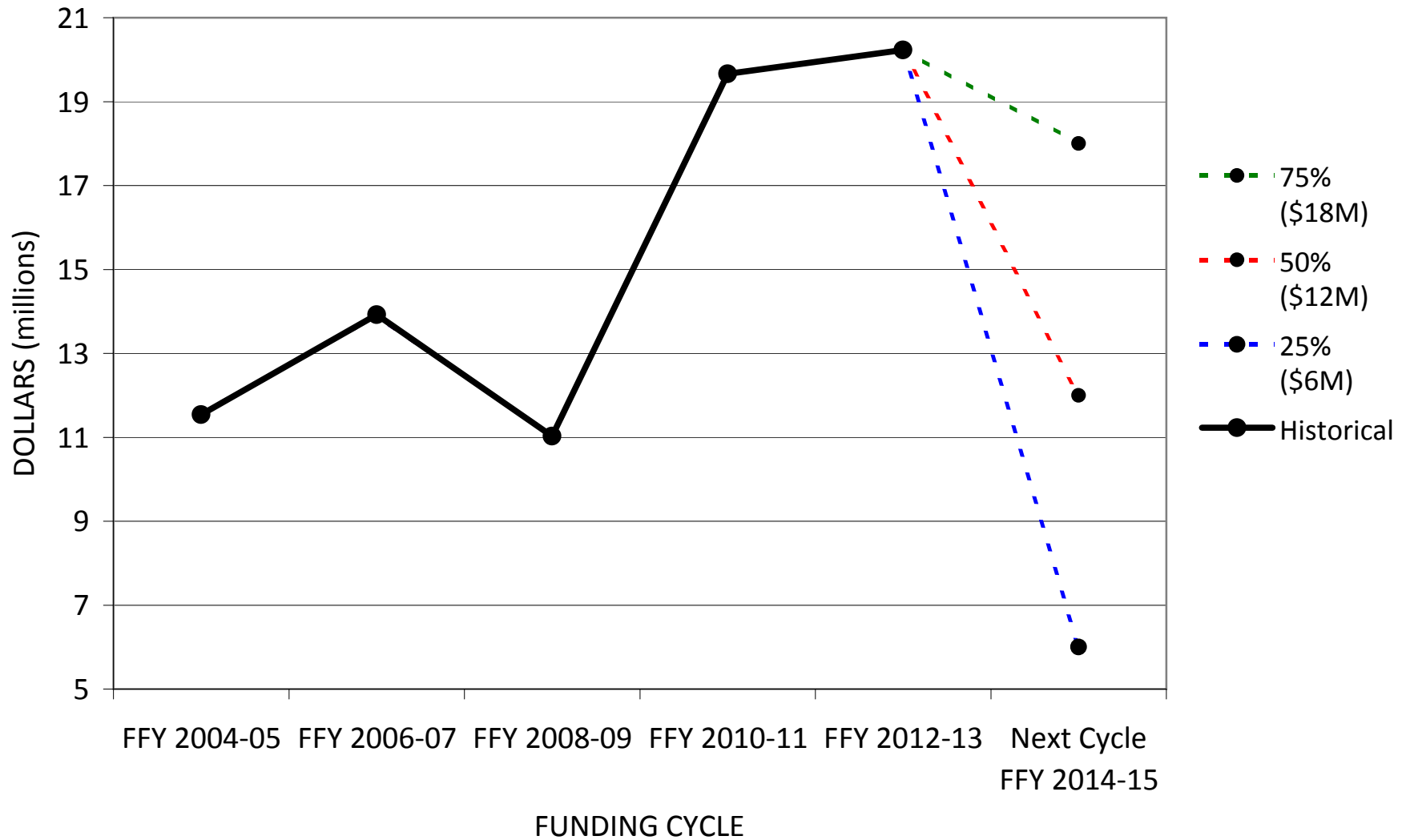
Thank you for your consideration.

Regards,

Evan Manvel

4047 NE 14th Ave
Portland, OR 97212

ACTIVE TRANSPORTATION/COMPLETE STREETS - RFF FUNDING HISTORY



Historic Allocation of Regional Flexible Funds

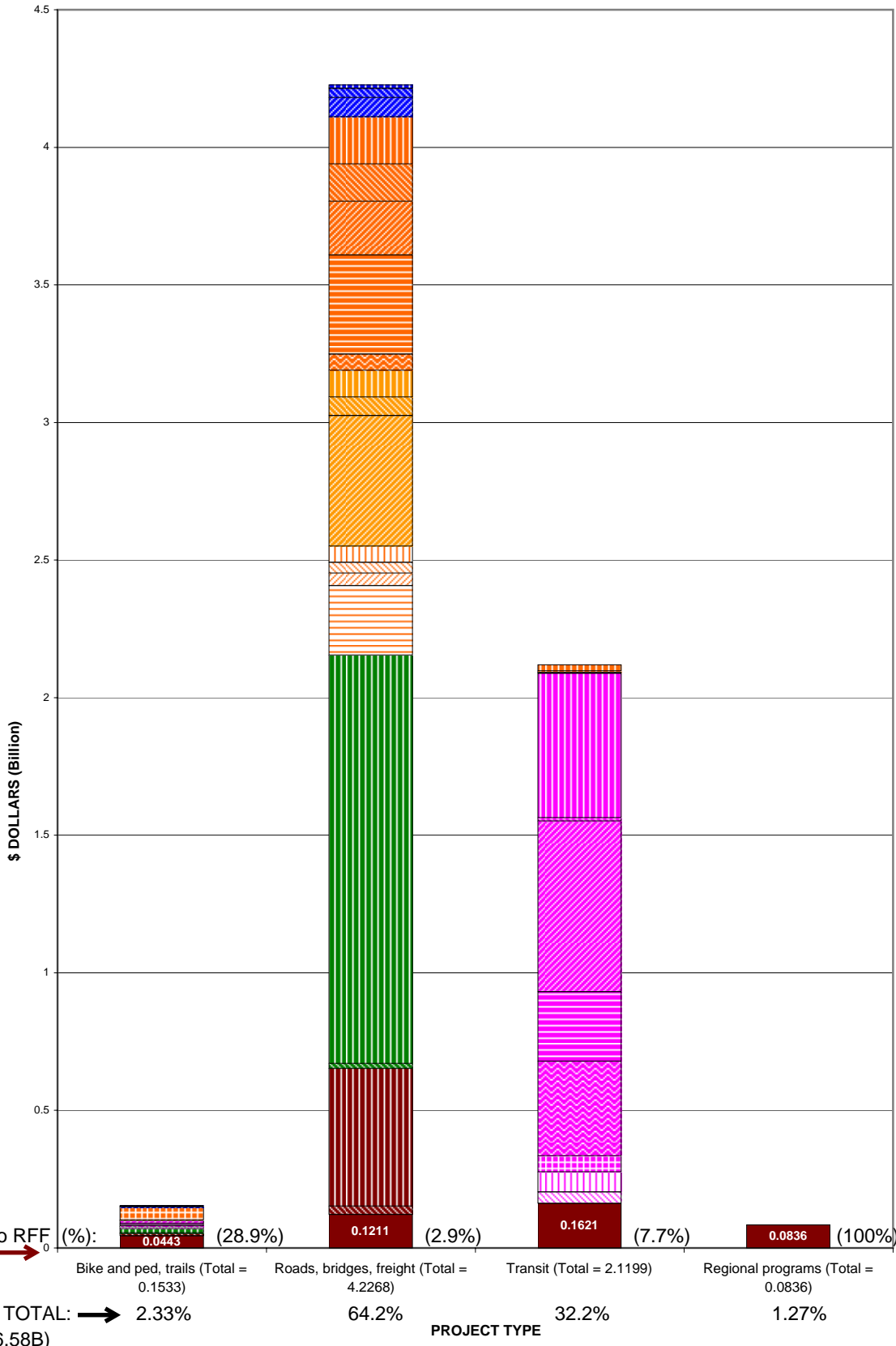
Active Transportation/Complete Streets and Green Economy/Freight Initiatives

| Historical Allocation of RFF | 2009 Allocation (FFY 12-13) | 2007 Allocation (FFY 10-11) | 2005 Allocation (FFY 08-09) | 2003 Allocation (FFY 06-07) | 2002 Allocation (FFY 04-05) | TOTALS (2002-2009 Allocations) |
|---|--------------------------------|--------------------------------|--------------------------------|--------------------------------|--------------------------------|---|
| Total (Active Transportation/Complete Street) | \$20,227,741 | \$19,664,000 | \$11,030,000 | \$13,924,000 | \$11,543,000 | \$76,388,741 |
| Total (Green Economy/Freight Initiative) | \$1,414,000 | \$3,738,000 | \$5,720,000 | \$6,934,000 | \$2,000,000 | \$19,806,000 |
| TOTAL AT + GF | \$21,641,741 | \$23,402,000 | \$16,750,000 | \$20,858,000 | \$13,543,000 | \$96,194,741 |
| % AT | 93% | 84% | 66% | 67% | 85% | 79% |
| % GE/F | 7% | 16% | 34% | 33% | 15% | 21% |

Types of projects included in AT/CS category: bus stop development, bike/ped (trans control measure), boulevard retrofit, green street demonstration

Types of projects included in GE/F category: freight - industrial access, diesel emissions reduction (*note: general road capacity/reconstruction not included*)

1995-2010 REGIONAL TRANSPORTATION FUNDING



| PROGRAMS: | ALLOCATING AGENCY | |
|-----------------------------------|-------------------|--------|
| ISTEA earmarks | ALL | |
| TEA-21 earmarks | | |
| SAFETEA-LU earmarks | | |
| Modernization* | ODOT | |
| Safety* | | |
| Preservation* | | |
| Bridge* | | |
| Operations* | | |
| Bike/ped enhancement | | |
| OTIA I, II, III, Bridges | | |
| OTIA I, II, III, Preservation | | |
| OTIA I, II, III, Modernization | | |
| Connect Oregon I, II** | | |
| ARRA | LOCAL | |
| Immediate opportunity fund | | |
| JTA Earmarks | | |
| 5309 Capital equipment | | |
| Special needs | | |
| Westside LRT | | TRIMET |
| Interstate LRT | | |
| I-205/mall LRT | | |
| WES Commuter Rail | | |
| Eastside Streetcar | | |
| ARRA | METRO | |
| State trust fund/local bridges*** | | |
| Portland ARRA | | |
| Interstate transfer | METRO | |
| ARRA | | |
| Regional Flexible Fund | METRO | |

NOTES/CAVEATS:

This graph is based on funding estimates prepared by Metro to establish a ballpark estimate of the 15-year history of all known funding (by program and project type) for regional transportation projects from state/federal sources. This information represents the best available data. Note, listed below are a number of caveats attached to the data. The result is a rough estimation - often based on an average annual amount that was applied to a 15 year time period.

* Average allocation based on 2010 through 2013 allocation. Actual allocations over past 15 years will vary. The proportion of bike/ped improvements not confirmed.

**Connect Oregon amounts do not include awards to aviation projects or Connect III projects.

***Average allocation based on 2010 through 2013 allocation. Actual allocations over past 15 years will vary.

Historical transportation funding in the Portland region, 1995-2010

| Allocating Agency | Program | Amount (annual or one time) | If annual, number of years | Total | Bike and ped, trails | Roads, bridges, freight | Transit | Regional programs |
|-----------------------------|-----------------------------------|-----------------------------|----------------------------|-------|----------------------|-------------------------|---------------|-------------------|
| ODOT | Modernization* | 13 | 15 | 195 | | 172 | 23 | |
| | Safety* | 9 | 15 | 135 | | 135 | | |
| | Preservation* | 13 | 15 | 195 | | 195 | | |
| | Bridge* | 24 | 15 | 360 | | 360 | | |
| | Operations* | 4 | 15 | 60 | | 60 | | |
| | Bike/ped enhancement | 3 | 15 | 45 | 45 | | | |
| | OTIA I, II, III, Bridges | 97 | | | | 97 | | |
| | OTIA I, II, III, Preservation | 67 | | | | 67 | | |
| | OTIA I, II, III, Modernization | 475 | | | | 475 | | |
| | Connect Oregon I, II** | 63 | | | | 58 | 5 | |
| | ARRA | 46 | | | | 2.5 | 40 | 3.5 |
| | Immediate opportunity fund | 3 | 15 | 45 | | 45 | | |
| | JTA Earmarks | 252 | | | | 252 | | |
| TriMet/Smart | 5309 Capital equipment | 35 | 15 | 525 | | | 525 | |
| | Special needs | 1 | 12 | 12 | | | 12 | |
| | Westside LRT | 630 | | | 10 | | 620 | |
| | Interstate LRT | 258 | | | 5 | | 253 | |
| | I-205/mall LRT | 349 | | | 5.1 | | 343.9 | |
| | WES | 59 | | | 1 | | 58 | |
| | Eastside Streetcar | 75 | | | 2.3 | | 72.8 | |
| ARRA | 48 | | | 6.4 | | 41.7 | | |
| MPO (Metro) | Interstate transfer | 500 | | | | 500 | | |
| | RFF | 33 | 15 | 495 | 44.3 | 121.1 | 162.1 | 83.6 |
| | ARRA | 38 | | | 7.3 | 30.7 | | |
| Local agencies | State trust fund/local bridges*** | 100 | 15 | 1500 | 15 | 1485 | | |
| | Portland ARRA | 21 | | | 3 | 18 | | |
| All agencies | ISTEA earmarks | 12 | | | | 12 | | |
| | TEA-21 earmarks | 36 | | | 2 | 34 | | |
| | SAFETEA-LU earmarks | 75 | | | 4.5 | 70 | | |
| Total 1995-2010 | | | | | 153.3 | 4226.8 | 2119.9 | 83.6 |
| Total average annual amount | | | | | 10.22 | 281.8 | 141.3 | 5.6 |
| Percentage of Total | | | | | 2% | 65% | 33% | 1% |

Note:

*Average allocation based on 2010 through 2013 allocation. Actual allocations over past 15 years will vary.

**Connect Oregon Amounts do not include awards to aviation projects or Connect III projects

*** Average allocation based on 2010 through 2013 allocation. Actual allocations over past 15 years will vary.