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Metro | *Agenda*

Meeting: Transportation Policy Alternatives Committee (TPAC)
Date: Friday, January 28, 2011
Time: 9:30 a.m. to noon
Place: Council Chambers

9:30 AM	**1.**		**Call to Order and Declaration of a Quorum**	**Robin McArthur, Chair**
9:30 AM	**2.**		**Comments from the Chair and Committee Members**	**Robin McArthur, Chair**
9:35 AM	**3.**		**Citizen Communications to TPAC on Non-Agenda Items**	
9:40 AM	**4.**	*	**Consideration of the TPAC Minutes for January 6, 2011**	
	5.		**INFORMATION / DISCUSSION ITEMS**	
9:45 AM	**5.1**	*	Opt In Public Opinion Research Panel – INFORMATION • *Purpose*: Inform members about new online opinion tool. • *Outcome*: Enlist members' support to recruit panel participants.	**Patty Unfred**
10 AM	**5.2**	*	Draft FY 2011-12 Unified Planning Work Program – INFORMATION / DISCUSSION • *Purpose*: Seek TPAC comments on draft UPWP. • *Outcome*: Finalize draft UPWP for federal consultation.	**Josh Naramore**
10:20 AM	**5.3**	*	Regional Flexible Funds (RFF) Allocation: RFF Task Force Recommendation – INFORMATION Nomination and Technical Evaluation Process – RECOMMENDATION • *Purpose*: To recommend a collaborative project nomination and evaluation process consistent with previous JPACT policy direction and Regional Flexible Fund Task Force recommendations. • *Outcome*: Recommendation to JPACT.	**Ted Leybold**
11 AM	**5.4**	*	Active Transportation Demonstration Projects' Criteria and Evaluation – INFORMATION / DISCUSSION • *Purpose*: Brief TPAC on the Draft criteria and evaluation process for prioritizing demonstration projects for funding and as a tool for RFF process. • *Outcome*: TPAC understanding of criteria, evaluation and process; TPAC input on developing an active transportation prioritization strategy.	**Lake McTighe**

Continued on back.

11:30 AM **5.5** * Draft ODOT State Freight Plan –INFORMATION **Michael Bufalino, ODOT**

- *Purpose*: Present draft plan, take questions and comments.
- *Outcome*: Understanding of plan's relevance to our region, in order to guide our comments on the draft.

12 PM **6.** **ADJOURN** **Robin McArthur, Chair**

* 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#.

Future TPAC discussion items:

- MOVES update
- On-street Bus Rapid Transit
- The State of Travel Models and how to use them
- Active Transportation update
- High Speed Rail – ODOT funds, alignment and station areas, etc.
- Update on the Columbia River Crossing Project
- Context sensitive design and least cost planning
- A briefing on the Metro Auditor's *Tracking Transportation Project Outcomes* report

2011 TPAC Work Program
1/20/11

January 7, 2011 – Regular Meeting • Region wide Flexible Funds (Step 1) Review: Transportation System Management & Operations (TSMO) and Regional Transit Options (RTO) • Climate Smart Communities Scenarios Development Approach – Information/Discussion • Oregon Sustainable Transportation Initiative (OSTI) Briefing – Discussion on Round 1 State Strategy Scenario Analysis • RFFA Task Force Strategy Recommendation – Briefing and Discussion	**January 28, 2011 – Regular Meeting** • Draft Unified Planning Work Program – Discussion • Opt In – Internet Opinion Panel – Information • Regional Flexible Funds Allocation: Criteria and Measures – Discussion • Active Transportation Projects Criteria and Evaluation – Information • ODOT State Freight Plan – Information
February 25, 2011 – Regular Meeting • Climate Smart Communities Scenarios – Discussion on Policy Toolbox and Evaluation Framework • Oregon Sustainable Transportation Initiative – Discussion on State Transportation Strategy and Draft Metro Region Targets • Making the Greatest Place – Information/ Discussion o State of the Centers Report and 2040 Context Tool o Interim HCT System Expansion Policy Guidance (draft) o Local Plan Implementation Guidance (RTP and Title 6)	**March 25, 2011 – Regular Meeting** • 2011 – 2012 UPWP and Annual MPO Self-Certification – Recommendation to JPACT • Interim HCT System Expansion Policy Guidance – Discussion **FYI: April 1 Joint JPACT/MPAC Meeting** Climate Smart Communities Scenarios • Public Opinion Research Findings • Policy Options to Test
April 29, 2011 – Regular Meeting • Climate Adaptation Framework – Information/Discussion • Climate Smart Communities Scenarios Evaluation – Recommendation to JPACT • Interim HCT System Expansion Policy Guidance – Recommendation to JPACT	**May 27, 2011 – Regular Meeting** • Lake Oswego to Portland Transit Project Locally Preferred Alternative (LPA) Briefing – Information
July 1, 2011 – Regular Meeting • Lake Oswego to Portland Transit Project Locally Preferred Alternative (LPA) – Recommendation to JPACT	**July 29, 2011 – Regular Meeting** • 2014-15 Regional Flexible Fund Allocation – Recommendation to JPACT Climate Smart Communities Scenarios - Discussion on Preliminary Results

August 26, 2011 – Regular Meeting	**September 23, 2011 – Regular Meeting** **FYI: Hold Joint JPACT/MPAC Meeting** Climate Smart Communities Scenarios Results and Preliminary Recommendations
October 28, 2011 – Regular Meeting • Climate Smart Communities Scenarios – Discussion on Findings and Recommendations to be Submitted to 2012 Legislature	**November 18, 2011 – Regular Meeting** • 2012-15 MTIP/STIP Approval and Air Quality Conformity – Recommendation to JPACT • Climate Smart Communities Scenarios – Recommendation to JPACT on Findings and Recommendations to be Submitted to 2012 Legislature

Parking Lot:

- MOVES update
- On-street Bus Rapid Transit
- The State of Travel Models and how to use them
- Active Transportation update
- High Speed Rail
- Update on the Columbia River Crossing Project
- Context sensitive design and least cost planning
- A briefing on the Metro Auditor's *Tracking Transportation Project Outcomes* report
- Congestion Pricing Pilot Study

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TRANSPORTATION POLICY ALTERNATIVES COMMITTEE
January 7, 2010
Metro Regional Center, Council Chamber

MEMBERS PRESENT	AFFILIATION
Chris Beanes	Citizen
Marta Carrillo	Citizen
Elissa Gertler	Clackamas County
Mara Gross	Citizen
Katherine Kelly	City of Gresham, Representing Cities of Multnomah Co.
Nancy Kraushaar	City of Oregon City, Representing Cities of Clackamas Co.
Alan Lehto	TriMet
Dave Nordberg	Oregon Department of Environmental Quality
Charlie Stephens	Citizen
Paul Smith	City of Portland
Karen Schilling	Multnomah County
Jenny Weinstein	Citizen
Tracy Ann Whalen	Citizen

MEMBERS EXCUSED	AFFILIATION
Brent Curtis	Washington County
John Hoefs	C-TRAN
Dean Lookingbill	SW Washington RTC
Mike McKillip	City of Tualatin, Representing Cities of Washington Co.
Satvinder Sandhu	FHWA
Rian Windsheimer	Oregon Department of Transportation
Sharon Zimmerman	Washington State Department of Transportation

ALTERNATES PRESENT	AFFILIATION
Andy Back	Washington County
Lynda David	SW Washington RT
Phil Healy	Port of Portland
Lainie Smith	Oregon Department of Transportation
Margaret Middleton	City of Beaverton, Representing Cities of Washington Co.

STAFF: Dick Benner, Colin Deverell, Dan Kaempff, Tom Kloster, Ted Leybold, Lake McTighe, Kelsey Newell, Deena Platman, Deb Redman, Dylan Rivera, Matthew Rohsbach, John Williams.

1. CALL TO ORDER AND DECLARATION OF A QUORUM

Chair John Williams declared a quorum and called the meeting to order at 9:37 a.m.

2. COMMENTS FROM THE CHAIR AND COMMITTEE MEMBERS

Members of the committee introduced themselves, including new citizen members Mr. Chris Beanes, Ms. Marta Carrillo and Mr. Charlie Stephens.

Mr. Ted Leybold of Metro provided a list of projects supplied with funding from the American Recovery and Reinvestment Act (ARRA) and noted the approval of the 2035 Regional Transportation Plan (RTP) by the state Department of Land Conservation and Development (DLCD) and the approval of the 2010-13 State Transportation Improvement Program (STIP) by the Federal Highway Administration (FHWA). Chair Williams thanked the committee for their contributions to the RTP.

Mr. Phil Healy provided the committee with copies of two reports describing economic health and international trade in the region and encouraged members to review them. Committee members noted their appreciation for the reports and the constructive nature in which they were presented.

3. CITIZEN COMMUNICATIONS TO TPAC ON NON-AGENDA ITEMS

There were none.

4. CONSENT AGENDA

MOTION: Ms. Tracy Ann Whalen moved, Mr. Alan Lehto seconded, to approve the Consent Agenda items:

- October 29, 2010 TPAC Minutes
- November 19, 2010 TPAC Minutes

ACTION TAKEN: With fifteen in favor and two abstentions (Kraushaar, Stephens) the motion passed.

5. INFORMATION/DISCUSSION ITEMS

5.1 Climate Smart Communities Scenarios

Mr. Tom Kloster of Metro briefed the committee on Metro's ongoing greenhouse gas (GHG) scenario planning efforts. The scenarios, which describe the integrated packages of policies that result in GHG reductions, are being developed as a result of state mandates. Current work included examining policy options to meet state GHG reduction targets and the development of a reference scenario with which to postulate alternatives. Mr. Kloster described the timeline of the effort and the deadlines established by the state.

Committee members discussed the effect of active transportation on GHG reductions and the possibility of changes to state mandates from the legislature. Members also commented on the disproportionate growth in larger metropolitan areas, noting the differing levels of responsibility for GHG reductions across the state.

5.2 Oregon Sustainable Transportation Initiative (OSTI)

Mr. Brian Gregor of ODOT briefed the committee on the development of the statewide transportation strategy (STS) on GHG emissions reduction. Noting the aggressive targets set by the legislature, the STS will recommend new policies or changes to existing policy target transportation-related emissions. Mr. Gregor described the goal of the current first round of scenario planning as analyzing the potential magnitude of reductions and the likely efforts required to reach established targets. These scenarios were being developed by the state's transportation emissions model, GreenSTEP, which utilizes different levels of policy assumptions amongst several categories to illustrate potential GHG reductions. Categories included changes in technology, urban growth and carbon pricing. Mr. Gregor indicated that next steps involve analyzing the top tier of results and extrapolating their requirements for the longer term.

Committee members discussed the STS and the results of the model. Members inquired about the baseline assumptions in the model, including household income and the likelihood of investment in electric vehicles. Members also commented on the need for a report describing the modeling and suggested potential adjustments to policy assumptions in road build-out and vehicle technology.

5.3 Regional Flexible Fund Task Force Strategy Draft Report

Mr. Leybold and Mr. Dylan Rivera of Metro briefed the committee on the Regional Flexible Fund (RFF) Task Force Strategy draft report. The report contained recommendations on prioritizing RFF dollars for the project focus areas of Green Economy & Freight Initiatives and Active Transportation & Freight Initiatives, The draft recommendation on an approach to Active Transportation & Complete Streets is to support developing fewer, geographically concentrated projects that incorporate pedestrian, bicycle and transit stop improvements into a comprehensive project that addresses barriers to non-auto trips in priority travel corridors or areas. The draft recommended approach to Green Economy & Freight projects emphasizes project development and Intelligent Transportation Systems (ITS) on arterials vital to the region's freight needs. In the coming months, staff will work to solicit project nominations from local and regional agencies that would be brought before the RFF task force, JPACT and the Metro Council. Noting that the Task Force report would be finalized at the next meeting, staff accepted comments from TPAC to share with the Task Force.

Members commented on the recommendations in the draft report. Some members questioned how the report addressed RFF dollars being used for larger projects and suggested additional language in the report's recommendations regarding Green Economy/Freight projects. Members also commented on the presence of stormwater treatment projects and the report's recommendations regarding GHGs and environmental justice.

5.4 Region-wide Flexible Funds (Step 1) Review: Transportation System Management & Operations (TSMO) programs – Regional Travel Options and Regional Mobility

Ms. Deena Platman and Mr. Dan Kaempff of Metro briefed the committee on TSMO programs with funding derived from Step 1 Regional Flexible Funds, including the Regional Travel Options (RTO) program and the Regional Mobility program. Staff described the programs' benefits, current projects and goals for the forthcoming RFF cycle, including reduced travel times, work on regional highways and leveraging efforts with other jurisdictions, respectively.

6. ADJOURN

Seeing no further business, Chair Williams adjourned the meeting at 11:58 a.m.

Respectfully submitted,

Colin Deverell
Recording Secretary

ATTACHMENTS TO THE PUBLIC RECORD FOR JANUARY 7, 2010
The following have been included as part of the official public record:

ITEM	DOCUMENT TYPE	DOC DATE	DOCUMENT DESCRIPTION	DOCUMENT NO.
5.1	PowerPoint	1/7/11	Climate Smart Communities: Scenarios	010711t-01
5.2	PowerPoint	1/7/11	TPAC Briefing on First Round of Scenarios for Statewide Transportation Strategy for Reducing Transportation GHG	010711t-02
5.3	Handout	n/a	Port of Portland Considerations for Green Economy and Freight Initiatives	010711t-03
5.4	PowerPoint	1/7/11	TSMO Programs: Regional Travel Options and Regional Mobility	010711t-04
	Handout	2010	A Check-up on the Portland Region's Economic Health	010711t-05
	Handout	2010	2010 International Trade Summary	010711t-06
	Handout	1/6/11	ARRA Transportation Reporting Summary: Oregon and Metro Region Through November 30, 2010	010711t-07

optin
PORTLAND-VANCOUVER AREA ONLINE PANEL

Briefing for TPAC – Jan. 28, 2011

Purpose: Brief TPAC members on Opt In, Metro's new online research panel.

Outcome: Increased Opt In enrollment among TPAC members' contact communities.

Opt In project summary

In January 2011, Metro launched Opt In, an online research panel that will gather public opinion from residents of the Portland-Vancouver metropolitan area. The goal of the new panel is to create a timely, cost-effective way for the region's residents to provide input into decisions affecting them and their communities. Panelists will be asked to participate in one or two short online surveys each month. For more information, visit www.oregonmetro.gov/connect or www.optinpanel.org.

Metro is creating the Internet panel with several prominent community partners: United Way of the Columbia-Willamette, Northwest Health Foundation, and Portland State University's College of Urban and Public Affairs. Working with other organizations dedicated to improving health, well-being and quality of life in the region helps Metro broaden its outreach and create a panel that better represents the region's diverse communities and residents. The panel is hosted by Davis, Hibbitts & Midghall (DHM), a Portland-based consulting firm with extensive experience in opinion research related to public policy.

Metro's Opt In panel is part of a larger strategy aimed at creating and sustaining online engagement with more of the region's residents. The tools on the "Connect with Metro" section of Metro's website provide ways to learn more and engage with Metro through newsfeeds, online calendars, Metro GreenScene and social media platforms such as Twitter and Facebook. These interactive tools in turn help Metro learn what is working and what could be improved.

For more information, visit the "Connect with Metro" page: www.oregonmetro.gov/connect.

optin
PORTLAND-VANCOUVER AREA ONLINE PANEL

Fast facts about the Opt In public opinion research panel

Opt In is a new way to let decision-makers know what is important to you. Launched by Metro regional government and several community partners in January 2011, Opt In is an online research panel that gathers public opinion from residents of the Portland-Vancouver metropolitan area. The goal of the new panel is to create an easy, cost-effective way for you to provide input into decisions affecting you and your communities.

Opt In helps Metro make the right choices. Making a great place to live with good jobs and healthy communities takes the involvement of lots of different people with a variety of viewpoints. Residents of the region need to weigh in on issues that make a difference — issues such as schools, housing, sustainability, parks, community centers and clean drinking water.

Opt In brings together respected partners working for the good of the community. Metro created Opt In with three prominent community partners: United Way of the Columbia-Willamette, Northwest Health Foundation, and Portland State University's College of Urban and Public Affairs. Working with other organizations dedicated to improving health, well-being and quality of life in the region helps Metro broaden its outreach and create a panel that is more representative of the region's diverse communities and residents.

Opt In makes the most of limited resources. Metro's innovative online research panel uses an effective private-sector tool to make government more efficient. The panel is hosted by Davis, Hibbitts & Midghall (DHM), a Portland-based consulting firm with extensive experience in opinion research related to public policy. Creating a large, diverse research panel allows Metro and its partners to get broad-based public input faster and cheaper.

Participating in Opt In is quick, easy, confidential – and rewarding. Panelists will be asked to participate in one or two short online surveys each month. All personal and demographic information that panel participants submit will remain confidential; Metro and its partners will receive only aggregate reports of participants' survey responses. That means private information stays private—you share only what you want. Let Metro know what's important to you, on your time and on your terms. Join the panel now and be entered in a monthly drawing for $100 Powell's gift certificates and other prizes.

Opt In now. Weigh in for the future.
For more information, visit www.oregonmetro.gov/connect.

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optin
PORTLAND-VANCOUVER AREA ONLINE PANEL

Sample Opt In invitation email

Below is a sample Opt In invitation email for your contacts. Please feel free to personalize this invitation in whatever way is appropriate.

Thanks for helping build a powerful online participation tool for the residents of the region!

Subject: Invitation to join Metro's Opt In online panel

I'd like to invite you to make your voice count on issues affecting the nature of our region by joining Opt In, Metro's new online opinion panel. Your voice will help guide the priorities and decisions that make this region a great place to live.

Participating is quick, easy and confidential -- and when you join now, you'll be entered to win a $100 Powell's gift card or other prizes.

Opt In now. Weigh in for the future.

Learn more and sign up at www.oregonmetro.gov/connect

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Metro | *Memo*

Date: January 20, 2011

To: TPAC and interested parties

From: Josh Naramore, Associate Transportation Planner

Re: FY 2011-12 Unified Planning Work Program: Overview and Timeline

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Background

The Unified Planning Work Program (UPWP) is developed annually by Metro as the Metropolitan Planning Organization for the Portland Metropolitan Area. It is a federally-required document that serves as a guide for transportation planning activities to be conducted over the course of each fiscal year, beginning on July 1st. Included in the UPWP are detailed descriptions of the transportation planning tasks, listings of various activities, and a summary of the amount and source of state and federal funds to be used for planning activities. The UPWP is developed by Metro with input from local governments, TriMet, ODOT, FHWA and FTA. Additionally, Metro must annually undergo a process known as self-certification to demonstrate that the Portland Metropolitan region's planning process is being conducted in accordance with all applicable federal transportation planning requirements. Self-certification is conducted in conjunction with annual adoption of the UPWP.

Next Steps

The process of developing the fiscal year (FY) 2011-12 UPWP is currently underway. The FY 2011-12 UPWP begins on July 1, 2011 and runs through June 30, 2012. A summary of the timeline for the FY 2011-12 UPWP adoption and self-certification is provided for reference.

January 28, 2011	TPAC review and comments on draft FY 2011-12 UPWP
February 4, 2011	FY 2011-12 UPWP draft submitted for federal and state review
February 24, 2011	Review draft FY 2011-12 UPWP with federal and state partners at 9am at MRC.
March 25, 2011	TPAC final review and recommendation of FY 2011-12 UPWP and MPO self-certification to JPACT for adoption.
April 14, 2011	JPACT review and adoption of FY 2011-12 UPWP and MPO self-certification
April 21, 2011	Metro Council review and adoption FY 2011-12 UPWP and MPO self-certification

For more information on the UPWP or self-certification, contact Josh Naramore at 503-797-1825 or joshua.naramore@oregon.metro.gov.

CLICK HERE FOR REPORT

DRAFT FY 2011-12 Unified Planning Work Program

Transportation Planning in the Portland/Vancouver Metropolitan Area

Metro
Tualatin Hills Parks & Recreation
City of Damascus
City of Milwaukie
City of Portland
City of Wilsonville (SMART)
Clackamas County
Multnomah County
Washington County
TriMet
Oregon Department of Transportation
Southwest Washington Regional Transportation Council

Draft

January 19, 2011

www.oregon**metro.gov**

Regional Flexible Fund Task Force Report

Recommendations for the allocation of 2014-15 funds

January 13, 2011

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About Metro

Clean air and clean water do not stop at city limits or county lines. Neither does the need for jobs, a thriving economy, and sustainable transportation and living choices for people and businesses in the region. Voters have asked Metro to help with the challenges and opportunities that affect the 25 cities and three counties in the Portland metropolitan area.

A regional approach simply makes sense when it comes to making decisions about how the region grows. Metro works with communities to support a resilient economy, keep nature close by and respond to a changing climate. Together we're making a great place, now and for generations to come.

Stay in touch with news, stories and things to do.

www.oregonmetro.gov/connect

About the Joint Policy Advisory Committee on Transportation

The Joint Policy Advisory Committee on Transportation (JPACT) is the

www.oregonmetro.gov/JPACT

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INTRODUCTION

Every two years the Joint Policy Advisory Committee on Transportation (JPACT) and Metro Council to decide how to spend federal transportation money known locally as the Regional Flexible Funds. This process historically allocated money to both regional programs such as the Transit Oriented Development program and to individual projects planned and built by local transportation agencies. In this cycle, JPACT and the Metro Council decided that money for individual projects should be more coordinated and focused.

To achieve this, JPACT created two project "focus areas": Green Economy & Freight initiatives and Active Transportation & Complete Streets. The committee also endorsed Chair Carlotta Collette to appoint a task force to provide more specific policy direction for the allocation of funds within these new project focus areas. The task force was charged with identifying: transportation needs within the focus areas, priorities for meeting regional needs with funds available, the strategies that should be employed to further development of these focus areas, and potential opportunities for collaboration between the two focus areas.

The task force met five times to develop policy recommendations for coordinating and focusing the impact of these funds. Staff helped it consider five ways it could direct staff to select projects within the two focus areas. First was to provide direction on what types of projects (e.g. sidewalks, traffic signal improvements) should be funded. Second was whether there were particular types of destinations (e.g. mixed-use centers, transit stops, industrial areas) that should be prioritized for access improvements. Third was whether projects should be dispersed or concentrated geographically. Fourth, was whether any funds should be set aside for the development of a regional strategy to advance long-term goals for facilities too expensive to be constructed with these funds. Finally, the task force considered what criteria staff should use to develop the project scopes (definition of project elements and location) and compare the relative priority of projects to receive funds.

Staff used a series of identification and prioritization exercises to gather input from the task force on these issues. Following is the task force's recommendation on how to achieve coordinated, focused and regionally significant results within the Green Economy & Freight Initiatives and the Active Transportation & Complete Streets project focus areas.

RECOMMENDATIONS

Active Transportation & Complete Streets

Recommended approach to developing projects

For this project focus area, the task force recommended an approach of selecting travel corridor/areas and identifying project elements that would address the most critical barriers to completing non-auto trips in the corridor/area or a concentrated portion of the corridor/area. Examples of barriers could be the lack of direct pedestrian or bicycle

facilities to key destinations in the corridor, inability to safely cross streets to access destinations, or lack of access to transit stop improvements.

To implement this approach with available funding, the following parameters will be utilized:

- improvements will be concentrated geographically in a travel corridor/area or portion thereof,
- improvements will be limited to a few travel corridor/areas within the region,
- potentially merge portions of several planned projects and several project types (bicycle, trail, pedestrian, transit stops) into a unified corridor/area wide project,
- project development will be allowed as an eligible activity for funding to address project readiness issues or as part of a strategy to phase implementation of projects.

Recommended criteria for scoping and prioritization of projects

To help define the scope (project elements and geographic reach) of projects to be considered for funds and to prioritize among candidate projects, the following criteria will be utilized.

Table 1: Active Transportation & Complete Streets criteria

Relative priority	Criteria
High	Improves access to and from priority destinations: o Mixed-use centers o Large employment areas (# of jobs) o Schools o Essential services for EJ/underserved communities
High	Improves safety o addresses site issue(s) documented in pedestrian/bike crash data o separates pedestrian/bike traffic from freight and/or vehicular conflicts
High ~~Medium~~	Serves underserved communities (to be further defined through analysis with help of EJ/underserved working group)
Medium	Improves safety by removing conflicts with freight and/or provides safety mitigation for any potential freight conflicts
Medium	Completes the "last mile"
Medium	Increase in use/ridership by providing a good user experience
Medium	Serves high density or projected high growth areas
Low	Includes outreach/education/engagement component
Low	Can leverage funds

Low	Reduces need for highway expansion
~~Low~~	~~Stormwater - addresses, reduces~~
~~Low~~	~~Contracting opportunities for women and minority owned businesses~~

Green Economy & Freight Initiatives

Recommended approach to developing projects

For this project focus area, the task force recommended an approach of allocating funds for two components: construction type projects and planning/strategy development type projects. Eligible project types and criteria that could be utilized to scope and prioritize potential projects are described below.

Construction focus

Capital improvements will focus on:

• System management, such as Intelligent Transportation Systems (ITS), on arterial freight routes. This could include upgrading traffic signal equipment and timing or provide travel information to inform freight trip decisions.

• Small capital projects (e.g. spot widening or installation of mountable curbs to accommodate large truck turning movements). Technical measures should be developed that assess the regional impacts of nominated projects such as improving access to regionally significant industrial land or safe movements to/on the regional freight network to ensure a regional interest is served by the project.

Planning/strategy development focus

Project development for specific arterial freight routes would evaluate key barriers to the development of a green economy and freight movement and recommend operations and design improvements to address the barrier.

Funds may also be set aside to develop regional strategies for the following topics. These are areas that need further analysis and a policy development process to achieve a regional consensus on how to move forward on the issue. Potential topics include a strategy for how to pursue and accommodate higher speed inter-city passenger rail and improved freight rail facilities, and a strategy for the routing of hazardous materials in the region.

Criteria for scoping and prioritization of projects

To help define the scope (project elements and geographic reach) of projects to be considered for funds and to prioritize among candidate projects, the following criteria will be utilized.

Table 2: Green Economy & Freight Initiatives criteria

Relative priority	Criteria
High	Reduces freight vehicle delay
High	Project increases freight access to: o ~~Recruit/retain green industries~~ o Industrial lands o Employment centers & local businesses o Rail facilities for regional shippers
High	Projects that ~~Help green the economy and~~ help green the economy and offer economic opportunities for EJ/underserved communities
Medium	Improves safety by removing conflicts with active transportation and/or provides adequate mitigation for any potential conflicts
Medium	Reduces air toxics or particulate matter
Medium	Reduces impacts to EJ communities e.g., reduced noise, land use conflict, emissions
Medium	Increases freight reliability
~~Low~~	~~Improves safety~~
Low	May not get funding otherwise
Low	Can leverage (or prepare for) future funds
Low	Reduces need for highway expansion
Low	Multi-modal component
~~Low~~	~~Stormwater - addresses, reduces~~
~~Low~~	~~Contracting opportunities for women and minority owned businesses~~

NEXT STEPS

Metro staff will work technical staff from transportation agencies in the region to design a collaborative project nomination process that utilizes these criteria to scope and prioritize projects to consider for funding. After this process has nominated projects for consideration, the task force will be reconvened to review and make a recommendation on the nominated projects.

Exhibit A

Draft 2014-15 Regional Flexible Fund Allocation Nomination and Technical Evaluation Process Summary

July 2010 JPACT/Council action:

1. Provided more specific up-front policy direction to local projects than in previous funding cycles:
   - Established "project focus areas" to complement existing programs
   - Defined outcome based objectives
   - Established funding targets for project focus areas
   - Established task force to recommend means and criteria to further coordinate projects and achieve desired outcomes

2. Endorsed creating a new project nomination and selection process based on Metro staff collaborating with local and regional agencies on the development of projects rather than ranking and recommending projects to JPACT and the Council.

3. Set aside funding to prepare for future regional mobility funding from other sources and for support of vehicle electrification.

4. Affirmed proceeding to decision process with existing programs at current funding levels. Requested JPACT review of the existing programs prior to decision process.

Task Force recommendation (To JPACT/Council in February)

<u>Approach to Active Transportation & Complete Streets project focus area</u>

- improvements will be concentrated geographically in a travel corridor/area or portion thereof,
- improvements will be limited to a few travel corridors/area within the region,
- potentially merge portions of several planned projects and several project types (bicycle, trail, pedestrian, transit stops) into a unified corridor/area wide project,
- project development will be allowed as an eligible activity for funding to address project readiness issues or as part of a strategy to phase implementation of projects.
- recommended criteria and relative importance (high, medium, lowest importance) by which to develop, nominate and evaluate projects.

<u>Approach to Green Economy & Freight Initiatives focus area</u>

Implement the following types of projects:

- regional strategy development,
- project development on regional freight system arterials/collectors,

- small capital projects and system management on regional freight system arterials/collectors,
- recommended criteria and relative importance (high, medium, lowest importance) by which to develop, nominate and evaluate projects.

Project development, nomination and selection process

(To JPACT/Council in February)

Metro staff met with technical staff within the region to consider alternative approaches for development, nomination and selection of projects. The objectives in developing this process are to:

• Effectively implement approach and criteria as recommended by RFF Task Force
• Create collaborative relationship between regional and local agencies
• Utilize local expertise of area conditions, local planning/vision, and project development & management
• Utilize regional expertise of program policies, data and analysis, and operation of transit and port services.

Active Transportation & Complete Streets

Options considered:

1. A regional process to prioritize corridors and select funding strategy (full HCT model)
2. Sub-regional allocation & consensus recommendation: workshops in sub-regions with policy/design requirements for projects
3. Sub-regional allocation & competitive: workshops, several applications per sub-region, Metro evaluates and recommends within each sub-region
4. Regionally competitive: project minimum/maximum size set, several applications per sub-region, Metro evaluates and recommends across region

➢ **Option #2** recommended as best alternative to meet process objectives.

Process to implement Option #2:

- Regional kick-off meeting
  - -Process description & instructions
    - i. Sub-regional allocation target
    - ii. Project scope direction (see approach to project focus area)
    - iii. Project cost minimum/maximums
    - iv. Direction on number construction or PE only applications
    - v. Nomination materials and schedule
  - -Data addressing criteria objectives
  - -Identification of any areas that cross sub-regional boundaries that should be considered in sub-region workshops
  - -Illustrative project and project development process description

Exhibit A

- Sub-regional workshops
  -Mapping exercise to identify priority corridors/areas
  - Identification of topics for intra-agency or intra-bureau coordination during project development (project scope, lead agency, etc.)

- Project nomination material
  -Application that solicits information on how the nominated project addresses criteria and process directions
  -Lead agency presentation of project nominations to Task Force and JPACT

- Project nomination
  -Action by Transportation Coordinating Committees and Portland City Council to nominate project(s) consistent with nomination process instructions

- Project evaluation
  - Assessment of project nomination relative to project criteria (see below: Criteria for evaluating projects post nomination)

- Public comment process
  - Metro to provide summary of comments
  - Applicants to provide response to comment summary issues

- Decision process

<u>Green Economy & Freight Initiatives</u>

Options considered to identify construction and project development proposals:

1. Regional freight technical advisory committee to recommend a pool of potential projects consistent with priorities from the Regional Freight Plan and other sources for local agencies to submit applications to develop or construct.

2. Set project criteria and application limits by sub-region. Utilize the Regional freight technical advisory committee to evaluate and form an initial recommendation on projects for funding as nominated by local agencies through the Transportation Coordinating Committees and City of Portland.

3. Conduct a regional process to develop and prioritize a freight project list that reflects current needs.

Regardless of the option chosen for construction and project development, the regional strategy development proposals would be addressed by Metro freight staff working with the Regional Freight technical advisory committee to develop a proposal for consideration by JPACT and the Metro Council. The proposal would be designed to address priority strategy development issues from the options identified in the Regional Flexible Fund task force deliberations.

- **Option #2** was a preferred approach by the Regional Freight Technical Advisory Committee.

The process to implement this option will be further developed in consultation with TPAC members.

Applying the criteria

In addition to direction on the approach to developing projects, the criteria developed by the Task Force will be used to inform the project nomination process and help determine how well projects have been defined by eligible agencies prior to the final funding decision. The following explains how the criteria will be used in the process.

Active Transportation & Complete Streets

1. **Criteria to guide scope development and for identifying priority locations for projects - pre nomination**

   Data and maps will be provided to nominating agencies that exemplify the criteria. This information will be distributed at Metro sponsored workshops to aid in the identification of locations that:

   - Improves access to and from priority destinations:
     - Mixed-use centers
     - Large employment areas (# of jobs)
     - Schools
     - Essential services for EJ/underserved communities
   - Improves safety
     - addresses site issue(s) documented in pedestrian/bike crash data
     - separates pedestrian/bike traffic from freight conflicts
   - Serves underserved communities

2. **Criteria for evaluating projects - post nomination**

   Following the nomination of projects, Metro staff will evaluate projects for consistency with the criteria. Specific measures for evaluating projects will be developed. A well defined project:

   - Improves access to and from priority destinations
   - Improves safety
   - Serves underserved communities
   - Removes conflicts with freight and/or provides safety mitigation for any potential freight and/or vehicular conflicts
   - Completes the "last mile"
   - Increase in use/ridership
   - Serves high density or projected high growth areas
   - Includes outreach/education/engagement component
   - Reduces need for highway expansion

Green Economy & Freight Initiatives

1. **Criteria to guide scope development and for identifying priority locations for projects - pre nomination**
   Data and maps will be provided to nominating agencies that exemplify the criteria. This information will be distributed at Metro sponsored workshops to aid in the identification of where:

   - Project increases freight access to:
     - Industrial lands
     - Employment centers & local businesses
     - Rail facilities for regional shippers

2. **Criteria for evaluating projects - post nomination**
   Following the nomination of projects, Metro staff will evaluate projects for consistency with the criteria. Specific measures for evaluating projects will be developed. A well defined project:

   - Increases freight access to priority destinations
   - Reduces freight vehicle delay
   - Projects that help green the economy and offer economic opportunities for EJ/underserved populations
   - Improves safety by removing conflicts with active transportation and/or provides adequate mitigation for any potential conflicts
   - Reduces air toxics or particulate matter
   - Reduces impacts to EJ communities e.g., reduced noise, land use conflict, emissions
   - Increases freight reliability
   - May not get funding otherwise
   - Can leverage (or prepare for) future funds
   - Reduces need for highway expansion
   - Multi-modal component

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Calendar

2014-15 Regional Flexible Funding Allocation

2010

October	Kick-off meetings of RFFA Task Force and Environmental Justice/Underserved Work Group. HCT development and Corridor Plan: region wide program review at TPAC & JPACT. Regional Planning: region wide program review at TPAC.
November	Task Force meetings. EJ Work Group input on needs completed. Regional Planning: region wide program review at JPACT. Transit Oriented Development: region wide program review at TPAC.
December	Transit Oriented Development: region wide program review at JPACT

2011

January	Task Force recommendation on investment strategy for project focus areas. TPAC action on project prioritization criteria. TSMO/RTO: region wide program review at TPAC & JPACT.
February	Regional kick-off meeting on project nominations for project focus areas
March	Sub-regional workshops on project nominations
May	Local project nominations due Project technical evaluation
June	Public comment on project proposals (including Task Force comments and EJ work group sponsored outreach).
July	Project scoping refinement by lead agency documenting response to comments.
August	Adoption process (TPAC recommendation/JPACT action/Council adoption). Air quality conformity analysis begins.
December	Air quality conformity analysis completed - begin 30-day comment period in January.

2012

February	Adopt MTIP and Air Quality Conformity Report, including final Metro area state highway programming and TriMet and SMART Transit Investment Plan, and submit MTIP to Governor for approval. Governor approves incorporation of MTIP into STIP. OTC approves submittal of STIP to USDOT.

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Metro | *Memo*

Date: January 20, 2011
To: TPAC & Interested Parties
From: Lake McTighe, Project Manager, Metro
RE: Active Transportation Demonstration Project Criteria and Evaluation

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Attached are documents pertaining to the draft evaluation of Regional Active Transportation Demonstration Project Corridors. The primary purpose of the evaluation of a set of demonstration project corridors is to:

- Provide a starting place for discussion of the possibility of a regional strategy for investing in active transportation corridors/areas and,
- develop a set of criteria and methodology to help identify priority active transportation corridors/areas that can move forward using the "light rail" approach by coordinating and focusing a variety of funding sources (with the understanding that building out the entire system is the vision).

The demonstration projects and evaluation may also be a useful tool during the Regional Flexible Funds allocation process.

What are some potential benefits of a regional strategy and prioritization?

- Focus funding in one area to create seamless bicycle and pedestrian routes with access to transit;
- Have projects in the pipeline similar to HCT corridors in order to take advantage of funding opportunities;
- Be responsive to direction from federal delegation requesting regional priority projects/help secure funding such as HPP and potential new sources

Below is a timeline describing the development of the Active Transportation Demonstration Project Corridors, criteria and evaluation:

March 2009. Metro forms regional working group to develop a set of "Principles for Active Transportation" suggested by the Blue Ribbon Committee for Trails.

April 2009. Metro convenes regional workshop to discuss "Principles for Active Transportation" and get feedback and discuss the active transportation corridor concept.

May 2009. Metro issues a call for active transportation corridor demonstration projects. Twenty-four proposals were submitted by August 2010 (the call for projects handout is available at www.oregonmetro.gov/activetransport, as is the proposal you submitted.)

Sept 2009. Metro and partners submitted a TIGER grant for four of the active transportation corridors that were submitted.

Dec 2009-Feb 2010. Metro staff developed a set of criteria based on the Principles for Active Transportation.

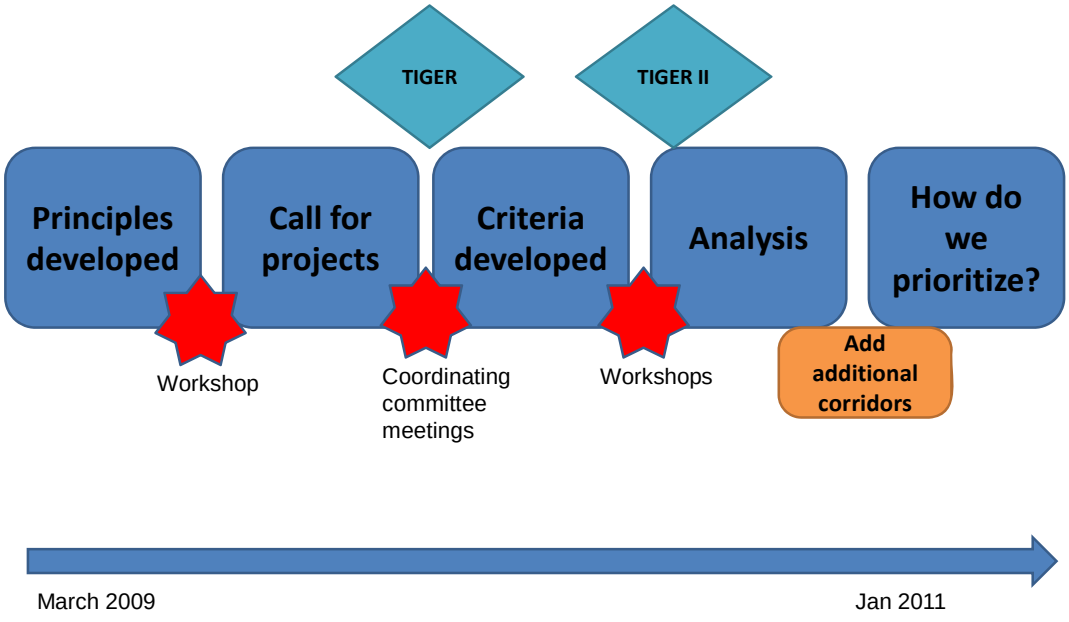
April and May 2010. Metro staff held four workshops across the region, one in each county and in Portland to discuss the criteria and get feedback.

May-July 2010. Metro evaluated the active transportation project proposals AND any remaining Trail Packages not submitted, for a total of 36 corridors, networks or nodes.

Oct2010. Metro staff presents preliminary findings and process to the Executive Council for Active Transportation and at the Quarterly Trails meeting.

Jan 2011. Metro staff presents preliminary findings and process to TPAC.

Demonstration corridors project development



Evaluation Criteria for Active Transportation Demonstration Projects

The "light rail approach

The region's historical approach to funding and building the regional bicycling and walking system has been to spread limited dollars across many projects and jurisdictions. While the region has chipped away at building out projects, one result of this approach is incomplete routes with gaps and unsafe crossings**;** incomplete routes prevents biking and walking from being real transportation options. Since there is no regional funding strategy for active transportation there is little certainty of future funding for projects. Without some certainty of future funding jurisdictions can be hesitant to invest in project development of active transportation projects, resulting in a "pipeline" issue and projects that are not ready when funding opportunities arise. With the piecemeal "spread the peanut butter" approach it could take 200-300 years to build out a complete system. Adopting the **"light rail" approach** with prioritized active transportation corridors could address the funding certainty/pipeline issue and completing seamless routes. The region would align and focus funding and prioritized corridors would be completed as complete, seamless biking and walking routes.

The following set of criteria was developed to evaluate and analyze regional active transportation demonstration projects in order to:

- Determine how well projects demonstrate principles and benefits to strengthen the case for funding these projects;
- Identify projects that are aligned with other investments being made in the region;
- Identify top tier projects that can move forward using the "light rail" approach by coordinating and focusing a variety of funding sources (with the understanding that building out the entire system is the vision);
- Provide feedback on projects to lead to better project development overall.

Criteria development

The criteria were developed by Metro staff in coordination with local agency staff in February-July 2010. The criteria are based on a set of **principles** recommended by the Blue Ribbon Committee for Trails in November 2008 (attached) and refined and expanded on by a regional workgroup in February- March 2009. The Executive Council for Active Transportation were presented with and commented on the criteria and an initial prioritization of active transportation demonstration projects in October 2010.

The **criteria** are grouped into the following main categories:

A. **Provides a good user experience:** the project provides a safe, easy, efficient and green experience for the bicyclist or pedestrian
B. **Completes the transportation network:** the project connects to existing bicycle and pedestrian network, increases network capacity and fills key gaps in the active transportation network.
C. **Responds to demand and land use:** the project serves demand, population and jobs. Project supports 2040 land use vision**.**
D. **Environmental justice:** Projects serve environmental justice communities and provide access to services, jobs and nature.

A. Provides a good user experience.

A. 1. Bike facilities at transit connections. Project connects to transit facilities that currently provide bike storage, bike parking, and/or a facility such as a BikeStation.

A. 2. Route is direct and barriers (e.g. arterials, river) are addressed (e.g. safe crossing and HAWK signal, bridge). Research from PSU indicates that bicycle facilities that force cyclists to make long detours are likely to be ignored.

A. 3. Travel is safe. Project minimizes the interaction of bicyclists/walkers with auto traffic along streets. Collectors and arterials are avoided, unless a buffer/cycletrack is used. Intersections include refuge islands and high visibility crosswalk and signals.

A. 4. Route's grade is flat and not physically challenging. PSU bike model research suggests a cyclist would be willing to ride 27 percent farther to avoid a 1 percentage point increase in the average upslope.

A. 5. Route provides experience of nature/water; provides "green buffer" tree canopy.

A.6. The project provides a quiet respite from urban noise. If corridor is in close proximity to a source of noise, noise prevention steps are taken.

B. Completes the Transportation Network.

B.1. Relieves strain on other systems. The project relieves parallel transportation systems that are congested.

B.2. Parallel transit corridor ridership. Demonstrates potential users.

B.3. Connects/fills gaps, completes the system. (Applies to corridors that have some completed sections.) A critical gap is a gap within a partially complete route or corridor that if filled would significantly increase the length of the overall route and the usability of the corridor.

B.4. Connects to transit. Proximity of project boundaries to transit stops - rail, frequent bus, stops with only one bus lines stop with more than one bus line

B.5. Distance of project to existing bike network.

B.6. Distance to existing pedestrian network

C. Responds to demand and Land Use

C.1. Number of employees per acre. Project serves jobs.

C.2. Number of residents per acre. Project serves residents.

C.3. Density of key services. Project provides access to services.

C.4. Density of amenities. Project provides access to amenity services.

C.5. Access to parks and natural areas.

C.6. Priority 2040 land use area. Project connects to priority land use areas.

D. Environmental Justice

Projects serve environmental justice communities and provide access to services, jobs and nature.

Iconic and Deliverable

In addition to the technical criteria, a set of "Iconic and Deliverable" criteria were developed to help determine the feasibility of building out projects.

1. **Iconic:** The project is bold, visionary and sparks the imagination. It is a project that is accepted as a regional project and of high priority.
2. **Leadership:** The project is supported by community and elected leaders, advocacy and neighborhood groups, schools, and businesses. There is a strong desire within the community and region to see the project completed.
3. **Land ownership:** Right of way for the project has been secured.
4. **Technical feasibility:** Refers to the level of difficulty in constructing the project.
5. **Cost:** Projected cost of the project.

Additional Criteria for Urban to Nature Projects

1. Some routes are designed as loops. Trip lengths vary.
2. Provides long distance trips
3. Connects to spectacular natural features
4. Potential for destination tourism
5. Connects urban areas to wild nature

Basic assumptions for all corridors

Corridors would not be evaluated against these criteria. It is assumed that fully functioning active transportation corridors would include these elements.

- Routes of corridors are intuitive to use supported by way finding signs, pavement treatments, maps, etc.
- Corridors are supported by educational (e.g. Safe Routes to School) and marketing/programming (e.g. SmartTrips)
- Corridors include supporting facilities such as traffic signals and calming devices, benches, etc.
- The corridor is designed with nature, incorporates green storm water and streets; includes significant habitat preservation and natural area restoration; enhances wildlife corridors and provides wildlife crossings.

DRAFT ~ Active transportation demonstraion projects summary

System policies and demand / Iconic and deliverable

Project ID #	Demonstration Project	Total technical points (200 Max)	Provides a good user experience (65 Max)	Completes the network (45 Max)	Demand and land use (90 Max)	Iconic	Leadership	Land ownership	Technical feasibility	Environmental justice	Cost	Location
31	Sullivans Gulch Corridor	182	54	45	83	High	High	Low	Med	High	High	NE
24	North/Northeast Portland Network	180	60	42	78	High	High	High	High	High	High	NE
28	Portland to Milwaukie Corridor	174	49	43	82	Med	High	Med	Med	Med	High	SE
8	The Crescent Connection	160	60	33	67	High	High	Low	Med	Med	Med	SW
17	NE Holladay Green Street	160	48	31	81	Med	Med	High	High	Med	Low	NE
22	Lake Oswego to Portland AT Corridor	153	62	36	55	High	High	Med	Low	Med	High	SW
11	Fanno Creek Greenway/Red Electric Trail	148	52	31	65	Med	Med	Med	Med	Med	High	SW
23	Lents Network	144	57	32	55	High	Med	High	High	High	High	SE
12	Gresham Fairview Trail	134	61	27	46	Med	Med	Low	Med	Med	Low	NE
6	Columbia Slough Trail	129	61	25	43	High	Med	Low	Med	High	Med	NE
1	60th Street Light Rail Station	128	43	30	55	Low	High	High	High	Med	Low	NE
2	40-Mile Loop Gaps	126.5	55	24.5	47	High	High	Low	Med	High	Med	Central
19	International Connections Corridor	126	32	32	62	Low	Med	High	High	High	High	NE
34	Westside Trail	122.5	49	26.5	47	High	High	Med	Med	Med	High	SW/NW
25	Willamette Greenway North Trail	121	45	32	44	High	High	Low	Med	High	High	NE
29	Rock Creek Greenway Trail	118	57	18	43	Med	Med	Med	Med	Low	Low	NW
3	Aloha Bike Boulevard Corridor Connector	115.5	46	13.5	56	Low	Med	High	High	Med	High	NW
18	I-205 Gaps	115.5	19	37.5	59	Low	Med	High	Low	High	Low	NE/SE
15	Highway 43 Corridor	111.5	25	28.5	58	Low	Med	Med	Med	Low	High	SW
7	Council Creek Regional Trail: Hillsboro to Forest Grove	111	57	13	41	Med	Med	Low	Med	Med	High	NW
21	King Road Corridor	110	25	21	64	Low	Med	Med	Med	Low	Med	SE
5	Clackamas Regional Center Corridor	108	38	23	47	Med	Med	Med	Med	None	Med	SE
13	Hillsboro Multi-Modal Connections	102	35	22	45	Med	Med	High	High	High	High	NW
20	Jennifer St.Employment Center	100	36	20	44	Low	Med	High	High	None	High	SE
4	SW Barbur Blvd and Feeder Routes	94.5	21	13.5	60	Med	Med	High	High	Med	High	SW
30	Scouter Mountain/Mt. Scott Loop	94	41	20	33	Med	Med	Low	Med	None	High	SE
32	Tonquin Trail	94	43	17	34	High	Med	Low	Med	Med	High	SW
35	Willamette Falls Drive Bicycle Lanes	91	36	19	36	Low	Med	High	High	Low	Low	SE
26	Oregon City Loop	80	25	18	37	High	Med	Low	Med	Low	Med	SE
9	Division St. Multimodal Pilot Project	79	25	11	43	Low	Med	High	High	Low	Low	NE
10	East Buttes Loop	70	41	5	24	Med	Med	Low	Med	Low	Med	NE

Urban to Nature Projects

Project ID #	Demonstration project	Total system policies and demand points (190 Max)	Provides a good user experience (145 Max)	Completes the network (20 Max)	Demand and land use (25 Max)	Iconic	Leadership	Land ownership	Technical feasibility	Environmental justice	Cost	Location
16	Mt. Hood Connections: Cazadero and Tickle Creek	142	127	10	5	High	High	Med	Med	Low	High	SE
27	Path to the Pacific: Forest Grove West	139	127	10	2	High	Med	Med	Low	Low	Low	SW
33	Tualatin River Greenway Trail	108	76	10	22	Med	Med	Low	Med	Low	Low	SW
14	Hillsdale to Lake Oswego Trail	102	73	6	23	Med	Low	Med	Med	Low	Low	SW
36	Willamette Greenway South: Lake Oswego south	72	54	6	12	High	Med	Low	Med	Low	High	SW

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Active Transportation Demonstration Projects

LEGEND

- 1 — Project Vicinity
- Regional Trail
- Regional bikeway
- Community bikeway
- Urban Growth Boundary

(dotted lines represent proposed projects and not intended to identify specific alignments)

0 1 2 3 4 Miles

Metro

List of Active Transportation Corridors and Urban-to-Nature Trails

1 - 60th Ave MAX Station Access
2 - 40 Mile Loop Gaps
3 - Aloha Bike Boulevard Network
4 - SW Barbur Blvd Corridor
5 - Clackamas Regional Center Connections
6 - Columbia Slough Trail
7 - Council Creek Regional Trail
8 - Crescent Connection
9 - Division St Multimodal
10 - East Buttes Loop
11 - Fanno Creek Greenway
12 - Gresham / Fairview Trail
13 - Hillsboro Connections
14 - Hillsdale to Lake Oswego Trail
15 - Highway 43 Corridor
16 - Mt Hood Connections
17 - Holladay Green Street
18 - I-205 Corridor Trail Crossings
19 - International Connections
20 - Jennifer St Employment Corridor
21 - King Rd Corridor
22 - Lake Oswego to Portland Corridor
23 - Lents Active Transportation Network
24 - North/Northeast Portland Network
25 - North Portland Greenway
26 - Oregon City Loop
27 - Path to the Pacific
28 - Portland to Milwaukie LRT
29 - Rock Creek Greenway
30 - Scouter Mountain/Mt. Scott Loop
31 - Sullivans Gulch Corridor Trail
32 - Tonquin Trail
33 - Tualatin River Greenway
34 - Westside Trail
35 - Willamette Falls Drive
36 - Willamette Greenway South

Criteria for Active Transportation Demonstration Project Evaluation

Criteria	Methodology	Data Source
A. User Experience. Project provides a safe, easy, efficient and green experience for the bicyclist or pedestrian		
A. 1. Bike facilities at transit connections. Project connects to transit facilities that *currently* provide bike storage, bike parking, and/or a facility such as a BikeStation.	5= Over 20 bike parking spaces; 2=Over 10; 1=Under 10	TriMet; project description
A. 2. Route is direct and barriers (e.g. arterials, river) are addressed (e.g. safe crossing and HAWK signal, bridge). Research from PSU indicates that bicycle facilities that force cyclists to make long detours are likely to be ignored.	Rankings are based on the description of the project. 10= Route is the most direct possible and barriers are addressed; 5=Route has some meandering, barriers are addressed; 1= Route meanders considerably and/or barriers are not addressed; no direct route is available	Project proposal description and map
A. 3. Travel is safe. Project minimizes the interaction of bicyclists/walkers with auto traffic along streets. Collectors and arterials are avoided, unless a buffer/cycletrack is used. Intersections include refuge islands and high visibility crosswalk and signals.	20= Project is entirely separated from traffic except for crossings, which are treated; 12=Project is partially seperated from traffic or uses only low-traffic streets; 1=Project uses moderate to high traffic streets	Project proposal description and map
A. 4. Route's grade is flat and not physically challenging. PSU bike model research suggests a cyclist would be willing to ride 27 percent farther to avoid a 1 percentage point increase in the average upslope.	10=Route is flat 7=Route has some minor grades due to topography 1=Route has substantial grades due to topography	Project proposal description and map
A. 5. Route provides experience of nature/water; provides "green buffer" tree canopy	The project's travel environment was reviewed. In many cases the project goes through a variety of environments and the rating was generalized based on the relative significance. 10=Off-road with some scenic quality such as a river, high views, or forest experience. 8= Bike boulevards with tree canopy or quiet streets for walking/biking, trail that is not scenic (e.g. goes through industrial area) 1=On-street with limited tree canopy.	Project proposal description; canopy cover layer.
A.6. The project provides a quiet respite from urban noise. If corridor is in close proximity to a source of noise, noise prevention steps are taken.	Route was analyzed. 5=Noise is not an issue (e.g. route is on a low traffic street), or route is separated from traffic and from noise generators such as highways by trees, sound walls 3=Noise partially addressed along route (e.g. some of the trail has buffer, other areas not) 1=Route is along or near noise generators and no respite provided	Project propsal description and map
B. Transportation Network. Project connects to existing bicycle and pedestrian network, increases network capacity and fills key gaps in the active transportation network.		
B.1. Relieves strain on other systems. The project corridor, network or node relieves parallel transportation systems that are congested.	The closest locgic al parallel route (freeway or arterial) with the worst congestion was picked. 10=Parallel roadways are most congested (F rating); 5=Parallel roadways are moderately congested (E rating); Parallel roadways are least congested (C or D rating)	RLIS

B.2. Parallel transit corridor ridership. Demonstrates potential users.	Project locations and routes were analyzed. Closest parallel or intersecting transit lines with the highest ridership were picked. The first and last stop/stations that were used for the ridership tally were the ones that were as close to the beginning/end of the project extent as possible. The ridership was divided into tiers. Natural break points were used in the ridership levels to establish tiers and attempted to makde them as close to 1/3 in each tier as possible. 5=Highest ridership on parallel transit lines (6,433-33,422); 3=Moderate ridership on parallel transit lines (569-4,143); 1=Lowest ridership on parallel transit lines (12-258).	TriMet passenger census - Fall 2009 All day Ons and Offs by Route and Stop Weekdays. Trimet clarified that this information equates to the "averages over amny samples from their automatic passenger counters with GPS for the fall quarter. Short hand: "weekday average daily transit ridership."
B.3. Connects/fills gaps, completes the system. Applies to corridors that have some completed sections. A critical gap is a gap within a partially complete route or corridor that if filled would significantly increase the length of the overall route and the usability of the corridor.	10=connects to two or more existing facilities (fills a gap); 5=Connects to an existing facility (extends a facility); 0= Does not connect to an existising facility (new stand alone project)	Project proposal description and map
B.4. Connects to transit. Proximity of project boundaries to transit stops - rail, frequent bus, stops with only one bus lines, stop with more than one bus line	10=>1/4 mile; 5= 1/4to 3/4 mile; 0=3/4 to < 1 mile	2000 RLIS
B.5. Distance to existing bike network	10=>1/4 mile; 5= 1/4to 3/4 mile; 0=3/4 to < 1 mile. density of bike lanes (weighted by 'Bike There' classification): 5= 16-72; 2.5=7-17; 1=0-7	2000 RLIS
B.6. Distance to existing pedestrian network	10=>1/4 mile; 5= 1/4to 3/4 mile; 0=3/4 to < 1 mile. approx linear feet of roadway with sidewalk per acre: 5= 72-170; 3=29-72; 1= 0-29	2000 RLIS
C. Demand and Land Use. Project serves demand, population and jobs. Project supports 2040 land use vision.		
C.1. Number of employees per acre	Relative scale to the project with second highest number of employees per acre getting 20 points.	Info USA
C.2. Number of residents per acre	Relative scale to the project with second highest number of employees per acre getting 20 points.	Info USA
C.3. Density of key retail destinations (ULI)	10=100-1529; 5=35-100; 1 =0-35 uli businesses/square mile	Info USA
C.4. Density of amenities	Distance to amenities: 5=< 1/2 mile; 2=1/2 mile to 3/4 mile; 1=3/4 mile to 1 mile	Info USA
C.5. Access to parks and natural areas	Distance to parks and natural areas: 5=< 1/2 mile; 2=1/2 mile to 3/4 mile; 1=3/4 mile to 1 mile	
C.6. Priority 2040 land use area	20=connects to a Primary 2040 land use (central city, regional centers, Industrial Areas, Freight and Passenger Intermodal facilities; 10=Connects to a Secondary lans use (town centers, station communities, corridors, main streets, Employment Areas; 0=Does not connect to Primary or Secondary 2040 Land Use Area	Project proposal description and map
D. Environmental Justice. Serves environmental justice community		

Projects serve environmental justice communities and provide access to services, jobs and nature.	Methodology is based on Regional Transportation Plan analysis. Block groups identified as environmentaly sensitive have more than one of the following populations: minority and Hispanic, low-income, elderly, non-English speaking and disabled. The calculated weight is the cumulative sum of the NUMBER of impacted populations in each buffer area. So, for example, if there are 4 block groups that a project buffer intersects, but only two of them have an impacted population present. The weight represents the SUM of the number of categories in the area. So if the two blockgroups contained a low income population in one and an elderly AND an Ethnicity pop in the other, the weight would be 3 for the project area. A ranking of High-Med-Low was attributed to each project. 0= None; 1-7=Low; 8-44=Med; 45+ =High	2000 U.S. Census, block group level; 2000 Regional Land Use System
Iconic and deliverable		
Iconic: The project is bold, visionary and sparks the imagination. It is a project that is accepted as a regional project and of high priority. Leadership: The project is supported by community and elected leaders, advocacy and neighborhood groups, schools, and businesses. There is a strong desire within the community and region to see the project completed. Land ownership: Right of way for the project has been secured. Technical feasibility: Refers to the level of difficulty in constructing the project.		
Cost: Projected cost of the project.	H=$20 M or greater; M=$10-$20 M; L=$1-$10 M	
Additional Criteria for Urban to Nature Projects		
Some routes are designed as loops. Trip lengths vary. Provides long distance trips Connects to spectacular natural features Potential for destination tourism Connects urban areas to wild nature		

Basic assumptions for all projects:

Corridors would not be evaluated against these criteria. It is assumed that fully functioning active transportation corridors would include these elements.

- Routes of corridors are intuitive to use supported by way finding signs, pavement treatments, maps, etc.
- Corridors are supported by educational (e.g. Safe Routes to School) and marketing/programming (e.g. Drive Less.SaveMore)
- Corridors include supporting facilities such as traffic signals and calming devices, water fountains, etc.
- The corridor/route is designed with nature, incorporates green storm water and streets; partner with significant habitat preservation and natural area restoration; enhance wildlife corridors and provide wildlife crossings.

Principles for Active Transportation

- ✓ Seamless
- ✓ Direct and accessible
- ✓ Safe
- ✓ Intuitive
- ✓ Easy to use
- ✓ Attractive and enjoyable
- ✓ Designed with nature
- ✓ Relieve strain on other transportation systems

Principles for Urban to Nature Routes

- ✓ Park-like
- ✓ Serve recreation and transportation functions
- ✓ Spectacular views and destinations
- ✓ Avoid habitats of concern
- ✓ Preserve and restore habitats
- ✓ Riparian views coordinated with habitat and restoration concerns
- ✓ Amenities provided
- ✓ Some routes are designed as loops
- ✓ A variety of trip lengths are possible

Introduction

A region-wide network of on-street and off-street bikeways and walkways integrated with transit and supported by educational programs would make travel by foot and bike safe, fast and enjoyable. Such a system would take cycling well beyond the exclusive domain of avid cyclists and the courageous to become a practical and preferred option for average residents. It would provide new options for walking, including trails connected to neighborhoods and safe pedestrian crossings. The system would allow people to bike and walk to transit, schools, employment centers, parks, natural areas, and shopping. The purpose of these principles is to supplement the work completed on regional bike and pedestrian systems in the Regional Transportation Plan, creating the policy framework for integrated regional bicycle and pedestrian systems analogous to the regional systems for transit and auto travel. The principles will serve as the basis for developing and prioritizing active transportation projects. These projects will demonstrate the potential of an integrated system.

A regionwide bicycle network would be made up of on-street and off-street routes with connections to transit. In areas of higher residential or commercial density, such as city and town centers and established neighborhoods, the network will form a grid of bike lanes, bike boulevards, cycletracks, and trails spaced every 4 or 5 blocks. In less populated areas trails (off road facilities for pedestrians and bikes), bike boulevards (bike oriented roadways), cycle tracks (on-street protected facility) will serve as the backbone of the network providing streamlined routes that make active travel by bicycle fast and direct and connecting to the dense grid networks

A regionwide pedestrian network shares many of the facilities used by bicyclists, primarily trails and connections to transit. In areas of higher residential or commercial density a complete sidewalk network would support the pedestrian network, with safe and accessible connections to transit. Walking trails, with separate lanes for bikers and walkers and with many access points from neighborhoods will connect centers and provide options for walking short and long distances.

Guidelines that indicate how closely facilities should be spaced are representative of best practices. When prohibitive circumstances, such as landscape features, prevent the ideal spacing the best practices guidelines should be followed as close as possible.

Developed areas will retrofit the existing transportation system to include new routes, improve connections, and upgrade existing facilities. Developing areas grow around the network as part of their core transportation system.

Currently, the bike and walking network is developed on an opportunistic basis. Future developments should be developed as complete components, similar to how light rail projects are developed. This helps enhances usability and minimizes overhead cost.

Background

In 2008, the Blue Ribbon Committee for Trails included a set of recommended principles in *The Case for Active Transportation*. Metro, in partnership with a regional working group that included transportation and trail planners and advocates, developed these recommended principles into a set of recommended principles for developing regional active transportation corridors. The draft principles were reviewed discussed at a regional workshop on active transportation in April 2009.

In May 2009, Metro issued a call for active transportation corridor projects that embodied the Principles for Active Transportation and that could be strengthened and prepared for potential funding to be developed as demonstration projects. Twenty-five potential demonstration projects were identified by August 2009. These projects, along with the Regional Trail Packages identified for the Blue Ribbon Committee for Trails comprise a portfolio of projects that the region can prepare to seek regular funding streams for biking and walking and take advantage of unique funding opportunities.

From the Principles for Active Transportation, Metro staff developed a set of criteria that will help determine the strengths of projects and how they could be improved to create better environments for users. The criteria were reviewed by staff from local jurisdictions in May 2010.

Principles

- The travel experience is seamless.
    - Users are able to travel from origin to destination without barriers in the route.
    - Connections between on-street and off-street facilities and transit are easy and practical to use.
    - The system connects residents with key destinations including central city, regional and town centers , commercial, employment, schools, and main street areas, parks and natural areas
    - Transit facilities provide bike storage and/or bike parking, options for bike rentals, and on-board accommodation of bicycles
- Routes are direct and accessible.
    - Users are able to travel from origin to destination along the most direct route possible.
    - Route spacing is appropriate to the area; the network is more closely spaced in areas of higher residential or commercial density (such as every 4-5 blocks) and less closely spaced in less dense areas (such as every 2 miles).
    - For trails, access points are frequent in urban areas (such as every ___), less frequent in rural areas (such as every_____).
- Travel is safe.
    - Facilities are designed to minimize the interaction of bikers, walkers, and auto traffic
    - For trails, the number of intersections to be crossed are minimized
    - Intersections are conveniently located, safe and easy to cross.

- Routes are intuitive.
  - Routes incorporate a wayfinding system that is consistent across different travel modes
  - Routes are designed to reflect how people use the network
  - The public are informed and educated about the integration of modes.
- Routes are easy to use.
  - When possible, routes are selected for flat, unchallenging topography
- Routes are attractive and travel is enjoyable
  - Provide the experience of nature along routes
  - Routes provide access to amenities such as shopping, restaurants, restrooms, etc.
- The system is designed with nature.
  - Incorporate green storm water and streets
  - Partner with significant habitat preservation and natural area restoration
  - Enhance wildlife corridors and provide wildlife crossings
  - Consider parks, natural areas and outstanding natural features as destinations
- The system is designed to relieve the strain on other transportation systems
  - Where traffic congestion will result in level-of-service failure, factor in high capacity protected bicycle routes.

Urban to Nature Routes

Active transportation is enhanced by using the system to experience nature. These connections provide the potential for long rides, for the enjoyment of diverse natural environments, and to introduce a wide range of people to riding and walking. Routes may be of different levels of significance. For example, some routes may tie together local parks and attractions and be of most interest to residents that live nearby. Other routes may be of national or international significance, for example the “Path to the Pacific” or “Mount Hood Connections” may one day become attractions that draw visitors from all over the world.

Principles for Urban to Nature Routes

- The Routes are inherently park-like and serve both recreation and transportation functions.
- People are drawn to these routes for their user experience. They include spectacular views and destinations, along with the quiet experiences of nature.
- Routes are sensitively planned, avoiding habitats of concern, preserving and restoring habitats.
- Special attention is paid to riparian resources with selected views coordinated with habitat and restoration concerns.
- Food, water and restrooms are available as needed for long distances as are lodging, such as bicycle camping, hostels or B&Bs.
- Some routes are designed as loops
- Trips of a variety of trip lengths are possible.

May 2009

CALL FOR Active transportation demonstration projects

Metro invites partners to propose active transportation demonstration projects that provide walking, bicycling, and transit connections across the region.

THE OPPORTUNITY

Last year, the Blue Ribbon Committee on Trails recommended a strategy to accelerate development of the region's network of trails and bikeways that could double the bicycle mode share in the region within ten years. A key element of this strategy included developing projects in urban, suburban, and urban-to-nature settings that would demonstrate the potential of active transportation.

The total trip is important. Active transportation is about successfully connecting trips seamlessly from beginning to end. For example, you start on a local street, travel along a bike lane on a street then join a bike parkway to a transit station and walk to your destination. Active transportation projects integrate walking, biking and transit facilities, include bike parking, signalization and wayfinding elements, and are supported by educational programs.

The purpose for this call for projects is threefold:

- highlight active transportation demonstration projects in the Regional Transportation Plan;
- discuss project ideas with experts from Denmark and Holland during the September 2009 Transatlantic Active Transportation Workshop, hosted by Metro and Portland State University; and
- develop demonstration projects that will illustrate the principles of Active Transportation as federal, state and local funding become available.

Additionally, proposed projects will also inform the next stages of a proposed Regional Bicycle Action Plan.

This handout includes summary information on Active Transportation, resources for the development of proposals and guidelines for submissions.

Metro

For more information on active transportation, call Lake Strongheart McTighe at 503.797.1660 or send e-mail to lake.mctighe@oregonmetro.gov

walk
bike
connect

www.oregonmetro.gov/activetrasnsport

What is an active transportation corridor?

Since the Blue Ribbon Committee completed their work last November, regional discussions have highlighted some key elements for active transportation corridors focused around a high level biking and/or walking facility and successfully connecting trips seamlessly from beginning to end.

Direct, safe and green trails and bikeways are a significant element of Connecting Green, a broad-based movement in the Portland region to create a system of parks, trails and natural areas that is second to none.

Corridors include a high level biking/walking facility is part of your trip, and could be a regional trail, a cycle track, or a high performing bike boulevard. They are safe, efficient and green. Careful consideration is made to equally serve walking and biking needs.

The total trip is important. Corridors are about successfully connecting trips seamlessly from beginning to end. The whole trip works and a corridor may include a variety of facilities.

Filling in service gaps and links between existing facilities is crucial. For example, Fanno Creek Trail could connect to Beaverton Transit Center, using Denny and Lombard streets with an on-street cycle track.

The area served by the corridor, the commute shed, is understood and trips can be measured. Who are the people who will use the corridor? Can we target potential high-use areas to show strong success? Education and promotion play a key role in getting people out of their cars and should be part of developing an active transportation corridor.

For additional information on active transportation corridors www.oregonmetro.gov/activetransport.

Types of active transportation demonstration projects

In order to address the unique transportation challenges of urban and suburban environments and to provide opportunities to connect with nature, the Blue Ribbon Committee recommended that demonstration projects be developed in urban, suburban, and urban-to-nature settings. No active transportation corridor will fall neatly into any of these categories, but they are useful for identifying solutions to particular types of land-use.

1. An urban area project will operate within or adjacent to a single, urban "commute shed" with housing and commerce. Direct, safe and green trails and bikeways would connect to a dense on street network. This project would replicate the types of bicycling infrastructure found in the world's best bicycling and pedestrian cities.

2. A lower density area project where commerce and housing are more dispersed and wide roads with heavy traffic are challenging for biking and walking, will demonstrate how biking and walking facilities can be integrated with transit to become effective travel options in this type of environment. Key connections to light rail and buses and high quality bike parking facilities will make commuting by bicycle and walking safe, fast, comfortable and enjoyable.

3. An urban-to-nature project will link together significant natural areas, allowing people to access nature by bike and foot. A highly visible, well designed project would be a tourist destination, increase resident's access to nature, and serve as a signature project for the region.

SUBMISSION GUIDELINES

Compile the following information on the active transportation demonstration project into a 1-5 page packet. Check to see if your project, or project components are already listed in the RTP (see*About the RTP financially constrained project list*). Submissions must include the following:

1. Description of demonstration project
   Describe the corridor, including origins and destinations, and all project elements (e,g, trail gap, bike blvd. improvements). Identify the population(s) that will be served. Based on the Active Transportation Principles, make the case that this is an important corridor for the region. Identify urban, suburban, or urban-to-nature demonstration project.

2. Map
   Please include a GIS layer in addition to a map of your project, as email attachment if the file size is below 10 MB, or burn to a disc if it's larger than 10 MB.

3. Cost estimate and general project timeline
   Estimate the magnitude of cost for the demonstration project including total project costs from planning, permit through construction costs. Include costs for promoting the demonstration project, such as Travel Options. Include a general project timeline, including estimated duration for completion for various project elements.

4. Partnership
   Active transportation corridors will typically involve coordination of multiple entities. List the partners, along with contact information, and indicate a lead contact. Identify the project sponsor/nominating agency (required to be listed in the RTP). Project sponsors are typically a city, county, special district or other agency. The project sponsor and lead contact do not have to be the same. Projects can have co-project sponsors.

About the RTP financially constrained project list

Projects must be listed in the financially constrained list of the RTP to be eligible for federal funding. Projects listed in the RTP are recognized as investment priorities for the region. Check your local System Transportation Plan to determine if your project is a local priority.

Check the 2035 RTP Financially Constrained System List of Projects and Programs to determine which elements (e.g. bike lane stripping, trail gap) of your demonstration project may already listed in the RTP and whether they are on the financially constrained list. This list is available at http://www.oregonmetro.gov/index.cfm/go/by.web/id=236

For further information contact Lake McTighe, 503-797-1660 or your jurisdiction's RTP liason:

Ron Weinman, 503-742-4533 (Clackamas County and cities)
Andy Back or Clark Barry, 503-846-3519 (Washington County and cities)
Jane McFarland, 503-988-3043 (East Multnomah County and cities)
Courtney Duke, 503-823-7265 (City of Portland and Port of Portland)

Due July 29, 2009
Submit 3 hard copies and a PDF version to:

Lake McTighe
Metro
600 NE Grand Ave.
Portland, OR 97232

e-mail: lake.mctighe
@oregonmetro.gov

Metro
People places. Open spaces.

Clean air and clean water do not stop at city limits or county lines. Neither does the need for jobs, a thriving economy and good transportation choices for people and businesses in our region. Voters have asked Metro to help with the challenges that cross those lines and affect the 25 cities and three counties in the Portland metropolitan area.

A regional approach simply makes sense when it comes to protecting open space, caring for parks, planning for the best use of land, managing garbage disposal and increasing recycling. Metro oversees world-class facilities such as the Oregon Zoo, which contributes to conservation and education, and the Oregon Convention Center, which benefits the region's economy.

Printed on recycled content paper. 09220

TIMELINE

June 11	The Metro Policy Advisory Committee (MPAC), the Joint Policy Action Committee on Transportation (JPACT), and the Metro Council provide direction on transportation investment priorities for the RTP, including multi-modal investment. Local agencies will use these investment parameters to refine project lists in the RTP.
Late June	Local agencies refine investment priorities in a series of meetings. These meetings provide an opportunity for Demonstration Project sponsors to talk about their projects and how they fit into the RTP. See RTP liason contacts for more information.
July 29	Local agencies submit RTP financially constrained list project refinements to Metro; Demonstration Projects must be listed in the RTP to be eligible for federal funding.
	Submit active transportation demonstration projects to Metro for inclusion in Transatlantic Active Transportation Workshop
September	Public comment on RTP
Sept. 29 to Oct. 3	Transatlantic Active Transportation Workshop
October onward	If federal funding Is secured, develop process to prioritize Demonstration Projects for development

RESOURCES

Over the next two months, several resources will be available as you develop projects.

- Presentations and presenters are available to outline the active transportation corridor concepts and help you build partnerships and priority around this work. Needs two weeks lead time.
- Metro and partners who have been involved in the development of this approach will be available to discuss your ideas on the principles, process, and partnerships.
- Demographic data is available to you through Metro's Data Center. This information includes population density, transit center, published bike routes etc. Allow two weeks for a response.
- Metro has cost estimates and maps for 20 regional trail packages.
- For examples of active transportation corridors, view April 1 presentation at www.oregonmetro.gov/activetransport

For information on how to access these resources and for any questions, contact Lake McTighe at 503-797-1660.

600 NE Grand Ave.
Portland, OR 97232-2736
503-797-1700
503-797-1804 TDD
503-797-1797 fax

www.oregonmetro.gov

Metro | *Memo*

Date: Thursday, January 20, 2011
To: Transportation Policy Advisory Committee (TPAC)
From: Deborah Redman, Principal Planner
Subject: Draft Oregon Freight Plan Presentations and Comment Opporunity

Background

At the January 28, 2011 meeting of TPAC, Michael Bufalino, Manager of the Freight Mobility Unit for Oregon Department of Transportation (ODOT) will present an overview of the draft Oregon Freight Plan, as part of its public outreach during the formal comment period, which ends February 28, 2011. The Draft Oregon Freight Plan and public meeting schedule can be found at: http://www.oregon.gov/ODOT/TD/FREIGHT/docs/FreightPlan/DraftORFreightPlan.pdf. . Technical documents used in the development of the plan can be found at: http://www.oregon.gov/ODOT/TD/FREIGHT/FREIGHT_PLAN.shtml#Freight_Plan_Publications

The draft Oregon Freight Plan was developed over a two-year period with guidance from representatives of Oregon's freight shippers and carriers, freight system infrastructure owners, land use and environmental agencies, regional and local governments and other stakeholders. The purpose of the plan is to improve freight connections to local, state, regional, national and global markets in order to increase trade-related jobs and income for Oregon workers and businesses. As part of analyzing how best to achieve this goal, the plan describes the freight transportation demand and needs of Oregon industries, represents current and projected future use of the strategic freight network, identifies barriers to increasing efficiency of the freight system, and offers strategies to address these barriers. Implementation of the plan will include identification of freight bottleneck locations and coordination with local governments to identify solutions that move goods throughout Oregon. TPAC review of this document is important because the Oregon Freight Plan will influence future transportation projects funding decisions and the review of future *Connect*Oregon projects. Further, it will provide direction on how local agencies develop and implement their transportation system plans—for example, in addressing freight envelope/capacity preservation and last mile connections.

Metro comments on earlier drafts of Oregon Freight Plan

Metro staff and senior management have participated in the development of the draft Oregon Freight Plan via membership on the plan's Policy and Process Working Group, Steering Committee and the Oregon Freight Advisory Committee. In addition to ongoing informal review and comment, Metro staff provided written comments on a freight and climate strategy technical paper to ODOT staff in May 2010, and provided comments on a preliminary draft of the Freight Plan in September 2010.

Metro staff has communicated support for much of ODOT's direction in the Freight Plan. The plan does a good job of identifying a broad range of freight issues, from the need for industrial land to the need for redundant, multi-modal freight corridors, to the relationship between the freight

network and climate change concerns. In chapter 8, the plan lists strategies designed to address many of those issues. This plan is a framework for implementation, and requires further detail.

Additional comments on the plan included the need for a larger vision to guide development of investments, and performance measures to evaluate benefits and costs, and further analysis and corroboration on trends, assumptions and risks contained in the economic and commodity flow forecasts for the state. Metro also recommended including flexibility in design and operations of strategic freight routes that go through cities, towns and neighborhoods, in order to protect both freight mobility and livability

Potential issues and comment focus areas for this draft

Staff is completing its review of the public review draft Oregon Freight Plan in time for the January 28, 2011 TPAC meeting. This will include comments received from members of the Regional Freight Technical Advisory Committee, who received a briefing on the draft plan from ODOT staff on January 13, 2011. We will provide suggested comments on January 28, 2011.

Initial issues to flag, comments and general concerns are included below to help orient TPAC to the presentation by ODOT staff:

- A key concern Metro previously identified, and which ODOT has acknowledged, is the need for a statewide economic development strategy that provides the overall guiding framework for freight policy, identification of needs, investment prioritization and funding partnerships. Such a strategy is important because a consumption-driven set of economic forecasts underlies the freight (commodity flow) demand that we are meeting. Further, if family-wage jobs do not materialize as expected, there will be less funding available to support infrastructure investment.
- Metro's previous request for articulation of a freight vision that supported an economic development strategy was addressed in a preliminary way by ODOT staff. However, this area remains in need of deeper and broader discussions about desired outcomes and how freight supports not only economic development, but a full range of relevant state and regional goals.
- Further work is needed on performance measures including travel time reliability, greenhouse gas reduction, safety, optimization of industrial and employment lands and modeling improvements to gauge our collective progress toward goals.
- Some regional freight stakeholders have requested more specificity on early implementation actions that are possible, even with constrained and uncertain funding sources. Given the importance of the Metro area to the larger economy, bottlenecks and congestion on the multimodal freight network in our area should receive high statewide priority.
- The need for increased funding for freight improvements generally, including at the federal level.
- The need for a dedicated, long-term funding source for Connect Oregon rather than a one-at-a-time action of the Legislature to allow for more reliable planning, project development and delivery.
- Finally, since this plan provides a framework for implementation of strategies, a clear process for collaboration among state, regional and local jurisdictions and stakeholders should be identified.

Materials following this page were distributed at the meeting.

optin

ONLINE PARTICIPATION TOOL

TPAC presentation

Jan. 28, 2011

Metro | *Making a great place*

What is Opt In?

Internet public opinion research panel

A new way to engage with residents of the region and find out what is important to them.

Objectives and outcomes

- Increased community **engagement**
- Broader **demographic** representation
- Increased representation by traditionally **underserved populations**
- **Sustained** relationships
- Increased trust in **transparency** and responsiveness
- More **effective and efficient** use of resources

Demographic information

- **Basic Demographics (following census)**
  - Age, gender, ethnicity, income, education
- **Spatial/geographic demographics:**
  - County, Zip code
- **Employment demographics:**
  - Industry; Public employee in household
- **Political demographics**
  - Party, Ideology (e.g., liberal, middle of road, conservative)
- **Behavior demographics:**
  - Involvement in community affairs; How often people read newspapers; If they've visited Metro parks/entities in the last year
- **Attitudes:**
  - General attitudes about priorities for the region; Attitudes about Metro, Zoo, etc.

The power of partnership

Metro

United Way of the Columbia-Willamette

United Way

NORTHWEST HEALTH FOUNDATION

Portland State UNIVERSITY

College of Urban and Public Affairs

How can you help?

- Join Opt In
- Invite stakeholders and contact lists to participate in Opt In
- Share online tools to Connect with Metro
- Encourage constituents to participate
- Give us ideas for survey topics

Learn more

Join Opt In and discover more ways to Connect with Metro online:

www.oregonmetro.gov/connect

Draft

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF ADOPTING THE RECOMMENDATIONS OF THE REGIONAL FLEXIBLE FUND TASK FORCE	))))	RESOLUTION NO. 11-4231 Introduced by Carlotta Collette

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 provided policy direction on the objectives of the RFFA and programming of funds in the MTIP; and,

WHEREAS, JPACT charged a Task Force with developing a recommendation on the approach and criteria for allocating Regional Flexible Funds to individual projects within the newly created project focus areas of Active Transportation & Complete Streets and Green Economy & Freight Initiatives;

BE IT RESOLVED that the Metro Council hereby adopts the recommendation of the Regional Flexible Funds Task Force 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 February 2011.

Tom Hughes, Council President

Approved as to Form:

Alison Kean Campbell, Deputy Metro Attorney

Exhibit A to Resolution #11-4231

www.oregon**metro.gov**

Regional Flexible Fund Task Force Report

Recommendations for the allocation of 2014-15 funds

January 13, 2011

Metro | *Making a great place*

About Metro

Clean air and clean water do not stop at city limits or county lines. Neither does the need for jobs, a thriving economy, and sustainable transportation and living choices for people and businesses in the region. Voters have asked Metro to help with the challenges and opportunities that affect the 25 cities and three counties in the Portland metropolitan area.

A regional approach simply makes sense when it comes to making decisions about how the region grows. Metro works with communities to support a resilient economy, keep nature close by and respond to a changing climate. Together we're making a great place, now and for generations to come.

Stay in touch with news, stories and things to do.

www.oregonmetro.gov/connect

About the Joint Policy Advisory Committee on Transportation (JPACT)

The Joint Policy Advisory Committee on Transportation is a 17-member committee of elected officials and representatives of agencies involved in transportation that make recommendations to the Metro Council on transportation needs in this region. **www.oregonmetro.gov/JPACT**

About the Regional Flexible Funds Task Force

Charge of the Regional Flexible Fund Task Force

The Regional Flexible Funds Task Force was charged with developing a recommendation to the Joint Policy Advisory Committee on Transportation (JPACT) on the needs, priorities, implementation strategies for investing Regional Flexible Funds in the active transportation/complete streets and green economy/freight initiatives focus areas. Staff will then conduct a project nomination and evaluation process using those needs and strategies to recommend projects for funding. The Task Force may then advise JPACT and Metro Council on the project list.

The task force addressed the following questions:

1. From a user/practitioner perspective, what are the transportation needs in the region for active transportation/complete streets & green economy/freight initiatives?

2. What are the priorities for meeting regional transportation needs with the limited flexible funds available?

3. What strategies should be employed to further the development of active transportation/complete streets & green economy/freight initiatives in the region?

4. What are potential opportunities for collaboration between active transportation/complete streets & green economy/freight initiatives?

Task Force Members

Carlotta Collette, Task Force Chair

Scott Bricker, America Walks
Gary Cardwell, Northwest Container Services
Jill Fuglister, Coalition for a Livable Future
Steve Ganiere, Alliance Packaging
Alison Graves, Community Cycling Center
Matt Hoffman, Fred Meyer
Chips Janger, Clackamas County Urban Green
John MacArthur, OTREC/Portland State University
Alejandro Queral, Multnomah County Health Dept.
Phil Selinger, Willamette Pedestrian Coalition
Joseph Santos-Lyons, OPAL - Environmental Justice Oregon
Stephen Gomez, Bicycle Transportation Alliance
Ron Russ, Portland & Western Railroad
John Willis, CH2MHill
Philip Wu, MD, Kaiser Permanente
Jeff Marson, Marson Trucking
Pete Lehmann, Oracle Americas
Greg Osnes, SolarWorld
Jim Petsche, Nike
Sheila Martin, Portland State University

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INTRODUCTION

Every two years the Joint Policy Advisory Committee on Transportation (JPACT) and Metro Council to decide how to spend federal transportation money known locally as the Regional Flexible Funds. This process historically allocated money to both regional programs such as the Transit Oriented Development program and to individual projects planned and built by local transportation agencies. In this cycle, JPACT and the Metro Council decided that money for individual projects should be more coordinated and focused.

To achieve this, JPACT created two project "focus areas": Green Economy & Freight initiatives and Active Transportation & Complete Streets. The committee also endorsed Chair Carlotta Collette to appoint a task force to provide more specific policy direction for the allocation of funds within these new project focus areas. The task force was charged with identifying: transportation needs within the focus areas, priorities for meeting regional needs with funds available, the strategies that should be employed to further development of these focus areas, and potential opportunities for collaboration between the two focus areas.

The task force met five times to develop policy recommendations for coordinating and focusing the impact of these funds. Staff helped it consider five ways it could direct staff to select projects within the two focus areas. First was to provide direction on what types of projects (e.g. sidewalks, traffic signal improvements) should be funded. Second was whether there were particular types of destinations (e.g. mixed-use centers, transit stops, industrial areas) that should be prioritized for access improvements. Third was whether projects should be dispersed or concentrated geographically. Fourth, was whether any funds should be set aside for the development of a regional strategy to advance long-term goals for facilities too expensive to be constructed with these funds. Finally, the task force considered what criteria staff should use to develop the project scopes (definition of project elements and location) and compare the relative priority of projects to receive funds.

Staff used a series of identification and prioritization exercises to gather input from the task force on these issues. Following is the task force's recommendation on how to achieve coordinated, focused and regionally significant results within the Green Economy & Freight Initiatives and the Active Transportation & Complete Streets project focus areas.

RECOMMENDATIONS

Active Transportation & Complete Streets

Recommended approach to developing projects

For this project focus area, the task force recommended an approach of selecting travel corridor/areas and identifying project elements that would address the most critical barriers to completing non-auto trips in the corridor/area or a concentrated portion of the corridor/area. Examples of barriers could be the lack of direct pedestrian or bicycle

facilities to key destinations in the corridor, inability to safely cross streets to access destinations, or lack of access to transit stop improvements.

To implement this approach with available funding, the following parameters will be utilized:

- improvements will be concentrated geographically in a travel corridor/area or portion thereof,
- improvements will be limited to a few travel corridor/areas within the region,
- potentially merge portions of several planned projects and several project types (bicycle, trail, pedestrian, transit stops) into a unified corridor/area wide project,
- project development will be allowed as an eligible activity for funding to address project readiness issues or as part of a strategy to phase implementation of projects.

Recommended criteria for scoping and prioritization of projects

To help define the scope (project elements and geographic reach) of projects to be considered for funds and to prioritize among candidate projects, the following criteria will be utilized.

Table 1: Active Transportation & Complete Streets criteria

Relative priority	Criteria
High	Improves access to and from priority destinations: o Mixed-use centers o Large employment areas (# of jobs) o Schools o Essential services for EJ/underserved communities
High	Improves safety o addresses site issue(s) documented in pedestrian/bike crash data o separates pedestrian/bike traffic from freight and/or vehicular conflicts
High ~~Medium~~	Serves underserved communities (to be further defined through analysis with help of EJ/underserved working group)
Medium	Improves safety by removing conflicts with freight and/or provides safety mitigation for any potential freight conflicts
Medium	Completes the "last mile"
Medium	Increase in use/ridership by providing a good user experience (refer to Active Transportation design criteria)
Medium	Serves high density or projected high growth areas
Low	Includes outreach/education/engagement component
Low	Can leverage funds

Low	Reduces need for highway expansion
~~Low~~	~~Stormwater - addresses, reduces~~
~~Low~~	~~Contracting opportunities for women and minority owned businesses~~

Green Economy & Freight Initiatives

Recommended approach to developing projects

For this project focus area, the task force recommended an approach of allocating funds for two components: construction type projects and planning/strategy development type projects. Eligible project types and criteria that could be utilized to scope and prioritize potential projects are described below.

Construction focus

Capital improvements will focus on:

• System management, such as Intelligent Transportation Systems (ITS), on arterial freight routes. This could include upgrading traffic signal equipment and timing or provide travel information to inform freight trip decisions.

• Small capital projects (e.g. spot widening or installation of mountable curbs to accommodate large truck turning movements). Technical measures should be developed that assess the regional impacts of nominated projects such as improving access to regionally significant industrial land or safe movements to/on the regional freight network to ensure a regional interest is served by the project.

Planning/strategy development focus

Project development for specific arterial freight routes would evaluate key barriers to the development of a green economy and freight movement and recommend operations and design improvements to address the barrier.

Funds may also be set aside to develop regional strategies for the following topics. These are areas that need further analysis and a policy development process to achieve a regional consensus on how to move forward on the issue. Potential topics include a strategy for how to pursue and accommodate higher speed inter-city passenger rail and improved freight rail facilities, and a strategy for the routing of hazardous materials in the region.

Criteria for scoping and prioritization of projects

To help define the scope (project elements and geographic reach) of projects to be considered for funds and to prioritize among candidate projects, the following criteria will be utilized.

Table 2: Green Economy & Freight Initiatives criteria

Relative priority	Criteria
High	Reduces freight vehicle delay
High	Project increases freight access to: o ~~Recruit/retain green industries~~ o Industrial lands o Employment centers & local businesses o Rail facilities for regional shippers
High	Projects that ~~Help green the economy and~~ help green the economy and offer economic opportunities for EJ/underserved communities
Medium	Improves safety by removing conflicts with active transportation and/or provides adequate mitigation for any potential conflicts
Medium	Reduces air toxics or particulate matter
Medium	Reduces impacts to EJ communities e.g., reduced noise, land use conflict, emissions
Medium	Increases freight reliability
~~Low~~	~~Improves safety~~
Low	May not get funding otherwise
Low	Can leverage (or prepare for) future funds
Low	Reduces need for highway expansion
Low	Multi-modal component
~~Low~~	~~Stormwater - addresses, reduces~~
~~Low~~	~~Contracting opportunities for women and minority owned businesses~~

NEXT STEPS

Metro staff will work with technical staff from transportation agencies in the region to design a collaborative project nomination process that utilizes these criteria to scope and prioritize projects to consider for funding. After this process has nominated projects for consideration, the task force will be asked to review and provide comments on the nominated projects.

Draft

STAFF REPORT

IN CONSIDERATION OF RESOLUTION NO. 11-4231, FOR THE PURPOSE OF ADOPTING THE RECOMMENDATIONS OF THE REGIONAL FLEXIBLE FUND TASK FORCE

Date: January 18, 2011 Prepared by: Ted Leybold and Amy Rose

BACKGROUND

Every two years the Joint Policy Advisory Committee on Transportation (JPACT) and Metro Council decide how to spend federal transportation money known locally as the Regional Flexible Funds. This process historically allocated money to both regional programs such as the Transit Oriented Development program and to individual projects planned and built by local transportation agencies. In this cycle, JPACT and the Metro Council decided that money for individual projects should be more coordinated and focused.

FOCUS AREAS AND TASK FORCE

To achieve this, JPACT created two project "focus areas": Green Economy & Freight Initiatives and Active Transportation & Complete Streets. The committee also asked Chair Carlotta Collette to appoint a task force to provide more specific policy direction for the allocation of funds within these new project focus areas. The task force was charged with identifying transportation needs within the focus areas, priorities for meeting regional needs with funds available, the strategies that should be employed to further development of these focus areas, and potential opportunities for collaboration between the two focus areas.

The task force met five times to develop policy recommendations for coordinating and maximizing the impact of these funds. Staff helped it consider five ways it could direct us to select projects within the two focus areas. First was to provide direction on what types of projects (e.g. sidewalks, traffic signal improvements) should be funded. Second was whether there were particular types of destinations (e.g. mixed-use centers, public transit stops, industrial areas) that should be prioritized for access improvements. Third was whether projects should be dispersed or concentrated geographically. Fourth was whether any funds should be set aside for the development of a regional strategy to advance long-term goals for facilities too expensive to be built with these funds. Finally, the task force considered what criteria staff should use to develop the project scopes (definition of project elements and location) and compare the relative priority of projects to receive funds.

Staff used a series of identification and prioritization exercises to gather input from the task force on these issues. The task force then considered amendments to the draft report at its final meeting and then adopted the report as amended.

In addition to the changes made to the criteria by amendment, other items were discussed for inclusion in the solicitation materials and/or future discussions.

These additional items are:

- Add eligibility for small construction projects in the GE/FI approach for developing projects. Add staff comments to project solicitation materials about project costs and administrative efficiency for federal aid projects and examples of appropriate projects.

- Add language to project solicitation materials about opportunities for women and minority owned businesses.
- Recommendation to use the criteria throughout multiple cycles was determined to be a matter for JPACT to discuss.
- Add oversize and weight trucks to staff report as potential topic for strategy development.

ENVIRONMENTAL JUSTICE AND UNDERSERVED

In this flexible funds allocation cycle, JPACT and the council also placed greater emphasis on prioritizing the needs of Environmental Justice (EJ) and underserved communities. To improve how we incorporate EJ into the process, Metro staff convened a working group to help us understand the needs of these communities, expand our outreach efforts and advise us on ways to approach the mapping and analysis of where EJ populations live and what transportation issues affect their communities. In two meetings and subsequent conversations, working group members shared a wide range of suggestions, including suggestions for data sources, infrastructure needs and services.

With the suggestions from the working group and staff research on EJ practices in other parts of the country, staff are improving Metro's EJ analysis methodology for the flexible funds process. Instead of just mapping where EJ and underserved populations are located and hoping local jurisdictions propose projects in those communities, staff are providing jurisdictions with more information before projects are nominated. Metro staff are developing maps that we intend to show 1) areas with high concentrations of minority and underserved populations, 2) areas with low concentrations of services critical to meeting everyday needs of underserved populations, 3) areas with poor non-auto mobility. These maps, along with maps of safety hot spots and other policy criteria, will help inform local jurisdictions and Metro staff as they collaboratively nominate and scope projects this spring.

NEXT STEPS

Metro will hold a series of workshops to aid local agencies with nominating projects for funding consideration. Once projects have been nominated and assessed for consistency with the criteria a public comment period will be held this Fall and JPACT will take action on funding the projects for 2014-15.

Exhibit A to Resolution 11-4231 is the task force's recommendation on how to achieve coordinated, focused and regionally significant results within the Green Economy & Freight Initiatives and the Active Transportation & Complete Streets project focus areas.

ANALYSIS/INFORMATION

1. **Known Opposition** None known at this time.

2. **Legal Antecedents** Metro Council Resolution 10-4160 was adopted on July 8, 2010 (For the Purpose of adopting policy direction to the regional flexible fund allocation (RFFA) process for federal fiscal years 2014-15). This resolution created the policy framework for the recommendations presented for JPACT and Metro Council adoption in Exhibit A.

3. **Anticipated Effects** Adoption of this resolution will affirm the direction recommended by the Regional Flexible Fund Task Force for the development and evaluation of transportation projects

seeking 2014-2015 regional flexible funds in the Active Transportation & Complete Streets and Green Economy and Freight Initiatives categories.

4. **Budget Impacts** None.

RECOMMENDED ACTION

Metro staff recommends the approval of Resolution No. 11-4231.

Draft

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF ENDORSING PROCEDURES FOR THE ALLOCATION OF 2014-15 REGIONAL FLEXIBLE FUNDS TO INDIVIDUAL PROJECTS	))))	RESOLUTION NO. 11-4232 Introduced by Carlotta Collette

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 provided policy direction on the objectives of the RFFA and programming of funds in the MTIP; and,

WHEREAS, JPACT charged a Task Force with developing a recommendation on the approach and criteria for allocating Regional Flexible Funds to individual projects within the newly created project focus areas of Active Transportation & Complete Streets and Green Economy & Freight Initiatives; and,

WHEREAS, the Task Force developed a recommendation on the approach and criteria for these project focus areas; and

WHEREAS, the a process to implement this recommended approach and criteria has been developed and reviewed by the Transportation Policy Alternatives Committee; now, therefore

BE IT RESOLVED that the Metro Council hereby adopts the procedures for allocating Regional Flexible Funds Task Force for federal fiscal years 2014-15 as described in Exhibit A attached hereto as to form.

ADOPTED by the Metro Council this ____ day of February 2011.

Tom Hughes, Council President

Approved as to Form:

Alison Kean Campbell, Deputy Metro Attorney

Draft 2014-15 Regional Flexible Fund Allocation Summary of Nomination and Assessment Procedures

July 2010 JPACT/Council action:

1. Provided more specific up-front policy direction to local projects than in previous funding cycles:
   - Established "project focus areas" to complement existing programs
   - Defined outcome based objectives
   - Established funding targets for project focus areas
   - Endorsed creation of a task force to recommend means and criteria to further coordinate projects and achieve desired outcomes
   - Endorsed creation of an Environmental Justice/Underserved work group to identify needs of EJ and underserved communities and advise on the methods by which needs are analyzed and considered within the decision process.

2. Endorsed creating a new project nomination and selection process based on Metro staff collaborating with local and regional agencies on the development of projects rather than ranking and recommending projects to JPACT and the Council.

3. Set aside funding to prepare for future regional mobility funding from other sources and for support of vehicle electrification.

4. Affirmed proceeding to decision process with existing programs at current funding levels. Requested JPACT review of the existing programs prior to decision process.

Task Force recommendation (To JPACT/Council in February)

Approach to Active Transportation & Complete Streets project focus area

- improvements will be concentrated geographically in a travel corridor/area or portion thereof,
- improvements will be limited to a few travel corridors/area within the region,
- potentially merge portions of several planned projects and several project types (bicycle, trail, pedestrian, transit stops) into a unified corridor/area wide project,
- project development will be allowed as an eligible activity for funding to address project readiness issues or as part of a strategy to phase implementation of projects.
- The Task Force recommended criteria and relative importance (high, medium, lowest importance) by which to develop, nominate and evaluate projects.

Approach to Green Economy & Freight Initiatives focus area

Implement the following types of projects:

- regional strategy development,

- project development on regional freight system arterials/collectors,
- small capital projects and system management on regional freight system arterials/collectors,
- The Task Force recommended criteria and relative importance (high, medium, lowest importance) by which to develop, nominate and evaluate projects.

Project development, nomination and selection process

(To JPACT/Council in February)

Metro staff met with technical staff within the region to consider alternative approaches for development, nomination and selection of projects. The objectives in developing this process are to:

• Effectively implement approach and criteria as recommended by RFF Task Force
• Create collaborative relationship between regional and local agencies
• Utilize local expertise of area conditions, local planning/vision, and project development & management
• Utilize regional expertise of program policies, data and analysis, and operation of transit and port services.

Active Transportation & Complete Streets

Options considered:

1. A regional process to prioritize corridors and select funding strategy (HCT model)
2. Sub-regional allocation & consensus recommendation: workshops in sub-regions with policy/design requirements for projects
3. Sub-regional allocation & competitive: workshops, several applications per sub-region, Metro evaluates and recommends within each sub-region
4. Regionally competitive: project minimum/maximum size set, several applications per sub-region, Metro evaluates and recommends across region

➢ **Option #2** recommended as best alternative to meet process objectives.

Process to implement Option #2:

- Regional kick-off meeting
  - -Process description & instructions
    - i. Sub-regional allocation target
    - ii. Project scope direction (see approach to project focus area)
    - iii. Project cost minimum/maximums
    - iv. Direction on number construction or PE only applications
    - v. Nomination materials and schedule
  - -Data addressing criteria objectives
  - -Identification of any areas that cross sub-regional boundaries that should be considered in sub-region workshops
  - -Illustrative project and project development process description

- Sub-regional workshops
  - Mapping exercise to identify priority corridors/areas
  - Identification of topics for intra-agency or intra-bureau coordination during project development (project scope, lead agency, etc.)

- Project nomination and assessment material
  -Application that solicits information on how the nominated project addresses criteria and process directions
  -Lead agency presentation of project nominations to Task Force
  - Assessment of project nomination relative to project criteria (see below: Criteria for evaluating projects post nomination)

- Project nomination
  -Action by Transportation Policy Coordinating Committees and Portland City Council to nominate project(s) consistent with nomination process instructions

- Public comment process
  - Metro to provide summary of comments
  - Applicants to provide response to comment summary issues

- Decision process

Green Economy & Freight Initiatives

Options considered to identify construction and project development proposals:

1. Regional Freight Technical Advisory Committee (Regional Freight TAC) to recommend a pool of potential projects consistent with priorities from the Regional Freight Plan and other sources for consideration by local agencies which would submit applications for project development or construction.

2. Set project criteria and application limits by sub-region. Utilize the Regional Freight TAC to evaluate and form an initial recommendation on projects for funding as nominated by local agencies through the Transportation Coordinating Committees and City of Portland.

3. Conduct a regional process to develop and prioritize a freight project list that reflects current needs.

Regardless of the option chosen for construction and project development, the regional strategy development proposals would be addressed by Metro freight staff working with the Regional Freight TAC to develop a proposal for consideration by JPACT and the Metro Council. The proposal would be designed to address priority strategy development issues from the options identified in the Regional Flexible Fund task force deliberations.

- **Option #2** was a preferred approach by the Regional Freight Technical Advisory Committee.

Process to implement Option #2:

- Regional kick-off meeting
  - -Process description & instructions
    - i. Sub-regional allocation target
    - ii. Project scope direction (see approach to project focus area)
    - iii. Project cost minimum/maximums
    - iv. Direction on number construction or PE only applications
    - v. Nomination materials and schedule
  - -Data addressing criteria objectives
  - -Identification of any areas that cross sub-regional boundaries that should be considered in project nominations
  - -Illustrative project and project development process description

- Project nomination and assessment material
  - -Application that solicits information on how the nominated project addresses criteria and process directions
  - - Assessment of project nomination relative to project criteria (see below: Criteria for evaluating projects post nomination) by Regional Freight TAC

- Project nomination
  - -Action by Transportation Coordinating Committees and Portland City Council to nominate project(s) consistent with nomination process instructions

- Public comment process
  - - Metro to provide summary of comments
  - - Applicants to provide response to comment summary issues

- Decision process

Applying the criteria

In addition to direction on the approach to developing projects, the criteria developed by the Task Force will be used to inform the project nomination process and help determine how well projects have been defined by eligible agencies prior to the final funding decision. The following explains how the criteria will be used in the process.

Active Transportation & Complete Streets

1. **Criteria to guide scope development and for identifying priority locations for projects - pre nomination**

   Data and maps will be provided to nominating agencies that exemplify the criteria. This information will be distributed at Metro sponsored workshops to aid in the identification of locations that:

   - Improves access to and from priority destinations:
     - Mixed-use centers
     - Large employment areas (# of jobs)

  - Schools
  - Essential services for EJ/underserved communities

- Improves safety
  - addresses site issue(s) documented in pedestrian/bike crash data
  - separates pedestrian/bike traffic from freight and/or vehicular conflicts

- Serves underserved communities

2. Criteria for assessing projects

Following the nomination of projects, Metro staff will evaluate projects for consistency with the criteria. Specific measures for evaluating projects will be developed. A well defined project:

- Improves access to and from priority destinations
- Improves safety
- Serves underserved communities
- Removes conflicts with freight and/or provides safety mitigation for any potential freight and/or vehicular conflicts
- Completes the "last mile"
- Increase in use/ridership
- Serves high density or projected high growth areas
- Includes outreach/education/engagement component
- Reduces need for highway expansion

Green Economy & Freight Initiatives

1. Criteria to guide scope development and for identifying priority locations for projects - pre nomination

Data and maps will be provided to nominating agencies that exemplify the criteria. This information will be distributed at Metro sponsored workshops to aid in the identification of where:

- Project increases freight access to:
  - Industrial lands
  - Employment centers & local businesses
  - Rail facilities for regional shippers

2. Criteria for assessing projects

Following the nomination of projects, Metro staff will evaluate projects for consistency with the criteria. Specific measures for evaluating projects will be developed. A well defined project:

- Increases freight access to priority destinations
- Reduces freight vehicle delay

- Projects that help green the economy and offer economic opportunities for EJ/underserved populations
- Improves safety by removing conflicts with active transportation and/or provides adequate mitigation for any potential conflicts
- Reduces air toxics or particulate matter
- Reduces impacts to EJ communities e.g., reduced noise, land use conflict, emissions
- Increases freight reliability
- May not get funding otherwise
- Can leverage (or prepare for) future funds
- Reduces need for highway expansion
- Multi-modal component

Draft

STAFF REPORT

IN CONSIDERATION OF RESOLUTION NO. 11- 4232, FOR THE PURPOSE OF ENDORSING PROCEDURES FOR THE ALLOCATION OF 2014-15 REGIONAL FLEXIBLE FUNDS TO INDIVIDUAL PROJECTS

Date: January 18, 2011 Prepared by: Ted Leybold and Amy Rose

BACKGROUND

Every two years the Joint Policy Advisory Committee on Transportation (JPACT) and Metro Council to decide how to spend federal transportation money known locally as the Regional Flexible Funds. This process historically allocated money to both regional programs such as the Transit Oriented Development program and to individual projects planned and built by local transportation agencies. In this cycle, JPACT and the Metro Council decided that money for individual projects should have a more coordinated and focused impact rather than an array of disconnected projects.

To achieve this, JPACT created two project "focus areas": Green Economy & Freight Initiatives and Active Transportation & Complete Streets. The committee also endorsed Chair Carlotta Collette to appoint a task force to provide more specific policy direction for the allocation of funds within these new project focus areas. The task force was charged with identifying: transportation needs within the focus areas, priorities for meeting regional needs with funds available, the strategies that should be employed to further develop these focus areas, and potential opportunities for collaboration between the two focus areas.

The task force recommended approaches to developing projects within each focus area and identified criteria to be utilized in developing and evaluating projects. Exhibit A to Resolution 11-4231 is the task force's recommendation on how to achieve coordinated, focused and regionally significant results within the Green Economy & Freight Initiatives and the Active Transportation & Complete Streets project focus areas.

DEVELOPMENT OF RECOMMENDATION

Metro staff met with technical staff within the region to consider alternative approaches for development, nomination and selection of projects. The objectives in developing this process are to:

- Effectively implement approach and criteria as recommended by Regional Flexible Fund Task Force
- Create a collaborative relationship between regional and local agencies
- Utilize local expertise of area conditions, local planning/vision, and project development & management
- Utilize regional expertise of program policies, data and analysis, and operation of transit and port services.

<u>Active Transportation & Complete Streets</u>

Options considered:

1. A regional process to prioritize corridors and select funding strategy (full High Capacity Transit model)

2. Sub-regional allocation & consensus recommendation: workshops in sub-regions with policy/design requirements for projects

3. Sub-regional allocation & competitive: workshops, several applications per sub-region, Metro evaluates and recommends within each sub-region

4. Regionally competitive: project minimum/maximum size set, several applications per sub-region, Metro evaluates and recommends across region

A consensus emerged from the participants that Option #2 was a preferred approach to the project nomination, evaluation and selection process. The discussion of options included several comments, including:

- there is no current regional agreement or the time and resources necessary to create an agreement on prioritizing a single corridor for capital improvements for this round of funding.
- the process should provide a collaboration of regional policy direction and local project knowledge to generate the highest priority project nominations.
- whether there is a clear definition of travel corridor/area and what that should include.

This approach was further developed for consideration by TPAC at their January 28th meeting. An overview of the process and a description of the criteria to be used to guide project development and criteria to be used in evaluating project nominations was presented.

***Summary of TPAC recommendation to be added**

Green Economy & Freight Initiatives

For the nomination, evaluation and selection of project development and capital projects, three approaches were discussed by members of the regional freight technical advisory committee:

1. Regional freight technical advisory committee to recommend a pool of potential projects consistent with priorities from the Regional Freight Plan and other sources for local agencies to submit applications to develop or construct.

2. Set project criteria and application limits by sub-region. Utilize the Regional freight technical advisory committee to evaluate and form an initial recommendation on projects for funding as nominated by local agencies through the Transportation Coordinating Committees and City of Portland.

3. Conduct a regional process to develop and prioritize a freight project list that reflects current needs.

Regardless of the option chosen for construction and project development, the regional strategy development proposals would be addressed by Metro freight staff working with the Regional Freight technical advisory committee to develop a proposal for consideration by JPACT and the Metro Council. The proposal would be designed to address priority strategy development issues from the options identified in the Regional Flexible Fund task force deliberations.

Feedback from the regional freight TAC members was that a process based on Option #3 would be the preferred method to implement the Task Force recommendations for the Green Economy & Freight Initiatives project focus area.

This approach was further developed for consideration by TPAC at their January 28th meeting. An overview of the process and a description of the criteria to be used to guide project development and criteria to be used in evaluating project nominations was presented.

***Summary of TPAC recommendation to be added**

ANALYSIS/INFORMATION

1. **Known Opposition** None known at this time.

2. **Legal Antecedents** Metro Council Resolution 10-4160 was adopted on July 8, 2010 (For the Purpose of adopting policy direction to the regional flexible fund allocation (RFFA) process for federal fiscal years 2014-15). This resolution created the policy framework for the recommendations presented for JPACT and Metro Council by the RFF Task Force and for the allocation procedures presented in this resolution. Resolution 11-4231 (For the purpose of adopting the recommendations of the regional flexible funds task force) recommends the approach to developing and evaluating projects within the Active Transportation & Complete Streets and Green Economy & Freight Initiatives categories of the regional flexible fund allocation. The procedures recommended in Exhibit A of this resolution are intended to implement the recommendations of the task force and the policies adopted in Resolution 10-4160.

3. **Anticipated Effects** Adoption of this resolution will affirm the direction recommended by the Regional Flexible Fund Task Force for the development and evaluation of transportation projects seeking 2014-2015 regional flexible funds in the Active Transportation & Complete Streets and Green Economy and Freight Initiatives categories.

4. **Budget Impacts** None.

RECOMMENDED ACTION

Metro staff recommends the approval of Resolution No. 11-4232.

Proposed DRAFT

Calendar

2014-15 Regional Flexible Funding Allocation

2010

March	JPACT retreat: Direction to modify policy and allocation process.
July	JPACT/Council action on creation of project focus areas, funding targets and creation of task force.
October - December	Task Force meetings to provide direction on project focus areas and Environmental Justice/Underserved work group review of EJ/Underserved engagement process and technical analysis.

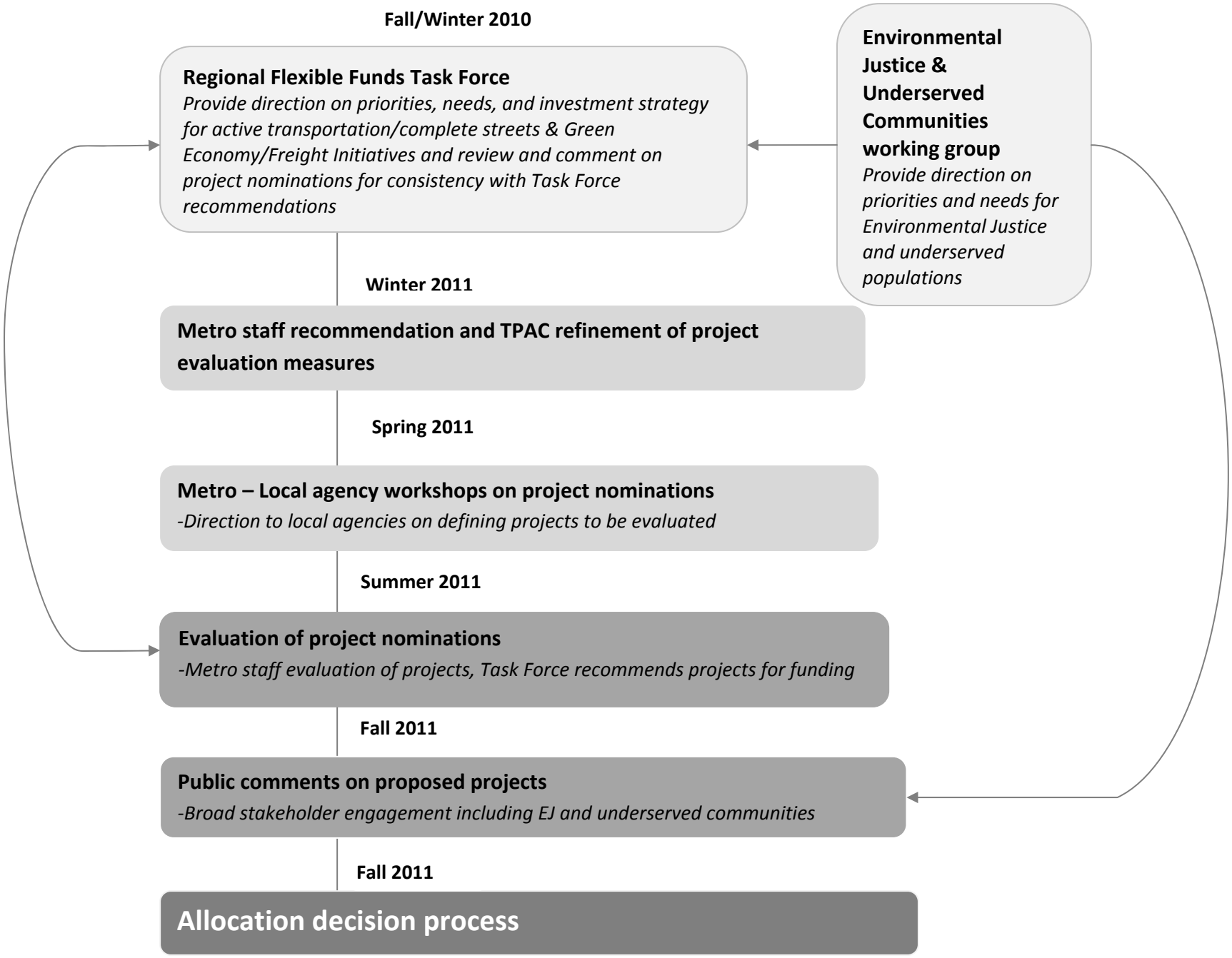
2011

January	TPAC recommendation of project prioritization process and technical evaluation approach. EJ/Underserved work group review and comment on EJ/Underserved analysis methodology. TSMO/RTO: region wide program review at TPAC.
February	JPACT action on: • Task Force report (approach & criteria), and • project nomination and evaluation process. TOD: region wide program review at JPACT.
March	Workshops on project nominations for project focus areas. TSMO/RTO: region wide program review at JPACT.
April - June	Local agency development of project nomination proposals.
June - July	Project summaries: how projects address criteria.
July - August	Policy Coordinating Committees action on project nominations.
August	JPACT release of project nominations for public comment.
September	Public comment on project proposals (including EJ work group sponsored outreach).
October - November	Adoption of Regional Flexible Fund allocation (TPAC/JPACT/Council). Air quality conformity analysis begins.
December	Air quality conformity analysis completed - begin 30-day comment period in January.

2012

February	Adopt MTIP and Air Quality Conformity Report, including final Metro area state highway programming and TriMet/SMART transit programming, and submit MTIP to Governor for approval. Governor approves incorporation of MTIP into STIP. OTC approves submittal of STIP to USDOT.

2014-15 Regional Flexible Fund Allocation Process **Draft**



1/24/11

		A. Provides a Good User Experience						B. Completes the Active Transportation Network						C.Demand and Land Use							Total
Project ID#	Corridor, Netwok or Node/Intertwine Trail Package	A. 1. Bike facilities at transit connections	A. 2. Route is direct; barriers (e.g. river, highway) addressed	A. 3. Travel is safe	A.4. Route's grade is flat	A. 5. Route provides experience of nature/ water	A. 6. Provides respite from noise	B.1. Relieves strain on other systems	B.2. Parallel transit corridor ridership	B.3. Connects/ fills gaps	B.4. Connects to transit	B.5. Distance to existing bike network	B.6. Distance to existing pedestrian network	C.1. Number of employees score	C.2. Number of residents score	C.3. Density of key retail destinations (ULI)	C.4. Density of amenities	C.5. Access to parks and natural areas	C.6. Priority 2040 land use area	C.7. Leverages other investments	Total Points
	Value (maximum)	**5**	**10**	**20**	**10**	**10**	**10**	**10**	**5**	**10**	**10**	**5**	**5**	**0 - 20**	**0 - 20**	**10**	**5**	**5**	**20**	**10**	200
	High	**5**	**10**	**20**	**10**	**10**	**10**	**10**	**5**	**10**	**10**	**5**	**5**	based on	based on	**10**	**5**	**5**	**20**	**10**	
	Med	**2**	**5**	**12**	**7**	**8**	**7**	**5**	**3**	**7**	**5**	**2.5**	**2.5**	Empl/	Res/	**5**	**2**	**2**	**10**	**5**	
	Low	**1**	**1**	**1**	**1**	**1**	**1**	**0**	**1**	**1**	**1**	**1**	**1**	acre	acre	**1**	**1**	**1**	**0**	**0**	
1	**60th Street Light Rail Station**	Med 2	High 10	Med 12	High 10	Med 8	Low 1	High 10	Med 3	Low 1	High 10	Low 1	High 5	3.95 9	11.95 20	Low 1	High 5	High 5	Med 10	Med 5	128
2	**40-Mile Loop Gaps**	Med 2	Med 5	High 20	High 10	Med 8	High 10	Low 0	Low 1	High 10	High 10	Low 1	Med 2.5	2.62 6	3.03 6	Low 1	Med 2	Med 2	High 20	High 10	126.5
3	**Aloha Bike Boulevard Corridor Connector**	Low 1	Med 5	Med 12	High 10	Med 8	High 10	Med 5	Med 3	Low 1	Low 1	Low 1	Med 2.5	1.37 3	8.62 18	Med 5	High 5	High 5	Med 10	High 10	115.5
4	**SW Barbur Blvd and Feeder Routes**	Low 1	High 10	Low 1	Med 7	Low 1	Low 1	Med 5	Med 3	Low 1	Low 1	Med 2.5	Low 1	3.39 8	6.11 12	Med 5	High 5	High 5	High 20	Med 5	94.5
5	**Clackamas Regional Center Corridor**	Low 1	Med 5	High 20	Low 1	Low 1	High 10	Low 0	Low 1	High 10	High 10	Low 1	Low 1	3.08 7	4.99 10	Low 1	Med 2	Med 2	High 20	Med 5	108
6	**Columbia Slough Trail**	Low 1	High 10	High 20	High 10	High 10	High 10	Low 0	Med 3	High 10	High 10	Low 1	Low 1	2.38 6	1.07 2	Low 1	Med 2	Med 2	High 20	High 10	129
7	**Trail: Hillsboro to Forest Grove**	Med 2	Med 5	High 20	High 10	High 10	High 10	Low 0	High 5	Low 1	Med 5	Low 1	Low 1	1.54 4	3.41 7	Low 1	Med 2	Med 2	High 20	Med 5	111
8	**The Crescent Connection**	High 5	High 10	High 20	High 10	Med 8	Med 7	Med 5	Med 3	High 10	High 10	Med 2.5	Med 2.5	3.90 9	6.58 13	Med 5	High 5	High 5	High 20	High 10	160
9	**Division St. Multimodal Pilot Project**	Med 2	High 10	Low 1	High 10	Low 1	Low 1	Low 0	Med 3	Low 1	Med 5	Low 1	Low 1	2.26 5	8.61 18	Med 5	High 5	High 5	Low 0	Med 5	79
10	**East Buttes Loop**	Low 1	Low 1	High 20	Low 1	Med 8	High 10	Low 0	Low 1	Low 1	Low 1	Low 1	Low 1	0.15 0	1.81 4	Low 1	Med 2	Med 2	Med 10	Med 5	70
11	**Greenway/Red Electric Trail**	Med 2	Med 5	High 20	Med 7	Med 8	High 10	Med 5	Med 3	Med 7	High 10	High 5	Low 1	3.78 9	5.57 11	Med 5	High 5	High 5	High 20	High 10	148
12	**Gresham Fairview Trail**	Low 1	High 10	High 20	High 10	High 10	High 10	Low 0	low 1	High 10	High 10	High 5	Low 1	1.50 4	5.86 12	Low 1	Med 2	Med 2	High 20	med 5	134
13	**Hillsboro Multi-Modal Connections**	High 5	High 10	Low 1	High 10	Med 8	Low 1	Low 0	Med 3	Med 7	High 10	Low 1	Low 1	1.62 4	5.45 11	Low 1	Med 2	Med 2	High 20	Med 5	102
15	**Highway 43 Corridor**	Med 2	High 10	Low 1	Low 1	High 10	Low 1	High 10	Med 3	Med 7	med 5	Med 2.5	Low 1	1.59 4	4.56 9	Med 5	High 5	High 5	High 20	High 10	111.5
17	**NE Holladay Green Street**	Low 1	High 10	Med 12	High 10	Med 8	Med 7	Med 5	High 5	Low 1	High 10	High 5	High 5	22.93 20	7.75 16	High 10	High 5	High 5	High 20	Med 5	160
18	**I-205 Gaps**	Low 1	Low 1	Low 1	Med 7	Med 8	Low 1	Med 5	High 5	High 10	High 10	High 5	Med 2.5	5.40 13	5.83 12	Med 5	Med 2	Med 2	High 20	Med 5	115.5
19	**International Connections Corridor**	Low 1	Low 1	Med 12	High 10	Low 1	Med 7	Med 5	High 5	Med 7	Med 5	High 5	High 5	2.49 6	7.96 16	Med 5	High 5	High 5	High 20	Med 5	126
20	**Jennifer St.Employment Center**	High 5	Low 1	Med 12	High 10	Low 1	Med 7	Low 0	Low 1	Med 7	High 10	Low 1	Low 1	4.94 12	3.21 7	Low 1	Med 2	Med 2	High 20	Low 0	100
21	**King Road Corridor**	Low 1	Med 5	Low 1	High 10	Low 1	Med 7	Low 0	Med 3	Med 7	Med 5	High 5	Low 1	2.88 7	8.49 17	Med 5	High 5	High 5	High 20	Med 5	110
22	**Lake Oswego to Portland AT Corridor**	Med 2	High 10	High 20	High 10	High 10	High 10	High 10	Med 3	Med 7	High 10	High 5	Low 1	5.18 12	3.79 8	Low 1	Med 2	Med 2	High 20	High 10	153
23	**Lents Network**	Med 2	High 10	High 20	High 10	Med 8	Med 7	Med 5	High 5	Med 7	Med 5	High 5	High 5	2.00 5	9.80 20	Med 5	High 5	High 5	Med 10	Med 5	144

		A. Provides a Good User Experience												B. Completes the Active Transportation Network												C.Demand and Land Use												Total
Project ID#	Corridor, Netwok or Node/Intertwine Trail Package	A. 1. Bike facilities at transit connections		A. 2. Route is direct; barriers (e.g. river, highway) addressed		A. 3. Travel is safe		A.4. Route's grade is flat		A. 5. Route provides experience of nature/ water		A. 6. Provides respite from noise		B.1. Relieves strain on other systems		B.2. Parallel transit corridor ridership		B.3. Connects/ fills gaps		B.4. Connects to transit		B.5. Distance to existing bike network		B.6. Distance to existing pedestrian network		C.1. Number of employees score		C.2. Number of residents score		C.3. Density of key retail destinations (ULI)		C.4. Density of amenities		C.5. Access to parks and natural areas		C.6. Priority 2040 land use area		C.7. Leverages other investments		Total Points
24	North/Northeast Portland Network	High	5	High	10	High	20	High	10	Med	8	Med	7	High	10	High	5	Med	7	High	10	High	5	High	5	5.61	13	9.83	20	High	10	High	5	High	5	High	20	Med	5	180
25	Willamette Greenway North Trail	Low	1	Med	5	Med	12	High	10	High	10	Med	7	High	10	High	5	High	10	Med	5	Low	1	Low	1	3.52	8	3.18	6	Low	1	Med	2	Med	2	High	20	Med	5	121
26	Oregon City Loop	Low	1	Low	1	Low	1	Med	7	Med	8	Med	7	Med	5	Med	3	Med	7	Low	1	Low	1	Low	1	0.92	2	2.69	5	Low	1	Med	2	Med	2	High	20	Med	5	80
28	Portland to Milwaukie Corridor	High	5	High	10	Med	12	Med	7	Med	8	Med	7	High	10	Med	3	High	10	High	10	High	5	High	5	8.48	20	6.00	12	High	10	High	5	High	5	High	20	High	10	174
29	Rock Creek Greenway Trail	Med	2	Med	5	High	20	High	10	High	10	High	10	Low	0	Low	1	Med	7	Med	5	Med	2.5	Med	2.5	1.39	3	6.70	14	Low	1	High	5	High	5	Med	10	Med	5	118
30	Scouter Mountain/Mt. Scott Loop	Low	1	Low	1	High	20	Low	1	Med	8	High	10	Med	5	High	5	Med	7	Low	1	Low	1	Low	1	0.57	1	3.56	7	Low	1	Med	2	Med	2	High	20	Low	0	94
31	Sullivans Gulch Corridor	High	5	High	10	High	20	High	10	Med	8	Low	1	High	10	High	5	High	10	High	10	High	5	High	5	8.09	19	9.14	19	High	10	High	5	High	5	High	20	Med	5	182
32	Tonquin Trail	High	5	Med	5	Med	12	High	10	High	10	Low	1	Low	0	Med	3	Med	7	Med	5	Low	1	Low	1	1.26	3	3.03	6	Low	1	Med	2	Med	2	High	20	Low	0	94
34	Westside Trail	Med	2	High	10	Med	12	Med	7	Med	8	High	10	Med	5	Med	3	High	10	Med	5	Med	2.5	Low	1	0.87	2	4.82	10	Low	1	Med	2	Med	2	High	20	High	10	122.5
35	Willamette Falls Drive Bicycle Lanes	Low	1	High	10	Low	1	Med	7	High	10	Med	7	Med	5	Low	1	High	10	Low	1	Low	1	Low	1	1.90	4	3.62	7	Med	5	High	5	High	5	Med	10	Low	0	91

		A. Provides a good user experience									B. Completes the A		C. Demand and land use		
Project ID #	Urban to Nature Demonstration Projects	Provides Long Distance Trips	Connects to Spectacular Natural Features	Potential for Destination Tourism	Connects Urban areas to Wild Nature	Travel is safe	Routes easy to use, grade is flat	Provides respite from noise	Routes are inhertently park like	Some routes designed as loops. Trip lengths vary.	Connects to transit	Connects/fills gaps	Number of residents score	Density of amenities	Total Points
	Value (maximum)	**20**	**20**	**20**	**20**	**20**	**10**	**5**	**20**	**10**	**10**	**10**	**20**	**5**	**190**
	High	**20**	**20**	**20**	**20**	**20**	**10**	**5**	**20**	**10**	**10**	**10**	**20**	**5**	
	Med	**5**	**5**	**5**	**5**	**12**	**7**	**3**	**5**	**5**	**5**	**5**	**5**	**2**	
	Low	**1**	**1**	**1**	**1**	**1**	**1**	**1**	**1**	**1**	**1**	**1**	**1**	**1**	
14	**Hillsdale to Lake Oswego Trail**	low 1	med 5	Med 5	med 5	High 20	Med 7	High 5	High 20	Med 5	Low 1	Med 5	we 18	High 5	102
16	**Mt. Hood Connections: Cazadero and Tickle Creek**	High 20	high 20	High 20	High 20	High 20	Low 1	High 5	High 20	Low 1	Med 5	Med 5	Should 4	Low 1	142
27	**Path to the Pacific: Forest Grove West**	high 20	high 20	High 20	high 20	High 20	low 1	High 5	High 20	Low 1	med 5	Med 5	keep 1	low 1	139
33	**Tualatin River Greenway Trail**	med 5	med 5	Med 5	med 5	High 20	High 10	High 5	High 20	Low 1	Med 5	Med 5	this? 20	Med 2	108
36	**Willamette Greenway South: Lake Oswego south**	med 5	med 5	Med 5	med 5	High 20	Med 7	High 5	Low 1	Low 1	Low 1	Med 5	No!? 10	Med 2	72

DRAFT
OREGON FREIGHT PLAN

EXECUTIVE SUMMARY

THE OREGON DEPARTMENT OF TRANSPORTATION

For more information, visit the Oregon Transportation Plan website at:

http://www.oregon.gov/ODOT/TD/FREIGHT/FREIGHT_PLAN.shtml

or contact:

The ODOT Freight Mobility Unit

Phone: (503) 986-3520

Oregon Department of Transportation

Planning Section

555 13th Street NE, Suite 2

Salem, OR 97301-4178

FREIGHT MOVES THE OREGON ECONOMY

Preserving and enhancing the efficiency of Oregon's freight system is essential to supporting economic development and the quality of life in Oregon. Whether it is carrying goods from Oregon manufacturers, farmers, and other producers to markets, or delivering goods to homes and stores, the movement of freight supports the daily functioning of the state's businesses and residents.

In 2008, manufacturing, agriculture, construction and retail trade provided 700,000 jobs and generated $29 billion of personal income. Transportation and warehousing accounted for another 70,000 jobs and $3.2 billion of personal income.

The Oregon Office of Economic Analysis estimates that Oregon is the ninth most trade-dependent state in the nation. The ranking illustrates the importance of export-oriented sectors, such as computer and electronics manufacturing, logistics and distribution, and processed foods to the Oregon economy.

The purpose of the Oregon Freight Plan (OFP) is to improve freight connections to local, state, regional, national and global markets in order to increase trade-related jobs and income for Oregon workers and businesses.

The Oregon Freight Plan provides a roadmap for the Oregon Department of Transportation (ODOT), other state and local agencies, and the private sector to work together to preserve and enhance the state's freight system.

Implementation of the OFP will ensure a future freight system that supports diverse industrial sectors, including both traditional resource-based industries (like agriculture and forestry) and the modern high-tech sectors.

With careful planning and funding, the state can build and maintain a freight transportation system that ensures the safety of its users, connects businesses with global markets, and provides steady employment.

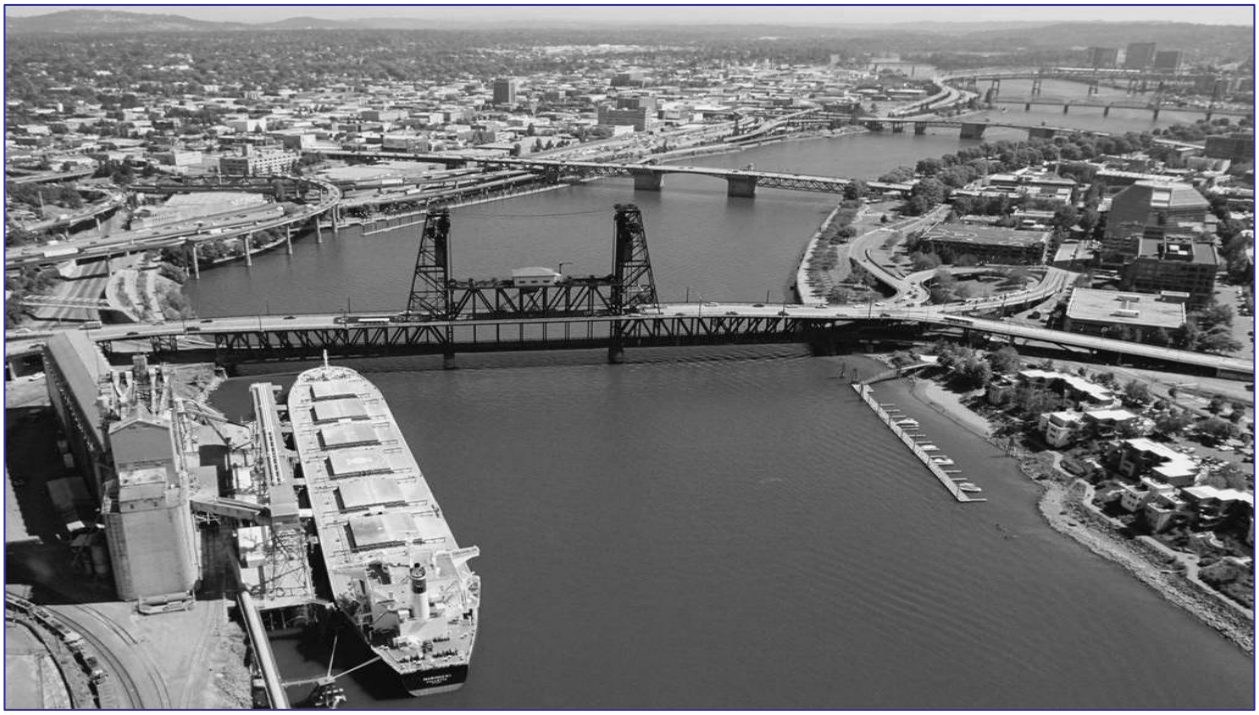
The Oregon Transportation Plan is available online at:
http://www.oregon.gov/ODOT/TD/TP/ortransplanupdate.shtml

The OFP is a multimodal topic plan as required by the 2006 *Oregon Transportation Plan* (OTP). The OTP Vision defines the kind of transportation future we want to build and protect the outcomes we want to achieve. As an element of the OTP, the OFP will implement the OTP vision.

The OTP includes a general discussion of freight in its identification of goals, policies and strategies for the state's multimodal transportation system and calls for the development of strategies and actions to implement the freight goals and policies of the OTP. The OFP focuses more specifically on the economic benefits that a strong freight transportation system will support.

OFP Vision

By 2035, Oregon benefits from a reliable, multimodal freight transportation system that supports its quality of life. This multimodal freight transportation system supports a healthy economy by safely and efficiently moving goods within Oregon, regionally, nationally and internationally. The quality, dependability and efficiency of Oregon's multimodal freight transportation system encourages businesses to relocate and remain in Oregon, providing jobs in a diverse set of industries.



PURPOSE

A Freight Plan Steering Committee made up of freight industry and public sector stakeholders guided the development of the *Oregon Freight Plan*. The committee developed the following purpose statement to help focus the OFP vision:

The purpose of the Oregon Freight Plan is to improve freight connections to local, state, regional, national and global markets in order to increase trade-related jobs and income for Oregon workers and businesses.

To achieve the state's freight planning goals, the *Oregon Freight Plan*:

- Supports identifying, prioritizing and facilitating investments in Oregon's highway, rail, marine, air and pipeline transport infrastructure to further a safe, seamless multimodal and interconnected freight system;

- Identifies institutional and organizational barriers to an efficient and effective freight transportation system in Oregon, and develops strategies for addressing issues associated with overcoming these barriers; and

- Adopt strategies for implementation of OTP goals and policies related to the development of the freight system.

Technical papers on freight are available online at:

www.oregon.gov/ODOT/TD/FREIGHT/FREIGHT_PLAN.shtml

WRITING THE PLAN

Representatives from diverse groups, including the Oregon Transportation Commission (OTC); the freight transportation industry, land use and environmental agencies; regional and local governments; and other stakeholder groups, worked with ODOT planners to develop the draft Oregon Freight Plan.

The OFP is supported by a series of topical technical papers produced during 2009 and 2010.

Using the background technical papers, the OFP:

- Describes the economic structure of the state's industries, and the infrastructure that supports these industries;
- Analyzes impacts of potential changes in freight movement, and the economy;
- Discusses possible implications of climate change on freight movements;
- Presents options for financing the state freight system; and
- Presents strategies for ensuring an efficient and sustainable freight transportation system.

FREIGHT TRANSPORTATION DEMAND AND NEEDS OF OREGON INDUSTRIES

From the many important industries in Oregon, the Oregon Freight Plan selects eight industry classes as significantly freight-dependent.

The movement of goods by these industries contributes significantly to the Oregon economy.

The shipping needs of these industries explain the types of goods forecasted to move through the Oregon freight system.

Analysis indicates that anticipated future freight demand in Oregon includes the following:

- The value of freight movements shows a steeper increase than tonnage as the economy continues its shift to higher value products.
- Trucking will continue to be the dominant choice for freight transport reflecting the shift towards higher value products, greater time sensitivity in product movements, and the ability of trucks to reach all parts of the state.
- Rail demand from growth in consumer goods shipped by long haul intermodal and bulk commodity shipments through the state's seaports may create capacity issues.
- Substantial increase in air freight is expected and will require improved access to major cargo airports.

Eight Representative Freight Dependent Industry Groups:

Computer and electronics manufacturing

Wholesale trade, footwear, apparel and recreation products

Metals manufacturing;

Machinery manufacturing;

Food manufacturing

Transportation equipment manufacturing

Agriculture, forestry, and fishing

Wood and paper manufacturing

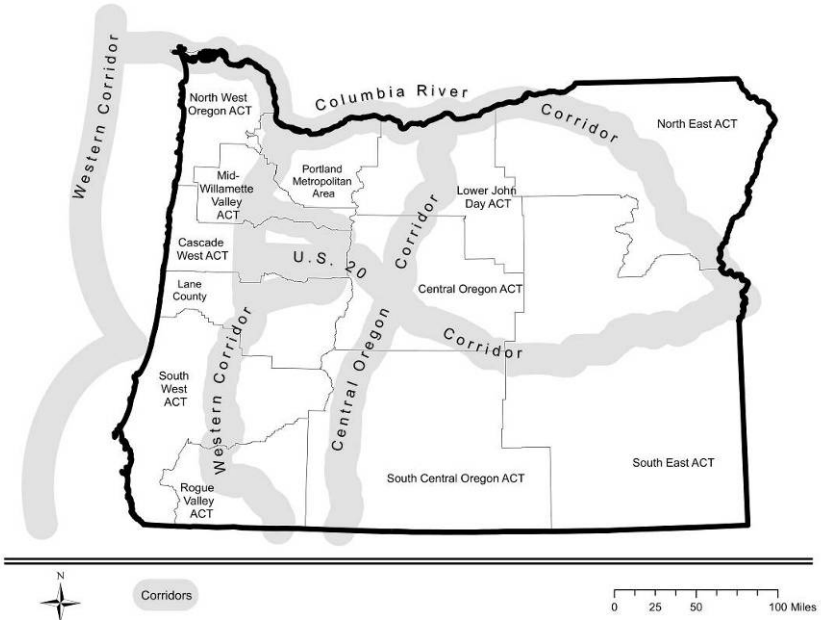
Shipper – A person or company that prepares goods for shipment, by packaging, labeling, and arranging for transit, or who coordinates the transport of goods.

SHIPPER NEEDS

A survey of shippers and carriers identified several areas of concern:

- Highway congestion on major freight corridors, particularly within the Portland area, and on major connector routes to airports, seaports, and freight terminals, affects many Oregon industries, adding costs and uncertainty to shipments.
- Growing rail congestion on mainlines and at terminals and declining shortline services could limit the ability of the state to fully realize the potential of its rail system.
- Road and bridge size and weight restrictions make it critical to ensure that there is connectivity and redundancy in corridors that experience relatively high volumes of permitted truck loads. Lack of highway system redundancy in certain major freight corridors makes the state's freight system vulnerable to disruptions.
- Lack of rural highway infrastructure or motor carrier services to support rural shippers remains a critical issue in certain parts of the state where natural resource-based shipments occur.
- Lack of designated truck routes and maintenance of truck routes, particularly off the state highway system, can create gaps in the freight system and limit access via "last mile" connections to major freight terminals.
- Increased demand for urban and waterfront industrial land supply to support freight-dependent industries, such as wood and paper manufacturing, may conflict with residential and commercial developments in the same real estate markets. A focused effort to protect industrial land throughout the state is important to maintain Oregon industry competitiveness and viability.

THE FREIGHT SYSTEMS



Freight mobility in Oregon is provided by a multimodal network that includes highways, local roads, rail, air, marine and pipeline operations.

To ensure a long-term competitive advantage for Oregon freight-dependent industries, the OFP identifies a strategic network of multimodal freight corridors.

This system focuses on the strategic routes and modes used by the important freight-dependent industries to support their supply and distribution chains.

The OFP defines multimodal corridors that include these strategic routes based on the value and tonnage of freight carried and connections to centers of economic activity.

The Oregon transportation system includes the following infrastructure:

7,441 miles of state highways

4,664 miles of other state roads

26,861 miles of county roads

10,011 miles of city roads

38,666 miles of other government-owned roads

2,086 miles of privately-owned route miles of rail track

314 miles of publicly-owned rail track

18 Rail yards operated by large national railroads

5 deep-draft marine ports

4 shallow-draft marine ports

Numerous private marine terminals

31 airports identified by the Oregon Department of Aviation as Class I, II, or III

9 pipelines to move petroleum and natural gas

Strategies

To help address the identified issues, the OFP includes strategies that ODOT and other governmental agencies and jurisdictions can implement to help realize the state's freight transportation goals. These strategies would do the following:

Define a strategic freight system and establish a process for updating the definition of the system.

Describe how the strategic system should be preserved.

Periodically revisit existing processes and criteria for determining critical investment needs for the freight system.

Describe how ODOT can work with partner agencies to ensure a coordinated approach to freight transportation planning.

Establish procedures to ensure the system operates efficiently.

Identify actions that can be taken to coordinate land use and freight transportation planning decisions.

Describe how regulatory programs can be coordinated with freight transportation needs.

Describe approaches to addressing long-term funding needs for the freight transportation system.

ISSUES

Analysis and outreach efforts supporting the development of the *Oregon Freight Plan* have identified several issues that need to be addressed to ensure that Oregon has an efficient and sustainable freight transportation system that continues to support economic growth. These issues are summarized below.

- Issue 1. A clearly defined, multimodal strategic freight system is essential in order to focus the limited available funding on freight system improvements, maintenance, and protection on the freight corridors that play the most critical role in supporting the state's economy.
- Issue 2. Capacity constraints, congestion, unreliability, and design deficiencies in key highway, rail, air, pipeline and marine freight corridors cause inefficiencies in statewide freight movement.
- Issue 3. Congestion and unreliable travel time on roads to access major intermodal facilities can cause disruptions to freight movement and industry supply chains.
- Issue 4. The multistate nature of some freight movements means that Oregon should partner with neighboring state agencies to enhance the efficiency, reliability, and safety of long-haul freight corridors.
- Issue 5. the shipping of larger loads throughout the entire state can cause connectivity issues to key businesses and freight generating activities.
- Issue 6. Industrial land supply for freight-dependent land uses may be insufficient to meet future demand. Lack of necessary land use protections may threaten the viability of freight transportation systems.
- Issue 7. Freight emissions include pollutants such as greenhouse gases and particulate matter that contribute to climate change and health risk concerns.

- Issue 8. Federal National Environmental Policy Act review procedures and permitting requirements may lengthen project development and implementation cycles for major freight projects.
- Issue 9. New and emerging safety, security, and environmental regulations, though beneficial, can be confusing to shippers and carriers and expensive to implement.
- Issue 10. The freight system in Oregon lacks redundancy in several key locations. This leaves it vulnerable to disruptions that threaten freight system continuity, especially during emergencies.
- Issue 11. Lack of a sustained source of statewide freight funding decreases the ability of the public sector to plan for long- and medium-term freight needs in a comprehensive manner.
- Issue 12. Limited availability of state transportation funds means that use of existing sources of funding must be effectively optimized.
- Issue 13. The lack of a continuous federal freight funding source makes it challenging for Oregon to implement the ongoing planning and programming of freight projects. Those projects that are of regional or national significance should be eligible for some form of federal participation and funding.
- Issue 14. The economic benefits of reliable freight movement are not always understood, resulting in further challenges in the freight movement conversation (or something like that).

OTP Key Initiatives

Maintain the existing transportation system to maximize the value of the assets. If funds are not available to maintain the system, develop a triage method for investing available funds.

Optimize system capacity and safety through information technology and other methods.

Integrate transportation, land use, economic development and the environment.

Integrate the transportation system across jurisdictions, ownerships and modes.

Create a sustainable funding plan for Oregon transportation.

Invest strategically in capacity enhancements.

PLAN IMPLEMENTATION

Oregon Transportation Plan Key Initiatives

The OTP identifies a set of key initiatives that provide implementation guidance for the OTP and the modal and topic plans.

These key initiatives include directions related to system optimization; integration of transportation modes; integration of transportation, land use, the environment and the economy; and making strategic investments using a sustainable funding structure.

The purpose of the key initiatives is to frame plan implementation, along with updating the Oregon Highway Plan, Oregon Rail Plan and other modal/topic plans. Implementation of the OFP will be consistent with all OTP key initiatives and advance several of them.

Coordination

Implementation will require involvement and coordination among a variety of ODOT business units as well as with other state agencies such as the Department of Aviation, Business Development Department, Department of Land Conservation and Development, and various resource and other agencies, including the Federal Highway Administration and other federal agencies.

Planning

Oregon's statutes and administrative rules promote planning consistency among state, regional and local governments.

The Transportation Planning Rule (TPR) requires state, regional and local governments to address goods movement issues in the development of transportation system plans. The TPR also requires regional and local government transportation system plans to be consistent with Oregon's

Transportation System Plan (TSP). Since the OFP is part of the state's TSP, its strategies will provide guidance to regional and local freight planning and system management.

The OFP supports several elements of planning and system management including the following:

- State transportation facility plans, such as specific area plans, interchange area management plans, expressway management plans and corridor plans;
- Regional and local transportation system plans developed through MPO, city or county processes;
- Plans developed by ports or special districts; and
- System management by ODOT, other state agencies, MPOs, cities and counties that may include management of roadway pavement, bridges, safety, operations, maintenance, congestion and public transportation.

Public Involvement

Public involvement will be critical to OFP implementation. It will include seeking input from a variety of community and freight stakeholders, such as the Oregon Freight Advisory Committee, as well as other state, regional and local advisory committees.

Input from various public agencies and freight stakeholders will help guide preparation of a more detailed analysis of the work needed to implement specific OFP strategies and actions.

Completion of the analysis is expected to result in a guidance document identifying short-term priorities, medium-term priorities and long-term priorities, similar to the way these are identified in the OTP Implementation Work Program.

STEPS FOLLOWING PLAN ADOPTION

Some implementation actions can start soon after the OFP is adopted. These include the following:

- Develop an Implementation Plan using the OTP Key Initiatives and Freight Plan purpose statement to provide a framework.
- Continue discussions with stakeholders and the public to update Oregon's transportation finance structure.
- Develop performance measures and analytical tools for plan implementation.
- Develop freight stakeholder input on bottlenecks or choke points on the strategic freight system.
- Communicate the bottlenecks or choke point locations to infrastructure owners and stewards.

FREIGHT PLAN STEERING COMMITTEE

Dave Lohman, OTC Commissioner

Mike Burton, Director - Affiliated Tribes of NW Indians

Scott Cantonwine, President and CEO - Cascade Warehouse

Mike Card, Heavy Haul Manager - Combined Transport

Gary Cardwell, Divisional Vice President - Northwest Containers, Inc.

Peter Kratz, Executive Vice President of Operations - Harry & David's

David Kronsteiner, Port Commission President - International Port of Coos Bay

Susie Lahsene, Manager, Transportation and Land Use Policy - Port of Portland

Robin McArthur, Director of Planning and Development - Metro

Linda Modrell, County Commissioner - Benton County

Mike Montero, Partner - Montero & Associates

Brock A. Nelson, Director of Public Affairs - Union Pacific Railroad

Mike Noonan, President - Oregon Wheat Grower's League

John Porter, President - AAA Oregon-Idaho

Bob Russell, Vice President of Government Affairs - Oregon Trucking Associations

Tom Zelenka, Vice President, Environmental and Public Affairs - Schnitzer Steel Industries, Inc.

FOR ADDITIONAL INFORMATION

The Draft Oregon Freight Plan is currently available for public comment. Comments will be accepted through February 28, 2011.

Please download the plan from:

http://www.oregon.gov/ODOT/TD/FREIGHT/FREIGHT_PLAN.shtml

SEND COMMENTS TO ODOT

Please send comments to the department via email at:
OFP@odot.state.or.us

Or mail comments to:

ODOT TDD Planning Section, Freight Mobility Unit
555 13th Street NE, Suite 2,
Salem, Oregon 97301-4178

If possible, please include page and line number references to the Draft Freight Plan in your comments.

The Draft Oregon Freight Plan is available in printed form.

For inquiries and/or orders:

Call 503-986-3520 between 8:00 a.m. - 5:00 p.m. or write to the address above requesting a copy.

Please sign up for to receive updates from our listserv. Online at:

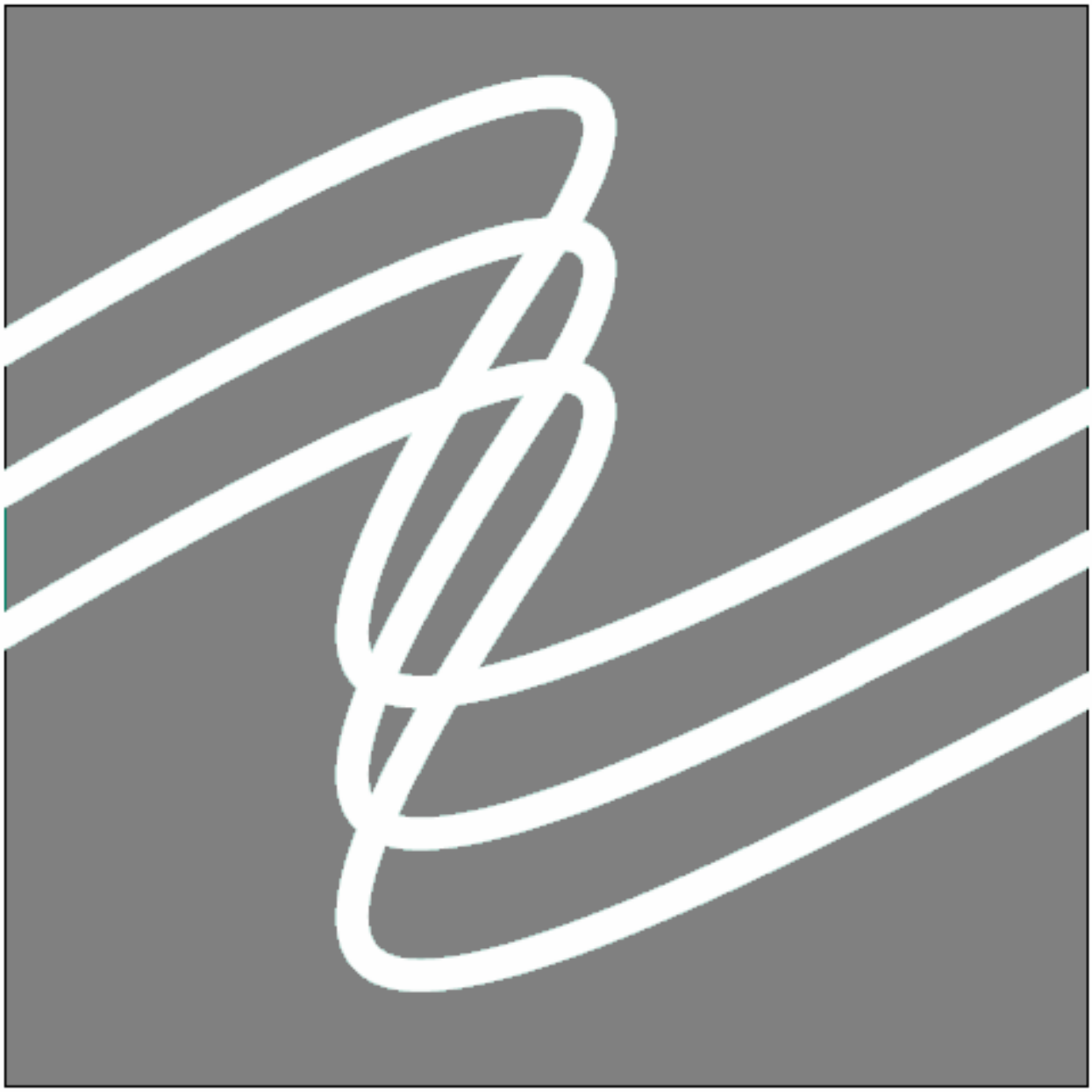
http://listsmart.osl.state.or.us/mailman/listinfo/oregonfreightplan

NOTES:

CLICK HERE FOR REPORT

DECEMBER 15, 2010

DRAFT OREGON FREIGHT PLAN

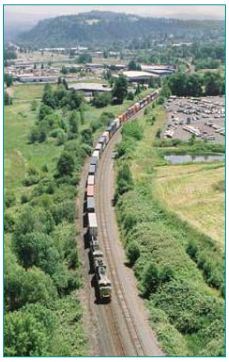


An Element of the Oregon Transportation Plan

THE OREGON DEPARTMENT OF TRANSPORTATION

Oregon Department of Transportation

Oregon Freight Plan



January 28, 2011

Transportation Policy Alternatives Committee

Oregon Department of Transportation

Oregon Freight Plan and the OTP

2

Oregon Department of Transportation

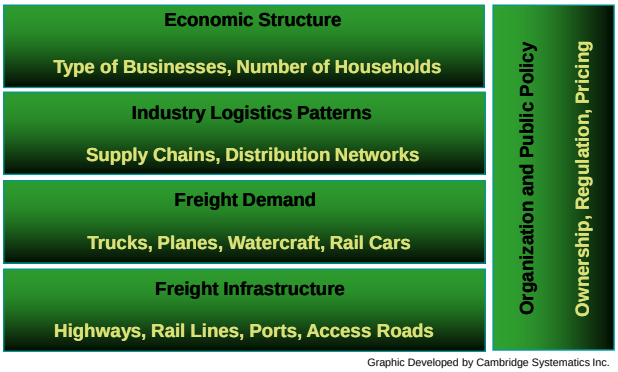
Purpose of the Oregon Freight Plan

The purpose of the Oregon Freight Plan is to improve freight connections to local, state, regional, national and global markets in order to increase trade-related jobs and income for Oregon workers and businesses.

3

Oregon Department of Transportation

The Freight Story



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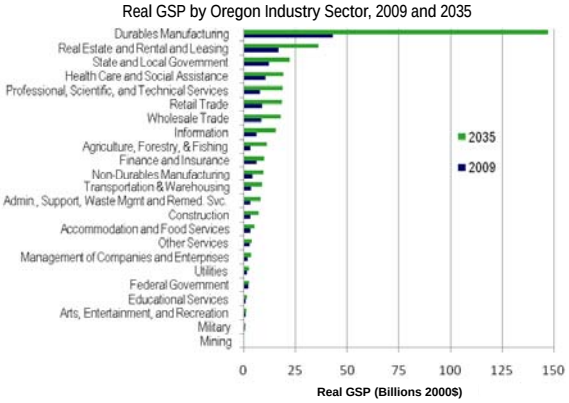
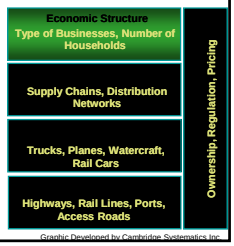
The Oregon Economy

Oregon's economy will be dependent on a variety of industries in the future; durables manufacturing is expected to have a large role moving forward.





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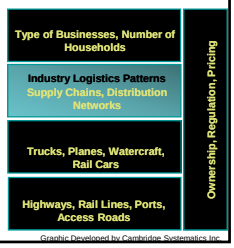
Oregon Department of Transportation

Industries and the Freight System

Several industries are key to the Oregon economy and will have a substantial impact on freight movement in Oregon. This includes:

- High-value industries (computer & electronics manufacturing)
- Natural resource dependent industries (lumber/wood products, agriculture)
- General manufacturing industries (food manufacturers, metals manufacturers)
- Retail and wholesale trade



Graphic Developed by Cambridge Systematics Inc.

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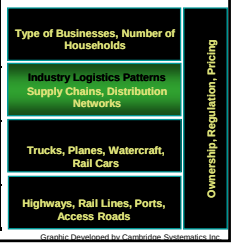
Oregon Department of Transportation

Industries and the Freight System

Industry reliance on each mode differs, with most key industries relying heavily on highway/truck movements

Industry Sector	Highway	Railroad	Water/ Marine	Air	Pipeline
Agriculture, Forestry and Fishing	High	High (except fishing)	Medium	Low (except Fishing)	Low
Computer and Electronics Manufacturing	High	Medium	Medium	High	Low
Food Manufacturing	High	Medium	Medium	Low	Low
Machinery Manufacturing and Metals Manufacturing	High	High	High	Medium	Low
Wood and Paper Manufacturing	High	High	High	Low	Low
Retail Trade	High	Medium (Except long distance)	Medium	Low	Low
Services and Other	Low	Low	Low	Low	Low



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Oregon Department of Transportation

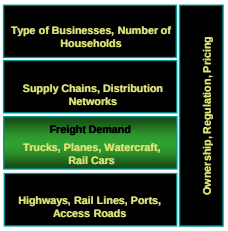
Oregon Freight Demand

Anticipated increases in population, GSP and employment will fuel demand for increased freight moving into, out of, and within Oregon

Oregon Freight Tons and Value, (Inbound, Outbound, and Internal)

	2002	2010	2035	2002 to 2035 % Growth
Weight (millions of tons)	347	403	651	88%
Value (billions of $)	213	253	554	161%

Increased freight demand requires additional capacity, congestion reduction measures, improved connectivity between modes and between production locations and intermodal facilities



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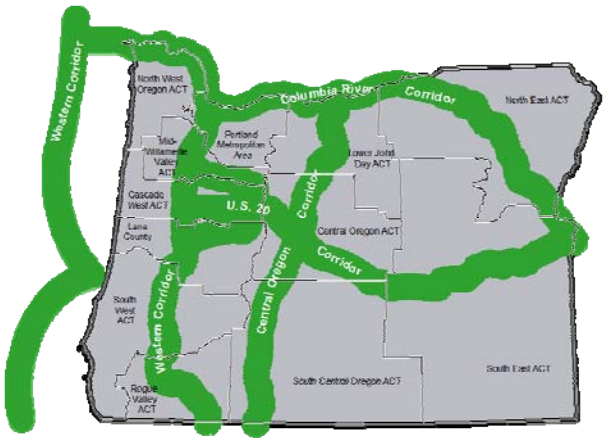
Oregon Department of Transportation

Freight System

- **Oregon's freight network is centered around four primary multimodal corridors**



Type of Businesses, Number of Households

Supply Chains, Distribution Networks

Trucks, Planes, Watercraft, Rail Cars

Freight Infrastructure Highways, Rail Lines, Ports, Access Roads

Ownership, Regulation, Pricing

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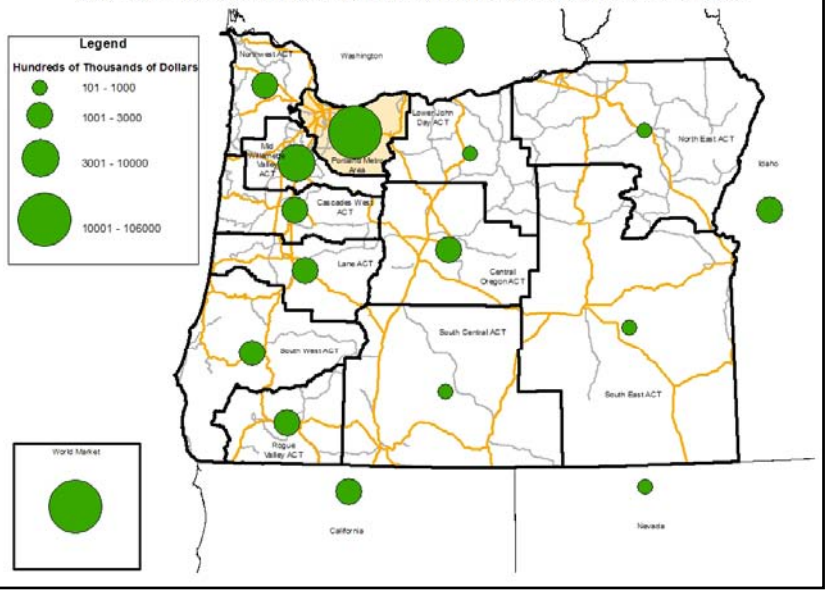
Oregon Department of Transportation

Portland Metro Area

2009 Dollar Value of Goods Moved from the Portland Metro Area to All Other Destinations



Portland Metro Area

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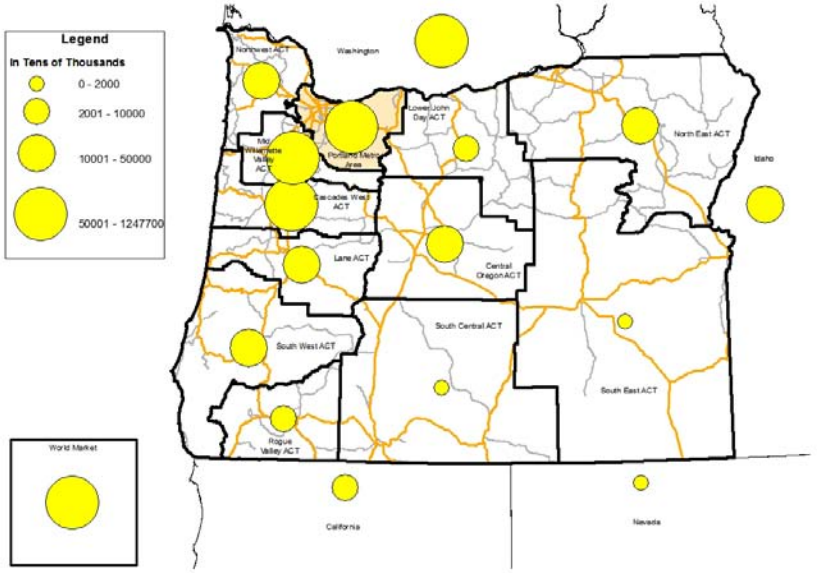


Oregon Department of Transportation

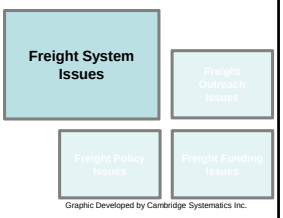
Issues Addressed by Strategies in the Plan

FREIGHT SYSTEM ISSUES	FREIGHT OUTREACH ISSUES
- Lack of system redundancy - Capacity constraints, congestion, etc. on multimodal freight corridors and access roads to major intermodal facilities - Industrial land supply shortage - Freight emissions	- Communication with neighbors necessary - Communicating the benefits of freight
POLICY ISSUES	**FUNDING ISSUES**
- Permitted (heavier) loads on OR highways - NEPA permitting requirements exacerbate long timelines for necessary freight projects - New and emerging safety, environmental and security regulations can be confusing for carriers and costly to implement	- Lack of dedicated freight funding source - Optimization of state freight funding sources required - Lack of continuous federal freight funding source, especially for projects of regional or national significance

Strategies to Address Freight System Issues

For example:

- Define and establish criteria to identify freight constraints and deficiencies
- Improve integration of freight into the land use process
- Research strategies to reduce pollutants and GHGs



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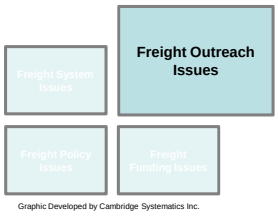
Oregon Department of Transportation

Strategies to Address Freight Outreach Issues

For example:

- Work with partner states to identify projects of national significance for federal funding
- Prioritize efforts to create/maintain strategic relationships with multistate coalitions and freight groups in neighbor states
- Create opportunities for positive interaction between private sector freight stakeholders and community stakeholders



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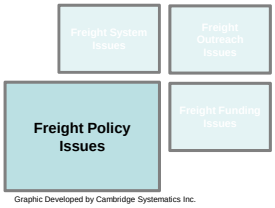
Strategies to Address Freight Policy Issues

For example:

- Reduce inefficiencies in the NEPA process as well as other environmental permitting processes
- Monitor, preserve and improve freight facilities that accommodate truckloads requiring a permit
- Consider targeting financial support to strategic non-highway infrastructure with compelling public benefits



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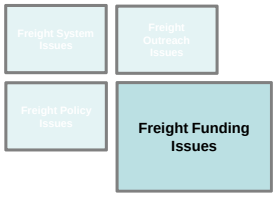
Strategies to Address Freight Funding Issues



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For example:

- Advocate establishing sources of funding for improvements on intermodal connectors
- Work with a broad group of stakeholders to study the potential for and the implications of a statewide freight fund
- Seek projects to advance as potential public-private partnerships through the planning and programming process

Steps Following Plan Adoption

- Develop Implementation Plan consistent with OTP
- Gather input on freight bottlenecks or choke points
- Communicate the bottlenecks or choke point locations to system owners and ACTs
- Develop performance measures and tools for plan implementation

Oregon Department of Transportation

THANK YOU – COMMENTS OR QUESTIONS?

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Metro | *Memo*

Date: Friday, January 28, 2011
To: Transportation Policy Advisory Committee (TPAC)
From: Deborah Redman, Principal Planner
Subject: Proposed Comments on the Draft Oregon Freight Plan

Proposed comments for TPAC to forward to JPACT:
Below is a compilation of comments from Metro staff and members of the Regional Freight Technical Advisory Committee. This set of comments is proposed for inclusion in a letter from JPACT to the ODOT Freight Mobility Unit prior to the end of the public comment period on February 28, 2011. Metro staff would incorporate the comments below, along with the additions or changes recommended by TPAC, into a draft letter for review by JPACT.

Comments:

An excellent beginning. JPACT appreciates the effort of data gathering and issue elucidation, as well as much of ODOT's strategic and policy direction in the Freight Plan. The plan does a good job of identifying a broad range of freight issues, from the need for industrial land to the need for redundant, multi-modal freight corridors, to the relationship between the freight. This plan is a framework for implementation, and requires further detail in order to move forward with needed projects.

Explicit vision needed. Previous requests for articulation of a freight vision that supported an economic development strategy have been addressed in a preliminary way by ODOT staff in this draft plan. However, as implementation of the plan goes forward, the issue of a freight vision remains in need of deeper and broader discussions about desired outcomes (for example, verified, long-term jobs and net tax revenues resulting from public investments) and how freight supports not only economic development, but a full range of relevant state and regional goals.

A grounded vision requires a statewide economic development strategy. Economic development is outside the purview of ODOT. However, both ODOT and Metro have acknowledged the need for a statewide economic development strategy that provides the overall guiding framework for freight policy, identification of needs, investment prioritization and funding partnerships. Although such a strategy would not be developed within ODOT, it is important to the work ODOT does.

Early implementation actions would provide needed benefits. More specificity is needed on early implementation actions that are possible, even with constrained and uncertain funding sources. Given the importance of the Metro area to the larger economy, bottlenecks and congestion on the multimodal freight network in our area should receive high statewide priority. Safety-related projects or strategies should also rise high on the list of early actions.

Seek freight funding sufficiency, reliability, flexibility. JPACT underscores the plan's many references to need for increased funding for freight improvements generally, including at the federal level. JPACT wholeheartedly supports ODOT's search for a dedicated, long-term funding source for *Connect*Oregon, to ensure reliable planning, project development and delivery for multimodal freight projects.

Provide more clarity about economic forecasts and other drivers of freight needs. This is another foundational issue that lies outside the sphere of ODOT Freight Mobility, but is nonetheless critical. The relationship between economic assumptions and risks and the level of freight demand we are planning for is important to understand because a consumption-driven set of economic forecasts underlies the freight (commodity) flows we are attempting to accommodate. Assumptions about the number and wages of jobs is also important to understand and verify, because if family-wage jobs do not materialize as expected, there will be less public funding available to support infrastructure investment. JPACT recommends that ODOT continue its research, analysis and corroboration of trends, assumptions and risks contained in the economic and commodity flow forecasts for the state as they evolve.

Re-invigorate the multimodal freight planning approach. Expand the highway corridor planning approach to more fully embrace other modes to examine travel sheds and parallel facilities regardless of mode to provide for a network based investment framework. ODOT already has considerable experience and expertise with corridor plans and re-starting and updating this effort could see large payoffs.

Highway design flexibility needed. JPACT also recommends including flexibility in design and operations of strategic freight routes that go through cities, towns and neighborhoods, in order to protect both freight mobility and livability

Clarify freight's contribution to greenhouse gas (GHG) emissions. Chapter 5 discusses transportation, and then freight-specific contributions to GHG emissions. In order to put the freight-related emissions problem and potential solutions in context, the percentage of total transportation emissions "owned" by the freight sector should be stated up front.

Collaborate among technical agencies to leverage scarce resources. The Oregon Freight Plan should assume that all state and local agencies take full advantage of synergistic activities, particularly in a time of limited funding. More pointedly, congestion information and management offer benefits for all transportation network users and efforts in this arena offer substantial potential for freight bottleneck relief. At a minimum, efforts should continue to partner for sharing resources on the performance of the Metro highway system through such activities as the Portal data site. Additionally, infrastructure performance data can often be obtained at low marginal cost when even minor improvements are made. Upgrading ramp meters and detection equipment to permit for more robust travel time collection and performance estimation is critical to effective system management and should be pursued more vigorously.

Further work is needed on performance measures including travel time reliability, greenhouse gas reduction, safety, optimization of industrial and employment lands and modeling improvements to gauge our collective progress toward goals. Performance measure development and identification of bottlenecks are two areas where a more cooperative and consistent approach between ODOT and the Metro region is especially needed.

Staff at Metro, ODOT Region 1, FHWA regional offices, and local agency staff comprising the Regional Freight Technical Advisory Committee represents local resources that the Freight Mobility Unit should make full use of.

Collaborate on strategy and project implementation. Finally, since this plan provides a framework for implementation of strategies, a clear process for collaboration among state, regional and local jurisdictions and stakeholders should be identified. This effort should include project development streamlining and coordination to address the need to progress priority projects through the pipeline effectively. In this regard, Strategy 8.1. should be expanded to consider the broader risks associated with the scoping, cost and benefit assessment and development of freight projects, which are often complex.

Climate Leadership Initiative's "Building Climate Resiliency in the Lower Willamette Region of Western Oregon" - Stakeholder Recommendations Report at a Glance

Issue: The region will face impacts this century as a result of climate change, including:

- Overall warming trend, with an increase of 10-15° F in summer;
- Wetter winters and drier summers, more rain in a shorter period of time;
- Snowpack loss in the Cascades of about 80% compared to current conditions and
- Higher stream runoff in winter and early spring (due to more precipitation falling as rain and in shorter periods), and decreased flows in summer for some locations.

Geographic Scope: Lower Willamette Region includes Benton, Clackamas, Linn, Marion, Multnomah, Polk, Washington and Yamhill Counties

Participants: CLI engaged over 200 participants with expertise in natural, built, economic, human and cultural systems to:

- Assess local climate projections provided by the Oregon Climate Change Research Institute and Portland State University;
- Identify impacts across systems and sectors;
- Propose strategies to prepare for the projected changes; and
- Provide a vision of what the Lower Willamette would look like by mid-century should the recommendations be implemented.

Key Impacts to the Region:

The participants identified a number of impacts that may result from regional climate projections, including:

- Reduced water quality and shifts in water availability (more in winter, less in summer);
- Mis-match in life history timing of many species, possibly leading to population decline due to diminishing availability of essential resources when needed by each species;
- Decline in efficiency of, and potentially significant damage to, public works, transportation, and communication infrastructure;
- Extended duration and shifts in timing of seasonal peak water demands;
- Diminished productivity or total loss of some agricultural commodities, but potential opportunities for new crops and longer growing seasons;
- Increases in number of invasive, non-native plant and animal species, and expansion of ranges of others;
- Increased instances of heat illness, vector- and water-borne disease, mental health illness, respiratory distress; and
- Loss of cultural resources (e.g. salmon) and historical landmarks (e.g. covered bridges, century old barns and iconic natural features).

Key Recommendations to Build Regional Resilience:

To address these impacts, the participants provided recommendation to prepare, including:

- Protect floodplains, wetlands, and groundwater recharge areas;
- Further assess anticipated habitat changes in order to preserve existing high quality habitat and promote restoration where feasible;

- Preserve, expand, and connect existing high quality habitat and restore habitat of lesser quality that is crucial to species' survival;
- Update infrastructure with projections for future population growth and climate change;
- Anticipate increased energy needs and provide incentives for efficiency and conservation;
- Diversify businesses, as well as agricultural and timber crops;
- Increase preventative health initiatives, notification and warning systems, and diversify health and emergency management partnerships; and
- Protect key cultural resources and improve historical architecture resiliency to extreme events.

A summary document is available at: www.theresourceinnovationgroup.org

The Resource Innovation Group

FOR IMMEDIATE RELEASE
Contact: Steve Adams – 541.525.1604

Portland and the Willamette Valley Prepare to Face Climate Change

A New Report Identifies 40 Measures to Build Regional Resilience

EUGENE, Oregon (January 27, 2010) – The Resource Innovation Group's Climate Leadership Initiative today released "*Building Climate Resiliency in the Lower Willamette Region of Western Oregon*," capping an 18-month project to engage local experts and stakeholders in how to prepare the Portland area for a changing climate. Modeling provided by the Oregon Climate Change Research Institute projects that Portland's average summer temperature will increase 10 to 15°F this century, along with more extreme weather events and a loss in snowpack approaching 80% below current levels.

While these climate impacts will have significant regional effects on the local economy, social welfare, environment and quality-of-life, more than 200 local stakeholders found ample opportunity for government, private businesses, and individuals to reduce harm by preparing now. Stakeholders provided 40 recommendations including hardening infrastructure, reducing energy use, encouraging preventative health, diversifying the local businesses and restoring floodplains and wetlands. These measures will enhance existing sustainability initiatives, create the basis for a resilient regional economy, and assure continued prosperity for the region.

"Metro is committed to helping our region address climate change," said Metro Councilor Rex Burkholder. "Small changes in key community investments can simultaneously reduce the impact of climate change and keep this a great place. People living and working in walkable neighborhoods use less energy, natural areas absorb carbon, and safe and reliable transportation options minimize contributions to global warming. Plus, we are rich in pioneering new businesses working on a new energy economy that can sell their products and practices worldwide."

The report describes how taking action now to prepare for the impacts of climate change complements local sustainability and economic development initiatives by increasing access to clean and safe air, land and water, reducing our contribution to greenhouse gas emissions from vehicles and energy use, promoting local food production and consumption, attracting sustainable business development, and assisting people in meeting their basic needs fairly and efficiently.