600 NE Grand Ave.
Portland, OR 97232-2736

Metro | *Agenda*

Meeting: Transportation Policy Alternatives Committee (TPAC)
Date: Friday, Feb. 25, 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**
		*	• April 1 Climate Leadership Summit	
		*	• March 29 Seven Rules for Sustainability brown bag	
9:35 AM	**3.**		**Citizen Communications to TPAC on Non-Agenda Items**	
9:40 AM	**4.**	**	**Consideration of the TPAC Minutes for January 28, 2011**	
	5.		**INFORMATION / DISCUSSION ITEMS**	
9:45 AM	**5.1**	*	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**
10:15 AM	**5.2**	*	Creating Climate Smart Communities Using Scenarios – DISCUSSION • *Purpose*: Brief TPAC on the Climate Smart Communities Scenarios Project. • *Outcome*: TPAC input on the range of land use and transportation strategies identified to date and approach for testing the strategies this summer.	**Kim Ellis**
10:50 AM	**5.3**	*	Setting Greenhouse Gas Emissions Reduction Targets for Light Vehicle Travel in the Portland Region - INFORMATION/DISCUSSION • *Purpose*: Brief TPAC on the state process used to establish GHG emissions reduction targets for light vehicle travel in Oregon's metropolitan areas. • *Outcome*: TPAC input on the target setting process, how the targets would apply to the region and issues that should be addressed through the state rulemaking process.	**Bob Cortright, DLCD**

Continued on back

11:30 AM	**5.3**	#	Update on the Regional Travel Survey and Model Enhancements – INFORMATION • *Purpose*: Brief TPAC on the upcoming regional Household Travel Behavior Survey • *Outcome*: TPAC understanding of the purpose and timing of the survey and how the survey will be used to enhance the region's travel modeling capabilities.	**Mike Hoglund** **Dick Walker**
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
- Lake Oswego Locally Preferred Alternative
- On-street Bus Rapid Transit
- 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
2/18/11

February 25, 2011 – Regular Meeting • Climate Smart Communities Scenarios – Discussion on Policy Toolbox and Evaluation Framework • Oregon Sustainable Transportation Initiative – Information/Discussion on setting targets for Metro region and the State Rulemaking process • Update on the Regional Travel Survey and Model Enhancements – Information • Active Transportation Projects Criteria and Evaluation – Information	**March 25, 2011 – Regular Meeting** • 2011 – 2012 UPWP and Annual MPO Self-Certification – Recommendation to JPACT • Making the Greatest Place – Information o State of the Centers Report and 2040 Context Tool o Proposed HCT System Expansion Policy Guidance o Proposed Local Plan Implementation Guidance (RTP and Title 6) **April 1 Joint JPACT/MPAC Meeting** Time: 8 a.m. to noon Location: Oregon Convention Center, F150-151 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 • Proposed HCT System Expansion Policy Guidance – Discussion	**May 27, 2011 – Regular Meeting** • Lake Oswego to Portland Transit Project Locally Preferred Alternative (LPA) Briefing – Information • HCT System Expansion Policy Guidance – Recommendation to JPACT
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
August 26, 2011 – Regular Meeting • Climate Smart Communities Scenarios - Discussion on Preliminary Results	**September 23, 2011 – Regular Meeting** • Climate Smart Communities Scenarios - Discussion on Preliminary Results **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
- 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

Registration is required.

Joint Policy Advisory Committee on Transportation & Metro Policy Advisory Committee

Climate Leadership Summit

Working together to build livable, prosperous, equitable and climate smart communities

8 A.M. TO NOON FRIDAY, APRIL 1, 2011

JPACT and MPAC members, other elected officials, and business and community leaders will work together at this half-day event to identify strategies to reduce the region's greenhouse gas emissions and create great communities.

The summit is designed to help participants:

- Learn how local aspirations can help achieve climate goals and gain momentum from climate strategies.
- Provide input on the combinations of land use and transportation strategies that should be tested this summer.
- Learn about public attitudes about climate change.
- Discuss which land use and transportation strategies are most effective in reducing greenhouse gas emissions and what it may take to meet state targets.

Oregon Convention Center

Room F150 - 151
777 NE Martin Luther King, Jr. Blvd.
Portland

TriMet MAX light rail service at Convention Center stop. Bus route #6 stops at the front entrance. Covered bicycle parking available in Lloyd Blvd parking garage.

For more information, contact Dylan Rivera at dylan.rivera@oregonmetro.gov or call 503-797-1551.

For registration information, contact Kelsey Newell at kelsey.newell@oregonmetro.gov or call 503-797-1916.

Metro | *Making a great place*

Seven rules for sustainable communities

Discover how creating livable, sustainable communities can mitigate the effect of climate change with Patrick Condon, UBC professor and expert on sustainable communities.

11:30 A.M. TO 1 P.M. TUESDAY, MARCH 29

Patrick Condon believes changing the way cities are built and retrofitted can have a significant mitigating effect on climate change. In fact, he travels the country advising policymakers and planners on how to do just that. A dynamic speaker, Condon shares new ideas from his latest book, *Seven Rules for Sustainable Communities*. His combination of in depth research and case studies challenge and entertain anyone with an interest in creating livable, sustainable communities.

The Seven Rules

1. Restore the streetcar city
2. Design an interconnected street system
3. Locate commercial services, frequent transit and schools within a five-minute walk
4. Locate good jobs close to affordable homes
5. Provide a diversity of housing types
6. Create a linked system of natural areas and parks
7. Invest in lighter, greener and cheaper infrastructure

Metro Regional Center

Council chamber
600 NE Grand Ave.
Portland

Take TriMet MAX light rail service to the Convention Center stop. Bus route No. 6 stops on Grand Avenue at the front entrance. Bicycle parking available.

For more information, contact Janna Allgood at janna.allgood@oregonmetro.gov or call 503-813-7589.

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Metro | *Memo*

Date: February 17, 2011
To: TPAC & Interested Parties
From: Lake McTighe, Project Manager
RE: Active Transportation Demonstration Project Criteria and Evaluation

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The primary purpose of identifying a set of Active Transportation Demonstration Projects for the region is to prepare for potential new funding opportunities (e.g. the ACT Act, TIGER grants) and to demonstrate the possibilities of connected, seamless and complete "corridors", as part of Metro's overall Metropolitan Mobility strategy.

In late 2009, local agencies submitted demonstration project proposals to Metro. Click HERE for Metro's *Call for Active Transportation Demonstration Projects* and click HERE to access the individual project proposals. Metro worked with local agencies and other stakeholders to develop a draft set of criteria to evaluate the demonstration projects in order to:

- Provide a starting place for discussion of developing priorities for a regional strategy for investing in active transportation "corridors".
- Develop criteria and a methodology to identify priorities for a regional investment strategy in active transportation.
- Determine how well projects demonstrate the principles for Active Transportation and areas for improvement.
- Identify projects that are aligned with other investments being made in the region.

What are some potential benefits of a regional strategy for investing in active transportation?

- Focus funding in targeted areas to create seamless bicycle and pedestrian routes with access to transit.
- Develop a regional pipeline of project areas or corridors similar to HCT corridors in order to take advantage of funding opportunities.
- Be responsive to direction from federal delegation requesting regional priority projects to better secure federal funding.

Timeline for the development of the Active Transportation Demonstration Projects

November 2008. Blue Ribbon Committee for Trails produces *Case for Active Transportation* with recommended strategy for completing the region's active transportation network, including building urban, suburban and urban to nature demonstration projects.

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

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.

Sept 2009. Metro and partners submitted a TIGER grant for four of the active transportation demonstration projects that were submitted. While the grant was not awarded the development of the projects was advanced.

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

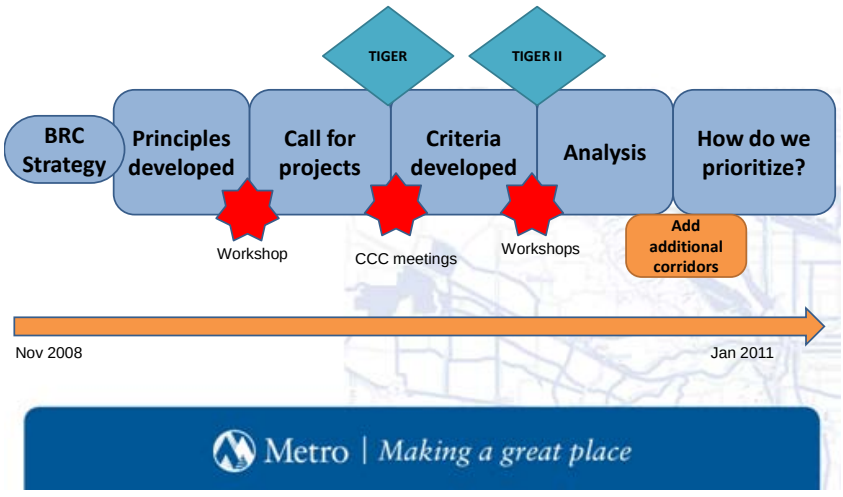
April and May 2010. Metro staff held four workshops across the region, one in each county and in Portland to discuss the criteria and get feedback.

May-July 2010. Metro evaluated the active transportation project proposals AND any remaining Trail Packages not submitted (see map).

Next Steps

1. Discussions on how to prioritize and how prioritized demonstration projects fit into overall developing strategy for investing in active transportation.
2. Metro is pursuing funding to develop a Regional Active Transportation Action Plan. Development of the plan will involve local agencies and other stakeholders and will result in an implementation strategy to build the regional active transportation network. The planning process will refine and utilize the criteria and methodology developed for the demonstration projects.

Process and Timeline



DRAFT

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

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

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.

THE INTER TWINE

Active Transportation Partnership
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Comments - Evaluation and Criteria for Active Transportation Projects

In May 2010, representatives from Multnomah County and Cities, Clackamas County and Cities, Washington County and Cities, the City of Portland, ODOT and TriMet attended meetings with staff from Metro to discuss and provide feedback on a set of criteria proposed to help strengthen the projects and identify priority projects for near term funding opportunities.

The comments below are a combined from the four meetings and are organized according to the criteria they refer to or in a general comment category.

THEMATIC COMMENTS

Clackamas County

1. Overall the number of criteria should be reduced and simplified.
2. Readiness and match need to be serious criteria for selecting projects. (TriMet)
3. Why do you have separate evaluation criteria for urban to nature versus urban/suburban? Is that because of separate funding sources? Do not think they should be separated out.
4. Can these criteria really be used so broadly? The criteria for each funding source are different. The funding source should be the filter. It's hard to use one set of criteria to prioritize projects for a bunch of different funding sources.
5. Could we develop a process for partners to update or amend their AT projects or add new ones? Some jurisdictions may have missed out. They were in a rush to complete the submittals for the TIGER deadline.
6. Originally we did want criteria – so these are valuable. Internally we don't have a good set of priorities through the transportation coordinating committee.
7. Meaningful evaluation has to look at cost – if it's too expensive then it's not going to be feasible.
8. Weight criteria differently based on funding source.
9. Locals should go back and revisit their active transportation submittals to make sure they're high priority locally.
10. How would a future AT program translate to AT corridors?
11. Modeling tools are important.
12. Try to localize the analysis as much as possible.
13. Criteria should help us identify deficiencies in our system.
14. In regards to MTIP, we need to have a discussion about the difference between corridors and projects.

Multnomah County

1. It does not make sense to separate out urban/suburban from urban to nature.
2. Have the criteria been adopted? They should go through JPACT.
3. Criteria can be skewed by rating projects against places like Hawthorne or Laurelhurst that already have good facilities. Places without facilities should get points for adding needed facilities. It is a big challenge for places with 60s-80s development to retrofit (they don't have a connected grid – lots of dead ends).

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Washington County

1. Some of the scoring could be subjective. Different people would score the same criteria differently. So how are we going to rank them? It's difficult if one place has all the same needs but you need geographic equity, then you end up with political decisions.
2. Can we simplify the evaluation?
3. Include cost benefit efficiency as a criterion.
4. Include cost of projects in criteria.
5. Would like to see urban criteria different than suburban (separate out the evaluation of projects) so small cities in suburbs would have a shot.
6. The criteria could consider the impact of the project/corridor on regional system, but then also separately measure local impact.
7. Instead of rethinking entire regional trail system, use the high capacity transit network as the backbone and emphasize connections to transit centers. (TriMet)
8. Reconsider the points assigned to each criterion.
9. Federal cost is an issue. Local match is an issue.
10. Metro could provide grant writing assistance as a tool.
11. The criteria seem to be prioritizing trails.

Portland

1. Demonstrating the benefits of projects – outcomes – is important.
2. Do the criteria hurt the areas that are further out and don't have transit or are not flat? (provide the projects that will have the most impact)
3. Are the criteria weighted? (no)
4. We need a process and criteria that allow us to pick out pieces of a project to keep momentum. Build parts of corridor while still keeping the entire corridor in mind. (we talked about doing project development on the entire corridor, with the ability to phase the work based on funding)
5. This list and criteria is great. In parts of town where we don't have high ridership, bike boulevards are going to be more effective to get the most mode split.
6. Have you done a test run on the criteria to see what comes up?
7. NpGreenway, signature trails for the region are invaluable. They're anchors for the network.
8. If we're talking about corridors, should we be talking about the most important corridors – maybe it will be a transit corridor, maybe a bike corridor. From the City side we'd like to get that more incorporated in the NEPA documents. If we'd had this we would have had a Tiger project. Do some of the work in the NEPA about feeder routes etc. If we don't, it's a huge time constraint.
9. I like the idea of Metro funding a package of signals. For example, we have funding for 50 signals and then there is a competitive process to get that money. We'd do the rest of with funds. (Another package idea is over/under passes, or a gap fund)
10. We want to do demo projects but we seem to need a regional plan on corridors. They could be the same as HCT routes.

CRITERIA

Quality of Experience Criteria

Clackamas County

1. This set of criteria (quality of experience)seems to be more like design guidelines. Are they criteria or guidelines?
2. Travel is safe (A4)– any project should have safe intersection. How can you tell if it's safe? Number of intersections crossed does not seem like a sufficient measurement, because any project designed should be designed to be safe.
3. (A4) Making sure you're identifying the real tangible safety problems, the number of accidents (crash data) near the project should be used to determine whether safety needs to be improved.
4. Quality of experience criteria – if the goal is to prioritize corridors then there are a lot of criteria that I wouldn't use. Like meanders or not, a corridor shouldn't lose points because it meanders, if it leads to jobs, or "Routes are easy to use" (A5).

Multnomah County

1. Does "travel is safe" (A4) mean the project is perceived as safe?
2. Travel is safe (A4) means different things in different environments. For instance, adding a bike lane where there is none makes it safer. But these criteria seem to not acknowledge that and instead are focused on more expensive investments.
3. Facilities at transit (A2) should also include benches at transit.
4. Clarify "provide high quality experience." For whom? "Respite from noise." For whom? Just bikes and peds?

Washington County

1. Would move connection to transit criterion (A1) to criteria B (high number of users). (TriMet)
2. Route is flat is a problematic criterion (you could determine a % of the grade that is flat).

Portland

1. Lower volume or separation from traffic – where is that? (Criteria A4)
2. Should expand the quality of experience criteria to include comfort – it may be safe but not feel safe. When we did the bike plan, we used the "low stress" category.
3. Measureable versus qualitative – it's good to have some criteria that relate to people's perception. We looked at it with the bike plan.
4. The other big bike plan principle is the connectivity to the street and bike/ped network. Key destinations is a start (high number of users criteria) but you may not really be connected. Cohesiveness should be there with completed bike/ped facilities.
5.

Will be Used by a High Number of People

Clackamas County

1. For the buffer analysis, create a buffer from the trail access points rather than around the entire trail.
2. Is the user buffer a fair criterion if there is no access point?
3. Use network distance for the buffer rather than "as the crow flies"
4. We need to pinpoint destinations and include in the analysis.

Multnomah County

1. Would like to see some correlation between lack of facilities, rather than number of users. For example, within an area, there's x miles of missing sidewalk. There should be a higher score for a place that doesn't have anything. Transportation underserved populations should be looked at. Households using bicycles more out of economic need. Data could include: free and reduced lunch (use of bike and ped out of economic need); regional equity atlas; real estate trends.
2. Connectivity's great but it's not the end all. Scoring it high for connectivity might not meet the goal of all the needs that are out there.
3. The fact that you get 20 points if you're in a center (C1) but gets 5 if it fills a gap (3B). That's wrong or backwards.
4. Leverages other investments (C2) should get more points. Take points from jobs and residents within a half mile (4B and 5B) because those get double counted by 2040 land use areas.
5. Also concerned by the "high frequency" part of transit. Connection to transit is important but number of boardings might be a better criterion. Be careful not to undervalue connections to transit.
6. High frequency transit (A1) should get more points.
7. Connects and fills gaps (B3) deserves more points.

Washington County

1. The issue with criteria section b would be that you might not have data available and would have to base it on projections.
2. The access the project/corridor is providing is important. Half-mile buffer might be too large for employment. If you do finer grained it might be more robust, like at TAZ or block group level. Criteria B (used by high number of people) is more important than Criteria A (quality of experience). (TriMet)
3. The state of the centers report could be used to determine destinations and attractors.

Portland

1. Proximity to jobs and residents. It would be good to also have proximity to retail. (we'll match to HCT destinations – grocery stores, etc.)

Supports 2040 Growth Centers Criteria

Multnomah County

1. The scoring on 2040 growth (1) is really high. Hardly any potential projects (for Multnomah County) are in centers. You said your objective is to get people to a trail, but these criteria don't have anything that gets at that. 6B (Access to schools, parks and natural areas) is the closest thing.

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.

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

DRAFT ~ Detailed Scores for Urban and Suburban Projects

Project ID#	Corridor, Netwok or Node/Intertwine Trail Package	A. Provides a Good User Experience						B. Completes the Active Transportation Network						C.Demand and Land Use							Total
		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

DRAFT ~ Detailed Scores for Urban and Suburban Projects

Project ID#	Corridor, Netwok or Node/Intertwine Trail Package	A. Provides a Good User Experience						B. Completes the Active Transportation Network						C.Demand and Land Use							Total
		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

DRAFT ~ Detailed Scores for Urban-to-Nature Projects

		A. Provides a good user experience										B. Completes the AT net		C. Demand and land use		Total
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

Active Transportation Principles

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.

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.

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Metro | *Memo*

Date: February 17, 2011

To: TPAC and interested parties

From: Kim Ellis, Principal Transportation Planner

Re: Creating A Climate Smart Communities Strategy Using Scenarios

PURPOSE

The purpose of this agenda item is to share information about the Climate Smart Communities Scenarios Project and receive input on the range of land use and transportation strategies identified to date and approach for testing the strategies this summer.

BACKGROUND

In 2007, the Legislature established statewide goals for greenhouse gas emissions (GHGs) – calling for stopping increases in emissions by 2010; a 10 percent reduction below 1990 levels by 2020 and a 75 percent reduction below 1990 levels by 2050. The targets apply to all emission sectors, including energy production, buildings, solid waste and transportation.

In 2009, the Legislature passed House Bill 2001, directing Metro to "develop two or more alternative land use and transportation scenarios" by January 2012 that are designed to reduce greenhouse gas emissions from light-duty vehicles. The legislation also mandates adoption of a preferred scenario after public review and consultation with local governments, and local government implementation through comprehensive plans and land use regulations that are consistent with the adopted regional scenario. The Climate Smart Communities Scenarios effort responds to these mandates.

In 2010, the Legislature approved Senate Bill 1059, providing further direction to GHG scenario planning in the Metro region and the other five metropolitan areas in Oregon. Aimed at reducing GHG emissions from transportation, the legislation mandates several state agencies to work with stakeholders to develop a statewide transportation GHG emission reduction strategy, metropolitan-level GHG emissions reduction targets for cars and light trucks, guidelines for scenario planning, and a toolkit of actions to reduce GHG emissions.

In 2010, Metro's *Making the Greatest Place* initiative resulted in Council adoption of six desired outcomes, the Community Investment Strategy, urban and rural reserves and an updated Regional Transportation Plan. All of these actions provide the policy foundation for better integrating land use decisions with transportation investments to create prosperous and sustainable communities and meet state climate goals.

Work is underway at the state and regional level to respond to the legislative mandates and implement the 2010 Council actions.

The region's six desired outcomes – adopted by the Metro Council on December 16, 2010.

STATE RESPONSE – OREGON SUSTAINABLE TRANSPORTATION INITIATIVE[1]

The Oregon Department of Transportation (ODOT) and the Department of Land Conservation and Development (DLCD) are leading the state response through the Oregon Sustainable Transportation Initiative (OSTI). A factsheet of the state activities is attached for reference.

A draft Technical Report will be released on March 1, 2011 to support Metro's work and the DLCD metropolitan-level target setting process. The Land Conservation and Development Commission (LCDC) is expected to adopt GHG emissions reduction targets for the Metro region on May 19, 2011; draft targets will be released on April 1, 2011.

DLCD staff will brief the Transportation Policy Advisory Committee (TPAC) on the target setting process at the February 25 meeting, providing an opportunity for TPAC members to raise concerns and issues that should be considered as the target setting process moves forward.

REGIONAL RESPONSE – CLIMATE SMART COMMUNITIES SCENARIOS

The Climate Smart Communities Scenarios effort will build on the state-level work conducted to date and the 2010 Metro Council actions. The project presents an opportunity to learn what combination of land use and transportation strategies will be required to meet the state GHG targets and how well the strategies support local aspirations and all of the region's desired outcomes.

The project will use existing policy and technical advisory committees and lead to adoption of a "preferred" land use and transportation strategy by the Joint Policy Advisory Committee on Transportation (JPACT) and Metro Council. The Metro Policy Advisory Committee (MPAC), JPACT and the Metro Council will make recommendations at key decision points based on input from TPAC, the Metro Technical Advisory Committee (MTAC) and the stakeholder engagement process.

- **Phase 1: Understanding the Choices** (**Scenario Framing and Research)**

  The first phase of regional-level scenario analysis will occur during Summer 2011 and focus on learning what combinations of land use and transportation strategies are required to meet the state GHG targets. Land use and transportation strategies (e.g. market incentives, mixed-use, transit supportive development and expanded transit service) as well as operational and pricing strategies (e.g. traffic signal timing, parking pricing and other user-based fees) will be evaluated through regional-level scenarios. Potential impacts and benefits will be identified through a comprehensive array of measures that link back to the six desired outcomes. The tools used for this analysis will limit the strategies, impacts and benefits that can be evaluated during this phase of the process.

  The April 1 MPAC and JPACT Climate Leadership Summit is aimed at gathering input from elected officials and business and community leaders on the combinations of strategies to be tested. Findings and recommendations from the analysis will be reported to MPAC, JPACT and the Metro Council in Fall 2011 before being finalized for submittal to the Legislature in January 2012. The recommendations will also guide future phases of the project, as shown in Figure 1.

- **Phase 2: Shaping the Direction** (**Alternative preferred scenario analysis)**

  In 2012, Metro and local government staff will further analyze alternative regional-level scenarios that apply the lessons learned and recommendations from Phase 1 in a more tailored manner to develop a "draft" preferred land use and transportation scenario. This phase provides an opportunity to incorporate strategies and new policies identified through local and regional planning

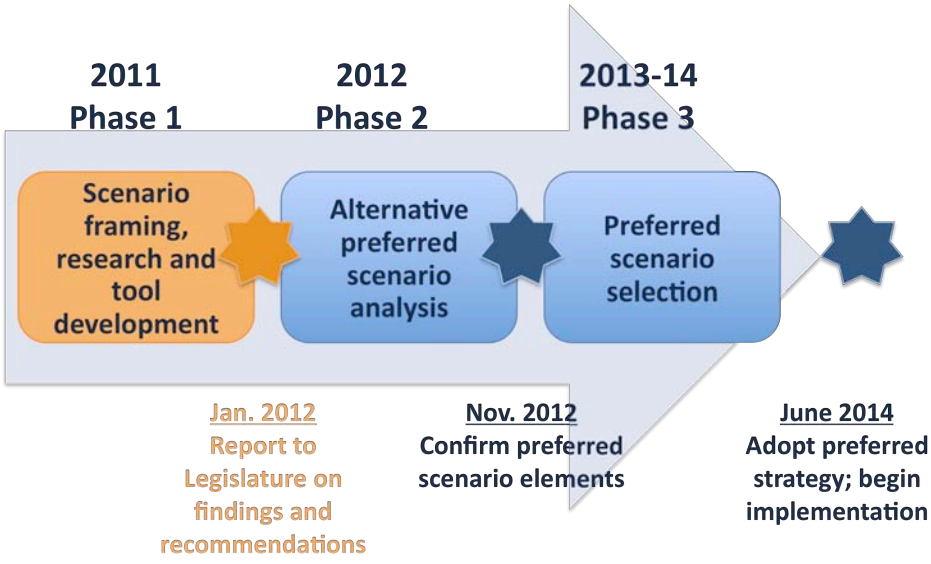
[1] For more information, go to http://www.oregon.gov/ODOT/TD/TP/OSTI.shtml

efforts that are underway in the region (e.g., SW Corridor Plan, East Metro Connections Plan, Portland Plan, and other local periodic review and transportation system plan updates). By the end of 2012, MPAC, JPACT and the Metro Council will be asked to confirm a "draft" preferred scenario that will be brought forward to the final phase of the process.

- **Phase 3: Building the Strategy and Implementation (Preferred Scenario Selection)**

  The final project phase, in 2013 and 2014, will lead to adoption of a "preferred" land use and transportation strategy. The analysis in this phase will be conducted using the region's most robust analytic tools and methods – the regional travel demand model, MetroScope and regional emissions model, MOVES. Additional scoping of this phase will occur in 2012 to better align this effort with mandated regional planning and growth management decisions. This phase will identify needed changes to regional policies and functional plans, and including updates to the Regional Transportation Plan and region's growth management strategy. Implementation of approved changes to policies, investments, and other actions would begin in 2014 at the regional and local levels to realize the adopted strategy.

Figure 1. Climate Smart Communities Scenarios Process



A more detailed schedule that includes state coordination milestones is attached for reference.

NEXT STEPS

A goal of this effort is to further advance 2040 implementation, local aspirations and the public and private investments needed to build great communities and meet state climate goals. Addressing the climate change challenge will take collaboration and partnerships in the public and private sectors and focused policy and investment discussions and decisions by elected leaders, stakeholders and the public.

Work is underway to compile a toolbox of strategies to be evaluated and develop analytic tools and methods to support the scenario analysis to be conducted this summer. Staff is also conducting stakeholder interviews and opinion research to further inform the project's communication and engagement strategy. The strategy is being coordinated with the state's climate activities, other Metro climate activities and implementation of Community Investment Strategy.

A summary of upcoming discussions and milestones is provided for reference:

- **Feb. 22 – Council** work session on Climate Smart Communities scenarios approach and toolbox of strategies.
- **Feb. 23** – **MPAC** discussion on several climate-related topics: the Climate Smart Communities scenarios process and opportunities for coordination; a report on the potential climate impacts to the region and actions local governments can take now; the Oregon Global Warming Commission 2020 Roadmap recommendations; and setting GHG emissions reduction targets for the Portland region.
- **Feb. 25 – TPAC** discussion on Climate Smart Communities scenarios approach, evaluation framework and toolbox of strategies; and LCDC setting GHG emissions reduction targets for the Portland region.
- **March 1 – ODOT releases Agency Technical Report**, describing the technology and fuels assumptions to be included in region's scenario analysis.
- **March 2 – MTAC** discussion on Climate Smart Communities scenarios approach, evaluation framework and toolbox of strategies; and LCDC setting GHG emissions reduction targets for the Portland region.
- **March 3** – **JPACT** discussion on the Climate Smart Communities scenarios approach, evaluation framework and toolbox of strategies; and LCDC setting GHG emissions reduction targets for the Portland region.
- **March 9** – **MPAC** discussion on the Climate Smart Communities scenarios approach, evaluation framework and toolbox of strategies.
- **March 25 – TPAC** discussion on evaluation framework and toolbox of strategies.
- **March 29** - **Council** discussion on the Climate Smart Communities scenarios approach, evaluation framework and toolbox of strategies.
- **April 1** – **JPACT and MPAC Climate Leadership Summit** to learn about opinion research and local case studies and provide input on the combinations of land use and transportation strategies to be tested during the summer.
- **April 1** – **DLCD releases draft Metropolitan Greenhouse Gas Emissions Reduction Targets** rule and GHG emissions reduction target for Metro region and other metropolitan areas.
- **April 6 – MTAC** discussion on evaluation framework and toolbox of strategies.
- **April 12** - **Council** work session to ask questions and provide comments to DLCD staff on the draft Metropolitan Greenhouse Gas Emissions Reduction Targets rule and Metro region targets. LCDC is expected to act on the draft rule at their May 19 meeting.
- **April 13 - MPAC** discussion on April 1 summit and scenarios evaluation approach.
- **April 14 - JPACT** discussion on April 1 summit and scenarios evaluation approach.
- **April 20 – MTAC** recommendation to MPAC on scenarios evaluation approach and strategies to test.
- **April 29 – TPAC** recommendation to JPACT on scenarios evaluation approach and strategies to test.
- **May 11 - MPAC** direction on scenarios evaluation approach and strategies to test.
- **May 12 - JPACT** direction on scenarios evaluation approach and strategies to test.
- **June – Aug. –** Scenarios development and evaluation with technical committees.

/Attachments

- Oregon Sustainable Transportation Initiative Overview *(dated February 1, 2011)*
- Climate Smart Communities Scenarios Schedule *(dated 2/4/11)*

Oregon Department of Transportation

Department of Land Conservation and Development

February 1, 2011

Reducing Greenhouse Gas Emissions in the Transportation Sector
— Oregon Sustainable Transportation Initiative Overview —

The Oregon Sustainable Transportation Initiative (OSTI) is an integrated statewide effort to reduce greenhouse gas emissions (GHG) from transportation while considering ways to improve the built environment for healthier, more livable communities and greater economic opportunity. The effort is the result of several pieces of legislation including HB 2001 and SB 1059, passed by the 2009 and 2010 Oregon Legislatures. OSTI is being led by the Oregon Department of Transportation (ODOT) and the Department of Land Conservation and Development (DLCD), in consultation with the Department of Environmental Quality (DEQ), the Oregon Department of Energy (DOE), and stakeholder committees. The effort is designed to help the state meet its 2050 goal of reducing GHG emissions by 75 percent below 1990 levels by curbing emissions from light vehicle travel and transportation.

OSTI has four main focus areas under development:

I. STS: Statewide Transportation Strategy

This process will develop Oregon's vision for transportation systems, vehicle and fuel technologies and urban form that reduce transportation sector greenhouse gas emissions. The STS vision will aid the state in the achievement of its greenhouse gas emission reduction goals.

II. Rulemaking

HB 2001 (2009) Sections 37 and 38 directed the Land Conservation and Development Commission (LCDC) to adopt rules setting GHG emission reduction targets for the Portland metropolitan area served by Metro. SB 1059 (2010) directed LCDC to adopt rules setting GHG emission reduction targets for the other Oregon metropolitan areas served by metropolitan planning organizations (the Bend, Corvallis, Eugene-Springfield, Rogue Valley and Salem-Keizer regions). LCDC has convened a Target Rulemaking Advisory Committee (TRAC) to assist in the development of targets that will be used to guide land use and transportation scenario planning in these areas.

Rules will set targets for reducing emissions from light vehicles (10,000 pounds or less) traveling in each of the state's metropolitan areas through the year 2035 and must be adopted by June 1, 2011. By March 1, 2011, ODOT, DEQ and DOE are required to provide technical estimates and recommendations to LCDC to inform this rulemaking effort.

III. Scenario Planning Guidelines

The Scenario Planning Technical Advisory Committee (SP TAC) is in the process of developing guidelines to help metropolitan areas with their land use and transportation planning, including a step-by-step technical guide to addressing GHG emissions reduction targets. This involves establishing a transportation and land use vision, goals and approaches for reducing GHG emissions from light vehicles.

Through scenario planning, metropolitan areas will be able to evaluate different ways to accommodate expected population and employment growth through 2035. They will be asked to identify a preferred approach that best reduces GHG emissions, while meeting a full range of community livability objectives.

IV. Toolkit

The toolkit will provide metropolitan areas and local governments with a comprehensive listing of programs and actions that can be implemented to reduce GHG emissions from light vehicles. The toolkit will allow each metropolitan area to select the most appropriate tools to meet local needs. In addition, the toolkit will include information on analysis tools such as modeling that can be used in scenario development and outreach, and will touch on public education and engagement techniques.

Reducing Greenhouse Gas Emissions in the Transportation Sector
— Oregon Sustainable Transportation Initiative Overview —

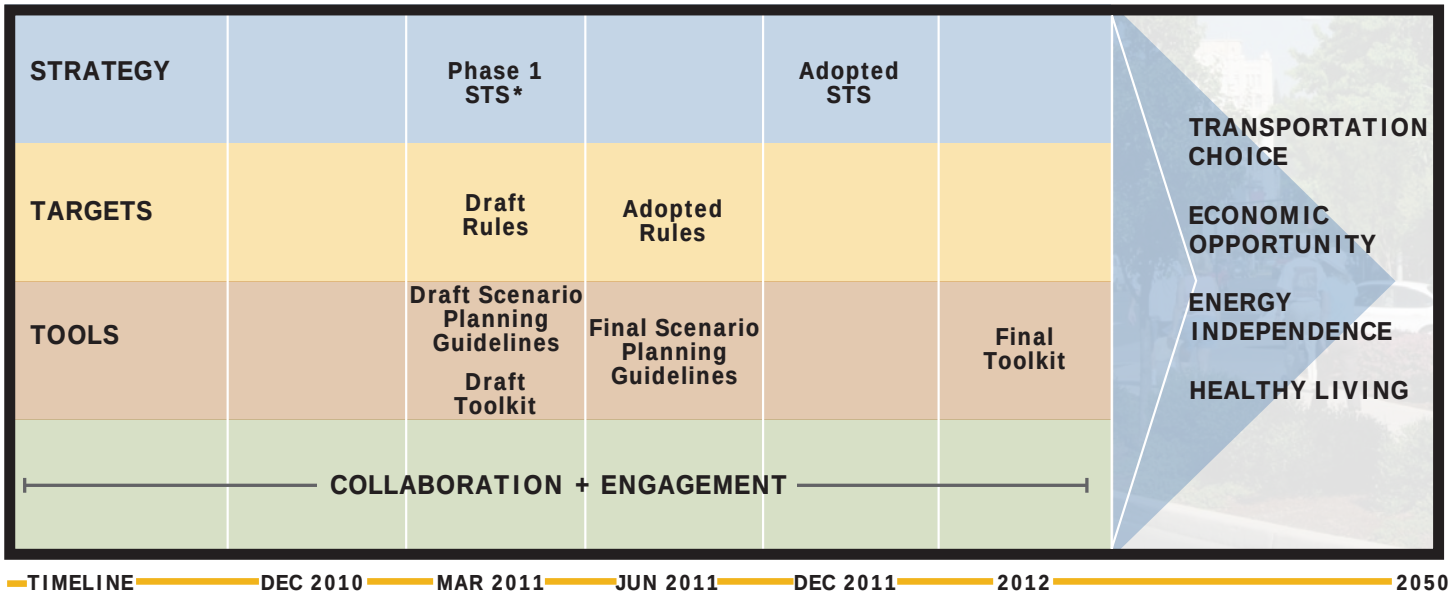
Stakeholder involvement
Coordination of the focus areas is being accomplished with the use of software and technology that supports cross-agency and multiple partner collaboration and communication. There is a strong focus throughout the development of OSTI on stakeholder involvement, including representation on advisory committees by staff from local jurisdictions, advocacy organizations and businesses. ODOT and DLCD are also working closely with Metro to link to work on HB 2001 Sections 37 and 38 with the work being done under SB 1059.

Timeline
Many of the requirements of SB 1059 and the Target Rulemaking required by HB 2001 Sections 37 and 38 are being implemented through OSTI simultaneously. Key dates include:

- **March 2011:** ODOT, DEQ and DOE provide LCDC with information necessary to determine proposed GHG emissions reductions targets for 2035.
- **June 2011:** LCDC adopts rules setting targets for each region served by a metropolitan planning organization.
- **December 2011:** Statewide Transportation Strategy is adopted.
- **March 2013:** ODOT and DLCD give a joint report to the Legislature on the progress of OSTI and meeting reduction targets.

For more information and to sign up for updates visit: www.oregon.gov/ODOT/TD/TP/OSTI.shtml

Oregon Sustainable Transportation Initiative Summary at a Glance



The Oregon Sustainable Transportation Initiative (OSTI) is an integrated statewide effort to create healthy, livable communities while reducing greenhouse gas emissions (GHG) from transportation. The effort includes ongoing work in a number of different areas.

STS: Statewide Transportation Strategy
This process will develop Oregon's vision for transportation systems, vehicle and fuel technologies and urban form that reduce transportation sector greenhouse gas emissions. The STS vision will aid the state in the achievement of its greenhouse gas emission reduction goals.

* Phase 1 includes light vehicle transportation within metropolitan areas and Phase 2 includes all transportation within the state including long distance and freight.

Rulemaking
The rules will set GHG reduction targets for each of Oregon's six metropolitan areas (the Bend, Corvallis, Eugene-Springfield, Portland, Rogue Valley and Salem-Keizer regions). These will be adopted by the Land Conservation and Development Commission (LCDC) in June 2011.

Scenario Planning Guidelines
The guidelines will provide step-by-step assistance for local governments to use in creating their own plans to meet GHG reduction targets.

Toolkit
The toolkit will be a resource of actions and programs local governments can adopt to facilitate transportation-related GHG reductions.

Metro | *Making a great place*

Updated February 4, 2011

Climate Smart Communities Scenarios Schedule

UNDERSTANDING THE CHOICES															SHAPING THE DIRECTION												BUILDING THE STRATEGY AND IMPLEMENTATION 2013-14
2010			2011												2012												
Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	

Technical Work and Policy Development

Develop and select a preferred land use and transportation scenario that meets GHG reduction targets and advances 2040 Growth Concept implementation, local aspirations and the region's desired outcomes

Scenario Framing and Research

Identify land use and transportation strategies to be evaluated through regional scenario alternatives relative to greenhouse gas reduction (GHG) targets and the region's desired outcomes

Identify strategy options

Research GHG emissions reduction potential of land use and transportation strategies, co-benefits and options for applying strategies in the region

- 2040-based land use types
- Case studies
- Strategy Toolbox

◆ *Council, MPAC & JPACT provide direction on strategies to test (May 2011)*

Test strategy options

Evaluate reference case and alternatives designed to meet GHG targets

- Reference Case
- Scenario A
- Scenario B
- Scenario C

◆ *Council, MPAC & JPACT confirm strategy options to move forward, research findings & recommendations for report to 2012 Legislature (Nov. 2011)*

Preferred Scenario Development

Develop and evaluate alternative regional scenarios to identify the combination and phasing of local and regional strategies needed to meet GHG targets and achieve the region's desired outcomes

- Scenario A
- Scenario B
- Scenario C

→ Draft Preferred Land Use and Transportation Scenario

◆ *Council, MPAC & JPACT confirm elements to be included in preferred scenario (Nov. 2012)*

Preferred Scenario Selection

Select and implement local and regional policies, investments, tools and actions to meet GHG targets and achieve the region's desired outcomes

- Final preferred strategy
  - *Policies*
  - *Investments*
  - *Tools*
  - *Actions*
  - *2040 Growth Concept map, RTP, functional plan and framework plan changes*

◆ *Council adopts preferred strategy; local implem-entation begins (June 2014)*

Data and Tools Development and Research

Develop and enhance tools, data and methods to evaluate the costs, benefits, impacts and effectiveness of land use and transportation choices relative to GHG reduction targets and the region's desired outcomes

- Data needs/ gaps
- Sketch planning tool(s)
- Visualization tool(s)
- Travel model
- Land use model
- Emissions model
- Portland-Vancouver Regional indicators
- Equity analysis
- Economic analysis
- Public health analysis
- Environmental analysis

Communications and Outreach

Convene a collaborative regional process to achieve GHG reduction targets and advance 2040 Growth Concept implementation, local aspirations and the region's desired outcomes

◆ *Public opinion research and stakeholder engagement on toolbox of strategies (Winter 2010-11)*

◆ *MPAC and JPACT summit to discuss opinion research and refine strategy options (April 1, 2011)*

◆ *MTAC and TPAC technical workshop to develop alternative scenarios (June 2011)*

◆ *MPAC and JPACT summit to discuss research findings and recommendations (Fall 2011)*

◆ *Stakeholder engagement to share findings and gather input on preferred strategy elements (Winter 2012)*

◆ *Stakeholder workshop(s) to develop alternative scenarios (Spring 2012)*

◆ *MPAC and JPACT summit to discuss findings and recommendations (Fall 2012)*

◆ *Stakeholder engagement to develop preferred strategy (2013)*

◆ *Final public review and adoption process (Spring 2014)*

Coordination with State Scenario Planning and Policy Development

Coordinate with and inform state GHG target setting process and development of statewide transportation strategy, GHG toolkit and scenario planning guidelines

◆ *ODOT and DLCD Report to 2011 Legislature (Feb. 2011)*

◆ *ODOT/DEQ/ DOE provide Metro region VMT estimate, fuel and technology assumptions (March 1, 2011)*

◆ *LCDC provides draft Metro region and other MPOs GHG targets (April 2011)*

◆ *ODOT/DLCD establish draft GHG toolkit and scenario planning guidelines (Spring 2011)*

◆ *LCDC adopts Metro region and other MPO GHG targets (May 2011)*

◆ *OTC adopts Statewide Transportation Strategy (Dec. 2011)*

◆ *State Commissions briefings (Jan. 2012)*

◆ *ODOT and DLCD Report to 2012 Legislature (Jan. 2012)*

ODOT/DLCD develop rules and process for scenario planning:

- *Process for cooperative selection of preferred scenario*
- *Minimum planning standards*
- *Planning assumptions and approaches*
- *Cycle for local plan adoption and update*

◆ *State Commissions briefings (Jan. 2013)*

◆ *LCDC adopts rules and process for selecting preferred land use and transportation scenario (Jan. 2013)*

◆ *ODOT and DLCD Report to 2014 Legislature (Feb. 2014)*

◆ = *Technical and policy development milestones*

◆ = *Communication and outreach milestones and events*

◆ = *State scenario planning and policy development milestones*

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Metro | *Memo*

Date:	February 17, 2011
To:	TPAC, MTAC and interested parties
From:	Kim Ellis, Principal Transportation Planner
Re:	Setting Greenhouse Gas Emissions Reduction Targets for Light Vehicle Travel in the Portland Region

PURPOSE

Staff from the Department of Land Conservation and Development (DLCD), will brief TPAC and MTAC on the timeline and process for establishing metropolitan-level greenhouse gas (GHG) emissions reduction targets for light vehicle travel in Oregon's metropolitan areas, including the Portland region. Similar meetings are scheduled in Oregon's five other metropolitan areas - Salem/Keizer, Medford, Bend, Eugene/Springfield and Corvallis.

This is an opportunity for committee members to ask questions on the process and next steps, understand how the targets would apply to the Portland region and identify issues that should be addressed through the state rulemaking process.

BACKGROUND

In 2007, the Legislature established statewide goals for greenhouse gas emissions (GHGs) – calling for stopping increases in emissions by 2010; a 10 percent reduction below 1990 levels by 2020 and a 75 percent reduction below 1990 levels by 2050. The targets apply to all emission sectors, including energy production, buildings, solid waste and transportation.

Senate Bill 1059 (2010) and House Bill 2001 (2009) direct Oregon's Land Conservation and Development Commission (LCDC) to adopt rules by June 1, 2011 that set targets for metropolitan areas to plan for reductions in greenhouse gas (GHG) emissions from light vehicles (cars and light trucks).

The draft Metropolitan Greenhouse Gas Reduction Targets rule (with Metro region targets) will be released on April 1, 2011. LCDC will hold a public hearing on April 21, and is expected to adopt the rule and GHG emissions reduction targets on May 19, 2011, following a second public hearing.

Both bills anticipate that local governments in metropolitan areas will engage in land use and transportation scenario planning to evaluate and select a preferred scenario for achieving the adopted targets. HB 2001, which applies primarily to the Portland Metropolitan area, requires development and adoption of scenario plans. SB 1059, which applies to the state's other five metropolitan areas (Salem-Keizer, Eugene-Springfield, Rogue Valley, Bend and Corvallis), anticipates but does not require preparation of scenario plans at this time.

In addition to target rulemaking by LCDC, SB 1059 directs DLCD and the Oregon Department of Transportation (ODOT) to work together with local governments in metropolitan areas to produce several other products to support scenario planning and GHG reduction efforts. These include:

- Preparation by ODOT, Department of Environmental Quality (DEQ) and the Department of Energy (DOE) of estimates of future vehicle and fuel technology to inform the target setting rulemaking. (This is also required by HB 2001.)
- Development by ODOT and the Oregon Transportation Commission (OTC) of a statewide transportation strategy for GHG reduction. The OTC appointed an advisory committee to assist in this effort. Given the close relationship between the target rulemaking and the state strategy, several people are serving on both advisory committees.
- Preparation by ODOT and DLCD of guidance for scenario planning, including scenario planning guidelines and a toolkit of recommended practices and evaluation techniques for GHG reduction.
- A scenario planning funding report, completed in January 2011, which estimates the amount of funding that local governments in metropolitan areas will need to conduct scenario planning.
- A public education effort to inform the public about the need to reduce GHG emissions and the costs and benefits of reducing GHG emissions.

Metro's Climate Smart Communities Scenarios effort responds to the legislative mandates and will inform and be informed by each of the state-level activities.

For more information on the LCDC rulemaking effort go to:
http://www.oregon.gov/LCD/target_rulemaking_advisory_committee.shtml

For more information on the Oregon Sustainable Transportation Initiative go to:
http://www.oregon.gov/ODOT/TD/TP/OSTI.shtml

/Attachments

- Oregon Sustainable Transportation Initiative Key Activities and Decision Matrix (dated 12/10/10)
- LCDC Target Rulemaking Advisory Committee membership list
- DLCD memo: Target Rulemaking Issues and Draft Outline for Metropolitan Greenhouse Gas Target Rule (dated January 13, 2011)
- SB 1059 Target Rulemaking Summary of Issues (dated February 3, 2011)

Oregon Sustainable Transportation Initiative (SB 1059)
Key Activities and Decision Matrix
Through January 2012

Deliverable / Activity	Committees				Decision Maker	Estimated Completion
	STS TAC	STS PC	SP TAC	TRAC		
Statewide Transportation Strategy						
• Phase 1: Research and analysis of GHG emissions reduction from light vehicles	Review	Recommend	Brief	Brief		Mar-11
• Phase 2: Research and analysis of GHG emissions reduction from all vehicles. Adopt a Statewide Transportation Strategy to reduce GHG emissions from the entire transportation sector.	Recommend to PC	Recommend to OTC	SP TAC is done by Dec-11	TRAC is done by July-11	OTC	Jan-12
Agency Technical Report						Mar-11
• Estimate 1990 baseline VMT and GHG emissions in each metropolitan area	Review	Brief	Brief	Brief	ODOT ODOE/DEQ	Mar-11
• Estimate average GHG emissions of vehicle fleet in 2035					ODOE/DEQ	
• Estimate vehicle fleet turnover rate through 2035					ODOT	
• Recommend percentage reduction GHG & VMT reductions for 2035 for each metropolitan area needed to meet state 2050 GHG reduction goals					ODOE/DEQ	
Scenario Planning Guidelines						
• Draft Report on Scenario Planning Guidelines	Brief	Brief	Recommend	Brief	DLCD/ODOT	Apr-11
Toolkit						
• Draft GHG Reduction Toolkit (Data Base)	All committee members will be invited to meetings.				ODOT/DLCD	Apr-11
Public Education and Outreach						
• Plan Approach		Brief	Brief	Brief	ODOT/DLCD	2011 →
Target Rulemaking						
• 2035 GHG targets for each metropolitan area	Brief	Brief	Brief	Recommend	LCDC	Jun-11
Financing Report						
• Financing Report	All committees will receive the final report.				ODOT/DLCD	Jan-11

Committees:

- Statewide Transportation Strategy Technical Advisory Committee (STS TAC)
- Statewide Transportation Strategy Policy Committee (STS PC)
- Scenario Planning Technical Advisory Committee (SP TAC)
- Target Rulemaking Advisory Committee (TRAC)

Committee Responsibilities:

- Brief: Committee members are informed about the progress of the task.
- Review: Committee assists agency staff in developing the task analysis and is responsible for providing input and comments.
- Recommend: Policy and advisory committees are briefed on the work of the technical committees and staff. The committees will provide direction or comment as needed, and are responsible for making recommendations to the appropriate bodies.

Deliverables:

Statewide Transportation Strategy – The vision will describe the general characteristics of transportation systems, vehicle and fuel technologies and land use patterns likely to be necessary to achieve the reductions in the transportation sector greenhouse gas emissions. The strategy will recommend new policies or changes to existing policies which are necessary to carry out the vision. The 2050 vision is not a deterministic plan rather it plots out a general course of action. It is one step in an iterative process that also includes the monitoring of transportation and land use systems. There are two phases, with the first phase primarily in support of the technical report due to LCDC in March 2011. The second phase, development of the strategy is anticipated to be completed by January 2012.

Agency Technical Report – ODOT, DEQ, and ODOE will prepare estimates for 1990 light vehicle GHG emissions and forecast future 2035 vehicle fleet and fuel characteristics. This report provides the foundation for modeling of different policy scenarios. The report is due March 2011.

Scenario Planning Guidelines – The guidelines will provide a step by step guide for local governments' use in metropolitan area scenario planning. The guidelines will include goals and objectives and an image of how the transportation system and land use patterns would be organized so as to achieve the goal of reducing greenhouse gas emissions from light vehicles. It is anticipated that the first draft of this work will be completed by April 2011 and the final version by December 2011.

Toolkit - The toolkit is a database listing actions and programs local governments can implement to reduce transportation-related greenhouse gas emissions from light vehicles. It is anticipated the first draft of this work will be completed by April 2011 and the final version by March 2012.

Public Education and Outreach – SB 1059 identifies public education as a key component of the state's effort to address climate change. The legislation calls for educating the public about the need to reduce greenhouse gas emissions from motor vehicles with a gross vehicle weight rating of 10,000 pounds or less; and about the costs and benefits of reducing greenhouse gas emissions. Agency staff will develop the framework for a statewide public awareness program and work with local governments in metropolitan planning areas to support local communication and outreach efforts.

Target Rulemaking - LCDC is required to adopt rules setting greenhouse gas emission reduction targets for each of Oregon's metropolitan areas. The targets are to be used to guide land use and transportation scenario planning in metropolitan areas.

Financing Report – SB 1059 directed ODOT and DLCD to prepare a report to the 76th legislative assembly that outlines the cost to local metropolitan planning areas to conduct scenario planning.

OREGON TRANSPORTATION GHG EMISSION REDUCTION PLANNING (SB 1059)

Member	Affiliation
Gail Achterman	Oregon Transportation Commission
Terry Beyer	Oregon House of Representatives, District 12
Craig Campbell	AAA of Oregon/Idaho
Mark Capell	Bend City Council
Dan Clem	Salem City Council
Kelly Clifton	Portland State University
Carlotta Collette	Metro Council
Al Densmore	Medford City Council
Angus Duncan	Oregon Global Warming Commission
John Fregonese	Fregonese Associates
Don Greene	LCDC Citizen Involvement Advisory Committee
Tony Hyde	Columbia County Board of Commissioners
Mary Kyle McCurdy	1000 Friends of Oregon
Linda Modrell	Benton County Board of Commissioners
John Oberst	Mayor, City of Monmouth
Andrea Riner	Lane Council of Governments
Martha Schrader	Oregon Senate, District 20
Tom Schwetz	Lane Transit District
John VanLandingham	Land Conservation and Development Commission
Rick Williams	Lloyd Transportation Management Association
Ken Williamson	Environmental Quality Commission
Alan Zelenka	Eugene City Council

Oregon Department of Transportation

Oregon
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January 13, 2011

TO: Target Rulemaking Advisory Committee (TRAC)

FROM: Robert Cortright, DLCD Staff

SUBJECT: **Target Rulemaking Issues and Draft Outline for Metropolitan Greenhouse Gas Target Rule**

This memo outlines issues identified by the TRAC to be addressed or considered in target rulemaking. Following the issue section is a draft outline for a Metropolitan Greenhouse Gas (GHG) Target Rule to carry out the requirements of Senate Bill 1059 and House Bill 2001.

Target Rulemaking Issues

TRAC has identified or discussed the following issues to be addressed or considered in either the target rulemaking or in recommendations to LCDC. Staff proposes that these issues would be: (1) considered as the rule is drafted; (2) addressed in proposed rule language; and/or (3) addressed in TRAC recommendations to LCDC.

Staff is looking to the TRAC for the following actions:

- Review and discuss list of rulemaking issues
- Identify whether there are additional issues to be added
- Provide guidance on fine tuning the description of the issues

According to comments from the TRAC, target rulemaking should consider and/or address these issues:

a. Be clear that the purpose of targets and scenario planning is to inform a broad, statewide policy discussion about the role changes to land use and transportation, in metropolitan areas, can play in meeting state goals to reduce GHG emissions.

b. The differences in population growth among metropolitan areas so that the responsibility for achieving GHG reductions is equitably allocated.

c. The differences in the ability of individual metropolitan areas to achieve GHG reductions considering existing development patterns, transportation systems, and other factors.

d. The need to provide local governments with flexibility on the methods for achieving GHG reductions.

e. A provision for LCDC to review and revise targets to reflect new information and the results of other efforts and actions to reduce GHG emissions.

f. Acknowledge actions that local governments have already taken to accomplish GHG reductions.

g. How to account for the amount of thru travel and regional travel (i.e. travel that begins or ends outside a metropolitan area) that occurs in each metropolitan area.

h. Establishing methods and a baseline for measuring GHG emissions which enables local governments to readily compare existing plans and conditions (i.e. for 2010) with alternative scenarios as they conduct scenario planning.

i. Provisions for local governments to consider the effect of congestion and congestion reduction measures in meeting GHG reduction targets.

Draft Rule Outline

Staff has developed an outline of a draft rule that responds to the statutory requirements and provides a framework for addressing the rulemaking issues which the TRAC has identified to date. The outline highlights major sections of the proposed rule and describes the details in each section of the rule. In developing the outline, staff made the following assumptions about the scope and structure of targets and target rulemaking:

- The rule would implement the target requirements of both House Bill 2001 and Senate Bill 1059. The rule would include separate provisions for the Portland metropolitan area and the other metropolitan areas. *This recognizes that the statutory basis for targets and the effect of adopted targets is different for the Portland metropolitan area than for the other five metropolitan areas in the state.*

- The rule would be limited to setting targets and describing how targets are to be measured. It would not set requirements for land use and transportation scenario planning.

- The rule would be structured to allow for individual targets for each metropolitan area. *GreenSTEP and the Agency Technical Report are expected to recommend percentage reductions for each metropolitan area.*

- Targets will be expressed as a per capita percentage reduction in GHG emissions from light vehicle travel in the year 2035. *Expressing targets in the form of a per capita percentage reduction is easier to measure. This measure also allows for a meaningful comparison between metropolitan areas, and is a way to meet the statutory requirement to consider differences in population growth rates when setting targets*

- Targets would be expressed in the form of reductions from 2010 emission levels. *Staff believes this is advisable because more complete data is available for 2010 than for 1990. Use of 2010 data will also make it easier for metropolitan areas to compare scenarios with current plans and conditions. Targets would be set at a level that is expected to meet the statutory requirement of a reduction compared to 1990 emissions.*

- The rule would include a requirement for LCDC to evaluate targets and consider changes to the targets based on new information. *Targets will be based on best information*

available at this time. A variety of efforts are underway at state and national levels to reduce GHG emissions, and new information about expected reductions from these efforts, and the results of scenario planning, should be considered and used to re-evaluate the targets.

Draft Outline for a Metropolitan Greenhouse Gas Target Rule

Purpose
Explains that the rule establishes targets for reducing GHG emissions from light vehicle travel in metropolitan areas as required by Senate Bill 1059 and House Bill 2001.

Definitions
Defines key terms. *For example: metropolitan area, light vehicle travel within a metropolitan area, and GHG reduction target.*

GHG reduction target for the Portland metropolitan area
Identifies a GHG reduction target to guide Metro and local governments in the Portland metropolitan area as they conduct scenario planning as required by House Bill 2001. The GHG reduction target would be a percentage reduction in GHG emissions from light vehicle travel per capita in year 2035 from estimated year 2010 emission levels.

GHG reduction targets for other metropolitan areas
Identifies GHG reduction targets for Salem-Keizer, Eugene-Springfield, Bend, Rogue Valley, and Corvallis metropolitan areas as required by SB 1059, Section 5.

Targets - Specify a target for each metropolitan area expressed as a percentage reduction in GHG emissions from light vehicle travel per capita in the year 2035 from year 2010 emission levels.

Effect of targets - Make it clear that this rule does not require local governments to conduct scenario planning or to meet targets.

Method for estimating GHG emissions
Describes process for calculating GHG emissions for 2010 baseline and 2035.
Method for adjusting GHG targets to account for congestion and congestion relief.

Review and evaluation of GHG reduction targets
Requires LCDC to conduct a review of targets and to amend targets as appropriate to reflect new information and the results of other Senate Bill 1059 work.

Supporting Materials

- TRAC Report and Recommendation to LCDC
- Agency Technical Report
- Senate Bill 1059 and House Bill 2001
- MPOGHG Task Force Report

SB 1059 Target Rulemaking Summary of Issues

and proposal about where and how each issue will be addressed

TRAC Issue	Addressed in Rule	Addressed in Report	Comments
Clarity about role of targets. Be clear that the purpose of targets and scenario planning outside Portland Metro area is to inform a broad statewide policy discussion about the role of changes to land use and transportation in metropolitan areas to meet state goals to reduce GHG emissions.	✓	✓	Target rule will be clear that scenario planning to meet targets is not required at this time (except for Portland Metro).
Recognize regional differences in population growth. Acknowledge the differences in the rate of population growth among metropolitan areas since 1990 so that the responsibility for GHG reduction is equitably allocated.	✓	✓	Targets are likely to be expressed as *per capita* reductions. GreenSTEP and Agencies Technical Report will calculate expected reductions in each metropolitan area.
Acknowledge the differences in abilities across the metropolitan areas. Consider the differences in the ability and circumstances of metropolitan areas to achieve GHG reductions.	✓		Targets will be set for each metropolitan area. ATR should indicate potential differences in expected reductions among metropolitan areas.
Flexibility in GHG reduction methods. Provide for as much flexibility, for local government, as possible in the methods they choose to achieve light vehicle GHG reductions.	✓		Primarily addressed through Scenario Planning Guidelines.
Review of targets. Provide for a LCDC review of targets to consider new information and results of other efforts and actions to reduce GHG emissions.	✓		Rule will include a provision for LCDC to review targets and list factors to be considered.
Consideration of existing efforts. Acknowledge actions that local governments have already taken (since 1990) to reduce GHG emissions.	✓		Targets will be based on reductions from 1990 emission levels.
Accounting for through/regional travel. Consider amount of through and regional travel in each metropolitan area in setting reduction targets.		✓	Agencies Technical Report should include information on the relative amount of through and regional traffic in each metropolitan area.
Measurable baseline for reductions. Establish clear methods and baseline which will allow local governments to calculate how existing plans and proposed scenarios compare in meeting GHG targets.	✓		Target rule will likely set baseline year of 2005 or 2010 to allow comparison with existing plans.
Congestion reduction adjustment. Provide a method for local governments to consider effects of congestion and congestion reduction measures on GHG emissions.	✓		Statute requires ODOT, DEQ and ODOE to recommend a method for adjusting reduction targets to reflect.
Funding for scenario planning. Identify and provide sufficient resources for local governments to conduct scenario planning.			Addressed in Scenario Planning Financing Report.
Coordinate other state required plan updates. Need to describe how scenario planning will be integrated with other state and federal requirements for updates to land use and transportation plans.		✓	To be addressed in more detail in Scenario Planning Guidelines.

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Metro | *Memo*

Date: February 17, 2011

To: TPAC and interested parties

From: Josh Naramore, Associate Transportation Planner

Re: Comments on FY 2011-12 Unified Planning Work Program

Background

At the January 7 TPAC meeting Metro staff brought forward the draft fiscal year 2011-12 Unified Planning Work Program (UPWP) for review and comments. The deadline for comments was February 14. At the January 7 meeting the TPAC requested an informational memo in the February 25 TPAC packet that summarizes any comments. The comments and responses are presented below. The draft final FY 2011-12 UPWP will be brought to TPAC March 25 for final review and recommended approval.

Summary of Comments

Comment #	Source	Comment	Recommended Action
1	**ODOT**	Regional safety action plan—The RTP indicates this will be done by December 2011, but the UPWP only indicates that there will an effort to gather resources and develop a "State of Safety" report, and the safety action plan is not listed as a tangible product expected to be completed in FY 2011-12.	Agree and amend as requested. The language on page 12 will be changed to reflect completion of a safety plan by the end of 2011.
2	**ODOT**	Allocation of resources to participate in management of "DOA" projects and work toward Metro certification for consultant selection. Also, Metro has indicated a desire to include language in the UPWP Agreement to cover Metro's role, rather than in project-specific 3-party agreements.	Agree and amend as requested.
3	**ODOT**	Allocation of resources to provide training and technical assistance to local jurisdictions and the consultant community and to coordinate with ODOT, Trimet and DLCD for TSP update work, to be consistent with the RTP and comply with the RTFP.	No change recommended. Metro staff will continue to work with local jurisdictions to ensure consistency with the RTP and RTFP. A draft of policy and regulatory guidance will be brought forward for TPAC review in March 2011.

4	**ODOT**	Allocation of the $225,000 ODOT Support Funds to support the completion of the safety plan and TSP support.	No change recommended.
5	**ODOT**	SW Corridor Refinement Plan—the UPWP narrative will need to be consistent with the outcome of our work with Sam Imperati regarding identification of the lead agency for the SW Corridor (Transportation) Refinement Plan.	Agree and amend as requested.
6	**ODOT**	Separate the Climate Smart work from the broader "Regional Transportation Planning" work. This will make it easier for us to view within the context of the statement of work and budget that we have in the IGA with ODOT.	Partial change recommended. Specific reporting on the Climate Smart work will provided quarterly to ODOT as part of the IGA. The RTP UPWP narrative will be amended to report the budget and FTE for the Climate Smart work and general RTP support separately.
7	**Washington County**	The Southwest Corridor Refinement Plan description beginning on page 62 isn't very clear about the project limits of this effort. For example, the second paragraph states that the Corridor Refinement Plan covers "Mobility Corridors #2 and #20 in the vicinity of I-5/Barbur Blvd, from Portland Central City to approximately the Tigard Triangle". It would seem to me that given the Portland Central City to Tigard Triangle limits though, the Corridor Refinement Plan is fully contained in Mobility Corridor #2, and is not within Mobility Corridor #20, which is defined as Tigard to Sherwood. The narrative then goes on to state that the SW HCT Corridor alternatives analysis work (listed under Previous Work although most of the work seems to be scheduled for the future) will be coordinated with this Refinement Plan and does extend to Sherwood via Mobility Corridor #20. It seems to me that the limits for the Southwest Corridor Refinement Plan should be defined Mobility Corridor #2, unless it really does include portions of Mobility Corridor #20, in which case it might be more accurate to entitle the UPWP entry as Southwest Corridor Refinement Plan/SW Corridor HCT. In any case, it's not quite	Partial change recommended. The Southwest Corridor project does include both Mobility Corridors #2 or #20. Metro staff will work to better clarify the relationship between the mobility corridors within the Southwest Corridor.

		clear from the UPWP description how these two efforts work together.	
8	**Washington County**	The 2010-11 UPWP Funding History for the SW Corridor project is blank.	Agree and amend as requested. This was an omission and will be added.
9	**Washington County**	On a much more minor note, on page 8, third paragraph of the Best Design Practices in Transportation project, it refers to "Metro's Transportation Priorities" process. I believe that is the former name for what we are now calling the Regional Flexible Fund Allocation (RFFA) process.	Agree and amend as requested.
10	**Washington County**	On page 128 of the ODOT Planning Program, US26 @ Brookwood Parkway/Shute Road IAMP should be renamed US 26/Brookwood/Helvetia IAMP to reflect the inclusion of Helvetia Rd. in the project as well as the fact that Shute Rd. has been renamed Brookwood Parkway.	Agree and amend as requested.

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