

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF SUPPORTING)	RESOLUTION NO. 11-4239
DEVELOPMENT OF A REGIONAL ACTIVE)	
TRANSPORTATION ACTION PLAN)	Introduced by Chief Operating Officer Michael Jordan with concurrence by Council President Tom Hughes

WHEREAS, the Metro Council, through numerous policy and planning documents and actions including adoption of new policies in the 2035 Regional Transportation Plan, creation of the Blue Ribbon Committee for Trails and support of the Active Transportation Partnership, supports the planning and construction of a fully developed regional active transportation network;

WHEREAS, effectively planning for and implementing a regional active transportation network is an important component of the Metro Council's work on climate change and green house gas reduction;

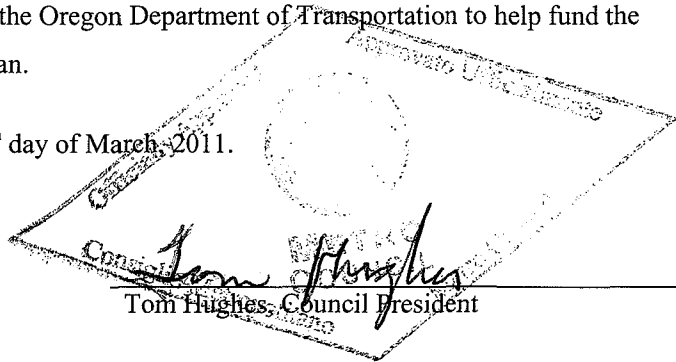
WHEREAS, the development of a Regional Active Transportation Action Plan was identified as one of the implementation activities to be completed upon adoption of the 2035 Regional Transportation Plan, adopted in June 2010 and was identified as a key element of Metro's Blue Ribbon Committee for Trails recommended strategy to develop the regional active transportation network;

WHEREAS, the development of a Regional Active Transportation Action Plan is needed to provide a regional framework and implementation strategy to guide regional investments and funding solutions for building the regional active transportation network;

WHEREAS, Metro staff has prepared and application for an Oregon Department of Transportation (ODOT) 2011 Transportation Growth Management (TGM) grant to fund development of a Regional Active Transportation Action Plan, now therefore;


BE IT RESOLVED that the Metro Council supports the development of a Regional Active Transportation Action Plan and directs the Metro Chief Operating Officer to submit a Transportation Growth Management grant application to the Oregon Department of Transportation to help fund the Regional Active Transportation Action Plan.

ADOPTED by the Metro Council this 10th day of March, 2011.



Tom Hughes, Council President

Approved as to Form:

for 
 Daniel B. Cooper, Metro Attorney

STAFF REPORT

IN CONSIDERATION OF RESOLUTION NO. 11-4239, FOR THE PURPOSE OF SUPPORTING DEVELOPMENT OF A REGIONAL ACTIVE TRANSPORTATION ACTION PLAN

Date: February 22, 2011

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BACKGROUND

Metro is applying for a \$270,000 Oregon Department of Transportation (ODOT) Transportation Growth Management (TGM) grant for a Regional Active Transportation Action Plan that will identify the principle active transportation network for the region. Active transportation is the non-motorized element of the transportation system, and includes the bicycle and pedestrian networks with connections to public transportation. A national emphasis on active transportation has emerged in recent years, focusing on the fiscal, environmental and public health benefits of non-motorized travel.

The federal focus on active transportation is rapidly expanding and there may be more funding opportunities for biking and walking projects once the federal surface transportation bill is reauthorized. The Regional Active Transportation Action Plan will provide a regional framework for investing in active transportation projects. The Action Plan would identify the principle network of regional level biking and walking routes, connecting housing, jobs, and essential services and destinations. The plan would prioritize these routes for development. The Action Plan would determine the location and ideal spacing of the routes and would develop the “regional bike parkway” concept that was introduced in the 2035 RTP; the plan would propose a similar concept for pedestrians.

The development of an Action Plan was identified as one of the implementation activities to be completed upon adoption of the 2035 adopted in June 2010. It is also a key element of Metro’s Blue Ribbon Committee for Trails recommended strategy to develop the regional active transportation system.

The timing for completion of the Action Plan will allow it to be adopted as an ancillary part of the Regional Transportation Plan in the next update, scheduled for 2014. The Action Plan will guide local Transportation System Plans and the development of projects.

The region has a foundation of regional biking and walking plans, including the 1992 Regional Trails Plan, the 1974 Bikeway Plan for the Columbia-Willamette Valley, the 1983 Regional Bicycle Plan, and the bicycle and pedestrian system maps in the 2035 RTP. The Action Plan would update, synthesize and coordinate these plans, integrating biking walking and connections to transit into one *active transportation* plan. Local planning efforts and priorities would be acknowledged. Regional and local funding would be coordinated.

To date, the region’s investment approach has been piecemeal and opportunistic. The Action Plan would coordinate efforts across the region, proposing a “High Capacity Transit (HCT)” style plan for an active transportation network of the principle regional bicycle and pedestrian parkways. This approach would require and result in a regional framework and strategy for developing the network that partners across the region can effectively promote. This approach will help the region effectively compete for funding opportunities and address the challenges of climate change, obesity and other health issues, environmental pollution, and community building.

It is anticipated that development of the Action Plan will take approximately 18-months to complete depending on the level of funding awarded (the work can be phased to be flexible) and the majority of the work would be accomplished in-house by Metro staff. A regional work group of local jurisdictions, agencies and other stakeholders will provide technical and policy guidance to create a framework for a regionally agreed upon funding and implementation strategies. The *Executive Council for Active Transportation* will provide leadership to develop a business case for active transportation and identify new funding opportunities to complete the principle network.

The TGM grant awards are announced in June 2011. Funds are available upon completion of an Intergovernmental Agreements (IGA) between Metro and ODOT. The IGA must be finalized by Dec. 2011. Projects must be completed no later than June 30, 2013.

The TGM grant would fund core Metro activities for active transportation and would build on, support and be incorporated into four out of the five collaborative initiatives being advanced by Metro:

- **Community Investment Strategy:** Active transportation is an investment area in CIS. Prioritized active transportation projects, refined costs, funding options and implementation strategies from the Action Plan will serve CIS.
- **Integrated Corridor Planning:** Bicycle and pedestrian travel are key elements of multi-modal mobility corridors. Prioritized corridors, a refined Regional Bicycle Parkway concept with access to transit, and a proposed strategy to align active transportation investments along HCT corridors would be some of the elements of the plan serving this initiative.
- **Climate Smart Communities:** Identifying a regional “spine” for the scenarios, refining active transportation policy tools, funding and implementation strategies to accomplish build out of the network are elements that will serve this initiative.
- **Solid Waste Road Map:** Active transportation does not play a role in this initiative.
- **The Intertwine System Development Initiative:** Trails link The Intertwine system; prioritization of build out of trails, refined costs, funding options and implementation strategies will serve this initiative.

ANALYSIS/INFORMATION

1. **Known Opposition** None known
2. **Legal Antecedents** Resolutions 08-3936 “For the Purpose of Establishing the Blue Ribbon Committee For Trails”; Ordinance 09-1209 “Amending the FY 2008-09 Budget and Appropriations Schedule Transferring for the Integrated Mobility Strategy, adding 1.0 fe”; Resolution 09-4099 “For the Purpose of Accepting the Draft 2035 Regional Transportation Plan”; “Ordinance No. 10-1241B “For the Purpose of Amending the 2035 Regional Transportation Plan (Federal Component) and the 2004 Regional Transportation Plan to Comply with Federal and State Law; to Add the Regional transportation Systems Management and Operations Action Plan, the Regional Freight Plan and the High Capacity Transit System Plan; To Amend the Regional Transportation Functional Plan and Add it to the Metro Code; To Amend the Regional Framework Plan; And to Amend the Urban Growth Management Functional Plan”
3. **Anticipated Effects** This legislation demonstrates the support of the Metro Council to develop a Regional Active Transportation Action Plan and directs the Metro Chief Operating Officer to submit a grant application to the Oregon Department of Transportation (ODOT) for a 2011 Transportation Growth Management (TGM) grant. Anticipated effects of the legislation include the development of a

Regional Active Transportation Action Plan that will provide a regionally agreed upon framework for strategically investing in active transportation.

- 4. Budget Impacts** The approximate cost of the Regional Active Transportation Action Plan project is \$300,000. If awarded a TGM grant by ODOT in the full amount of \$270,000 Metro will fund the remaining amount of the project, as required, with the minimum match of 11%, or \$33,000. These funds are already in the FY 2011-12 base budget for the Active Transportation Program. If the TGM grant amount is awarded at less than \$270,000, the project can be scaled to meet a lower grant award.

RECOMMENDED ACTION

Staff recommends the Metro Council support this resolution.