

# Metro | Agenda

Meeting: Joint Policy Advisory Committee on Transportation (JPACT)  
Date: Thursday, Dec. 8, 2011  
Time: 7:30 to 9 a.m.  
Place: Metro Regional Center, Council Chambers

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|---------|-----|--|--|
| 7:30 AM | 1.  | <b>CALL TO ORDER &amp; DECLARATION OF A QUORUM</b>   | <b>Carlotta Collette, Chair</b>  |
| 7:32 AM | 2.  | <b>INTRODUCTIONS</b>   | <b>Carlotta Collette, Chair</b>  |
| 7:35 AM | 3.  | <b>CITIZEN COMMUNICATIONS ON NON-AGENDA ITEMS</b>  | <b>Carlotta Collette, Chair</b>  |
| 7:38 AM | 4.  | <b>COMMENTS FROM THE CHAIR &amp; COMMITTEE MEMBERS</b> <ul style="list-style-type: none"><li>○ New TPAC Community Representatives</li><li>* ○ Public Comment Period for 2035 RTP Amendments</li></ul>  |  |
| 7:43 AM | 5.  | * Consideration of the JPACT Minutes for Nov. 10, 2011   |  |
|         | 6.  | <b><u>ACTION ITEMS</u></b>   |  |
| 7:45 AM | 6.1 | Metropolitan Transportation Improvement Program (MTIP) Amendments – <b><u>ACTION REQUESTED</u></b> <ul style="list-style-type: none"><li>* ○ <b>Resolution No. 11- 4314</b><br/>Highway 217: Transportation System Management &amp; Operations Project</li><li>* ○ <b>Resolution No. 11- 4315</b><br/>Division Street: Gresham – Fairview Trail to Wallula Pedestrian and Bicycle Improvements</li></ul> | <b>Rian Windsheimer, ODOT</b><br><br><b>Katherine Kelly,<br/>City of Gresham</b> |
| 7:55 AM | 6.2 | * 2014-15 Regional Flexible Fund Allocation:<br><b>Resolution No. 11-4313 – <u>ACTION REQUESTED</u></b>  | <b>Ted Leybold</b><br><b>Amy Rose</b>  |
|         | 7.  | <b><u>INFORMATION/DISCUSSION ITEMS</u></b>   |  |
| 8:15 AM | 7.1 | * Portland Air Toxics Solutions (PATS) Presentation – <b><u>INFORMATION</u></b>  | <b>Nina DeConcini, DEQ</b>   |
| 8:30 AM | 7.2 | * Climate Smart Communities Scenarios – Draft Phase 1 Findings Report – <b><u>INFORMATION</u></b><br><i>JPACT's endorsement to release the Phase 1 findings is scheduled for the Jan. 12 meeting</i>   | <b>Mike Hoglund</b><br><b>Kim Ellis</b>  |
| 8:50 AM | 7.3 | Federal Legislative Agenda – <b><u>DISCUSSION</u></b> <ul style="list-style-type: none"><li>○ Follow-up on:<ul style="list-style-type: none"><li>● Discretionary FHWA Grant Opportunities</li><li>● TIGER Grants – Round 4</li><li>● Authorization Policy Priorities</li></ul></li></ul>   | <b>Andy Cotugno</b>  |
| 9 AM    | 8.  | <b>ADJOURN</b>   | <b>Carlotta Collette, Chair</b>  |

\* Material available electronically.

# Material will be sent in a supplemental mailing.

For agenda and schedule information, call Kelsey Newell at 503-797-1916, e-mail: [kelsey.newell@oregonmetro.gov](mailto:kelsey.newell@oregonmetro.gov). To check on closure or cancellations during inclement weather please call 503-797-1700.

**2011 JPACT Work Program**

11/29/11

<p><b><u>December 8, 2011 – Regular Meeting</u></b></p> <ul style="list-style-type: none"><li>• Climate Smart Communities Scenarios : Draft Phase 1 Findings Report – Information</li><li>• Federal legislative agenda – Discussion<ul style="list-style-type: none"><li>○ Discretionary FHWA grant opportunities</li><li>○ TIGER grants – Round 4</li><li>○ Authorization policy priorities</li></ul></li><li>• 2014-15 Regional Flexible Fund Allocation – Action</li><li>• Portland Air Toxics Solutions (PATs) project – Information</li></ul>	<p><b><u>January 12, 2012 – Regular Meeting</u></b></p> <ul style="list-style-type: none"><li>• Climate Smart Communities Scenarios – Endorse Release of the Phase 1 Findings</li><li>• Transportation Electrification Executive Council (TEEC) and Drive Oregon – Information</li><li>• Electric vehicles presentation – Information</li><li>• 2035 RTP amendments – Action</li><li>• ODOT Tolling Policy comments</li><li>• Federal Authorization Priorities – Discussion</li></ul>
<p><b><u>February 9, 2012 – Regular Meeting</u></b></p> <ul style="list-style-type: none"><li>• 2012-15 MTIP/STIP Approval and Air Quality Conformity – Action</li><li>• Draft Regional Safety Plan Discussion</li><li>• Climate Smart Communities Scenarios Phase 2 work plan – Discussion</li><li>• Oregon Sustainable Transportation Initiative (OSTI) - Information<ul style="list-style-type: none"><li>○ Statewide Transportation Strategy (STS)</li></ul></li><li>• LCDC Rulemaking on selection of preferred scenario</li><li>• Federal Authorization Priorities – Action</li></ul>	<p><b><u>March 1, 2012 – Regular Meeting</u></b></p> <ul style="list-style-type: none"><li>• Regional Safety Plan – Action</li><li>• Briefing on RTO Strategic Plan – Information</li></ul> <p><b><u>March 5 to 8, 2012 – Annual Washington, DC Trip</u></b></p>
<p><b><u>April 12, 2012 – Regular Meeting</u></b></p> <ul style="list-style-type: none"><li>• FY2012-13 UPWP – Action</li><li>• RTO Strategic Plan – Action</li></ul>	<p><b><u>May 10, 2012 – Regular Meeting</u></b></p> <ul style="list-style-type: none"><li>• OSTI draft Statewide Transportation Strategy (STS) – Discussion</li><li>• Climate Smart Communities Scenarios Phase 2 – Discussion</li></ul>
<p><b><u>June 14, 2012 – Regular Meeting</u></b></p>	<p><b><u>July 12, 2012 – Regular Meeting</u></b></p> <ul style="list-style-type: none"><li>• Climate Smart Communities Scenarios – Discussion</li></ul>
<p><b><u>August 9, 2012 – Regular Meeting</u></b></p>	<p><b><u>September 13, 2012 – Regular Meeting</u></b></p>
<p><b><u>October 11, 2012 – Regular Meeting</u></b></p> <ul style="list-style-type: none"><li>• Climate Smart Communities Scenarios Phase 2 scenarios analysis – Discussion</li><li>• Oregon Sustainable Transportation Initiative (OSTI) - LCDC Rulemaking on selection of preferred scenario - Discussion</li></ul>	<p><b><u>November 8, 2012 – Regular Meeting</u></b></p> <ul style="list-style-type: none"><li>• Climate Smart Communities Scenarios Phase 2 scenarios analysis – Discussion</li></ul>

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**December 13, 2012 - Regular Meeting**

Parking Lot:

- Regional Indicators briefing in mid 2011.
- Portland to Lake Oswego Transit Project (Winter 2012)



Date: November 30, 2011  
To: JPACT and interested parties  
From: Josh Naramore, Associate Transportation Planner  
Re: Proposed 2035 RTP and 2010-13 MTIP Project Amendments

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### **Background**

On October 21, the City of Hillsboro requested amendments to the 2035 Regional Transportation Plan (RTP) and the 2010-13 Metropolitan Transportation Improvement Program (MTIP) be considered by JPACT and the Metro Council by January 2012. The City's request presents an opportunity for other local jurisdictions to request potential RTP project amendments that have been identified through planning processes completed since the 2035 RTP was approved in June 2010. Given the significant amount of staff time and resources required for RTP amendments both from Metro and affected local jurisdictions, Metro staff recommended proposed RTP amendments be bundled together periodically for consideration by JPACT and the Metro Council to be more efficient.

At the October 28 TPAC meeting, Metro staff made a request for any potential amendments to the 2035 RTP and 2010-13 Metropolitan Transportation Improvement Program (MTIP) to be submitted by November 11. The following are the projects that have been identified for an RTP amendment to the financially constrained (FC) project list in early 2012:

- The City of Beaverton has requested to delete two projects from the RTP FC project list: #10632 Allen Blvd (Hwy 217-Murray Blvd) \$41,600,000 and #10640 Nimbus Ave (Hall Blvd-Denney Rd) \$21,500,000. During the final adoption of Beaverton's Transportation System Plan (TSP), after the RTP was adopted in June 2010, the City Council made changes to the project list and removed these two projects as priorities. No amendment to the 2010-13 MTIP is needed.
- The City of Portland has requested to add the Bikeshare project that is currently part of the Regional Flexible Funds Allocation process to the 2035 RTP FC project list. This project is identified in the Portland Bicycle Plan. If this project is awarded funding through the Regional Flexible Funds Allocation process in December, this project would be incorporated in the 2012-2015 MTIP.
- The City of Hillsboro has requested that the Cornelius Pass Rd. to US 26 Eastbound project be amended to the 2035 RTP FC project list and 2010-2013 MTIP. ODOT has allocated Immediate Opportunity Funds to fund traffic signal modifications, the addition of turn lanes at the interchange and relocation of bike and pedestrian facilities to support Intel's planned Ronler Acres Campus expansion. The project is allowed by and consistent with the Washington County and City of Hillsboro TSPs. The IOF are a new revenue source to the financially constrained system.
- Multnomah County has requested to add construction of the Sellwood Bridge Project to the 2035 RTP FC project list and the 2010-2013 MTIP. The financially constrained 2035 RTP only included the PE and ROW phases. With the initiation of a new local vehicle registration fee, the project has sufficient funding to add the full construction phase to the financially constrained RTP.

### **Timeline/Process**

All of the above projects are currently being assessed for potential air quality conformity analysis and require a federal and state air quality consultation. Once the consultation is complete, a 30-day public comment period on all four proposed amendments will be held. Pending the outcome of the consultation process, action on the amendments is anticipated at TPAC's January 6 meeting and JPACT on January 12. Metro Council action is anticipated on January 19.

### **Future RTP Amendments**

Because the typical RTP amendment process takes nearly 3 months to complete the required review and approval process, Metro staff is proposing two calls for potential RTP amendments each year. These will take place in April and again in October. Official calls for RTP amendments will take place at the April 2012 and October 2012 TPAC meetings. Between now and April, local governments are encouraged to contact Metro staff and submit the following information:

- A brief description of the desired timeline for the amendment.
- A description of the project's anticipated funding and how fiscal constraint of the RTP is maintained.
- A description of the project's scope and design details, if known, and a project location map.

Metro staff will keep a list of proposed amendments and will then prepare a packaged RTP amendment for consideration by TPAC, JPACT and the Metro Council in spring 2012, as needed. To submit potential RTP amendments or for more information, contact Josh Naramore at 503-797-1825 or [joshua.naramore@oregon.metro.gov](mailto:joshua.naramore@oregon.metro.gov).



JOINT POLICY ADVISORY COMMITTEE ON TRANSPORTATION

November 10, 2011

Metro Regional Center, Council Chamber

MEMBERS PRESENT

Shane Bemis  
Jack Burkman  
Carlotta Collette, Chair  
Shirley Craddick  
Nina DeConcini  
Craig Dirksen  
Donna Jordan  
Deborah Kafoury  
Ann Lininger  
Neil McFarlane  
Roy Rogers  
Jason Tell

AFFILIATION

City of Gresham, representing Cities of Multnomah Co.  
City of Vancouver  
Metro Council  
Metro Council  
Oregon Department of Environmental Quality  
City of Tigard, representing Cities of Washington Co.  
City of Lake Oswego, representing Cities of Clackamas Co.  
Multnomah County  
Clackamas County  
TriMet  
Washington County  
Oregon Department of Transportation, Region 1

MEMBERS EXCUSED

Sam Adams  
Rex Burkholder  
Steve Stuart  
Don Wagner  
Bill Wyatt

AFFILIATION

City of Portland  
Metro Council  
Clark County  
Washington State Department of Transportation  
Port of Portland

ALTERNATES PRESENT

Kathryn Harrington  
Bart Gernhart  
Susie Lahsene

AFFILIATION.

Metro Council  
Washington State Department of Transportation  
Port of Portland

STAFF: Aaron Brown, Andy Cotugno, Kim Ellis, Elissa Gertler, Mike Hogelund, Nuin-Tara Key, Alison Kean-Campbell, Tom Kloster, Ted Leybold, Kelsey Newell, Dylan Rivera, Amy Rose, Kathryn Sofich, Randy Tucker, Ray Valone, Sheena VanLeuven

**1. CALL TO ORDER AND DECLARATION OF A QUORUM**

Chair Carlotta Collette declared a quorum and called the meeting to order at 7:32 a.m.

**2. INTRODUCTIONS**

There were none.

### **3. CITIZEN COMMUNICATIONS ON NON-AGENDA ITEMS**

There were none.

### **4. COMMENTS FROM THE CHAIR & COMMITTEE MEMBERS**

Chair Collette updated the committee on the following items:

- Metro has filed two applications for grants from the organization Smart Growth for America. Their technical assistance would help Metro conduct a regional parking audit and would support a Transportation Performance Measures workshop, which would help local jurisdictions as they reinvent their Transportation System Plans.
- The Oregon Metropolitan Planning Organizations Consortium (OMPOC) meeting was held last Friday, and well attended. OMPOC will meet again in Corvallis in January.
- Washington State recently held elections; the C-TRAN levy by a heavy margin.
- MAP-21, the most recent proposal for a federal transportation bill, has been released. A handout with Transportation for America's summary of the new bill was distributed to the committee and is available in the packet.

### **5. CONSIDERATION OF THE JPACT MINUTES FOR OCTOBER 13, 2011**

MOTION: Mr. Neil McFarlane moved, Councilor Donna Jordan seconded, to approve the October 13, 2011 minutes.

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

### **6. ACTION ITEMS**

#### **6.1 Comments on Proposed Amendments to the Oregon Transportation Planning Rule (TPR) and Oregon Highway Plan (OHP)**

Chair Collette introduced Mr. Tom Kloster of Metro, who provided an overview of the effort to make amendments to the Oregon Transportation Planning Rule (TPR) and the Oregon Highway Plan (OHP). Amendments to these documents, requested by Senate Bill 795, need to be approved respectively by the Land Conservation and Development Commission (LCDC) and the Oregon Transportation Commission (OTC) in advance of January 1<sup>st</sup> for implementation into state law. Mr. Kloster described these changes to the OHP as “profound,” noting that importance of moving away from a single measure of mobility and allowing more latitude for jurisdictions to plan for and build livable communities. In October, the Transportation Policy Alternatives Committee (TPAC) reviewed and made recommendations to a draft letter to be signed by JPACT, the Metro Council and MPAC describing their interest in seeing these changes implemented. Mr. Kloster noted that TPAC was cautious to avoid “wordsmithing” and making recommendations on exact pieces of language of the amendments but expressed general support for the broad implications of these policies. Mr. Kloster asked JPACT to review the proposed

changes, and to consider approving the letter to the respective commissions; JPACT discussion included:

- The potential for these amendments to be reviewed after implementation to consider their success in deriving the desired policy outcomes. Mr. Kloster noted that it is currently expected that Metro and ODOT will produce staff reports sometime in the future that examines the successes and challenges of the amendments as detailed. Commissions typically revisit policies on a five year basis.
- The possibility of developing a regional process to let people know when Multi Modal Areas (MMAs) are proposed in nearby jurisdictions. Mr. Kloster noted that Metro staff could help facilitate notifying jurisdictions of MMA designations.
- The importance of consideration of the regional freight network in the designation of the MMAs.
- The need to ask the OTC to ensure that changes in the OHP are reflected in implementing documents. JPACT members noted that the document currently contains language providing specifics for locations designated as Special Transportation Areas (STAs), and committee members expressed interest in encouraging the OHP to eventually reconcile the differences in language between these STAs and the new language creating MMAs.

Ms. Susie Lahene of the Port of Portland requested to add language to the letter to note that designation of MMAs should include “consideration given to the regional freight network.” Councilor Jordan requested to make an amendment to the letter to encourage the creation of a process to notifying “potentially affected communities” of the designation of MMAs.

MOTION: Chair Collette moved, Mayor Craig Dirksen seconded, to approve the letter in support of the proposed amendments to the TPR and OHP documents as amended.

ACTION TAKEN: With 14 votes in favor and 1 abstention (Mr. Jason Tell), the motion passes.

Chair Collette encouraged JPACT members to join her in attending the November 16 OTC hearing on the OHP amendments in Silverton and the December 8-9 LCDC hearing on the TPR amendments in The Dalles in support of these amendments. A copy of Mr. Kloster’s slideshow is available in the meeting packet.

## **7. INFORMATION/DISCUSSION ITEMS**

### **7.1 Regional Flexible Fund Allocation (RFFA) and ODOT Transportation Improvement Program (TIP) Process and Public Comment Update**

Chair Collette introduced Mr. Ted Leybold of Metro and Mr. Jeff Flowers of the Oregon Department of Transportation (ODOT) to discuss their outreach efforts to solicit comments on proposals for the Regional Flexible Fund Allocation.

Mr. Flowers noted that ODOT had representatives at three locations near proposed TIP projects in an effort to try innovative, new public outreach strategies. Mr. Flowers noted that displaying



maps of the projects that specifically outlined the problem statement and the proposed solution at these outreach events helped increase the public's comprehension of the proposals.

Mr. Dylan Rivera of Metro noted the public outreach for the Regional Flexible Fund Allocation, highlighting the teamwork with the Environmental Justice working group. About 325 comments were received in total for all of the MTIP proposals, with over 120 of the comments specifically referencing the City of Portland's Bike Share proposal. Summaries of the public comments were shared with the staff of the project's lead agencies eight days after the public comment period ended. Mr. Rivera noted that the full contents of public comment on the Flexible Fund projects will be available on the web by November 14. JPACT is expected to vote on approval of the TIP and RFFA allocations in December, and these allocations will be prepared for adoption into the Metropolitan Transportation Improvement Program in the Spring of 2012. A summary of the comments received was distributed to JPACT members and is included in the packet.

## **7.2 Climate Smart Communities Scenarios – Report on Preliminary Findings and Next Steps**

Chair Collette introduced Ms. Kim Ellis of Metro, who provided an update of the Climate Smart Communities Scenarios project. She stated that the project is close to completing the first phase, which has been exploring how different policies could have different potential reductions in greenhouse gas emissions for the region and how far current policies will take the region in achieving these emission reduction goals. The Scenarios project is designed to test bundles of plausible strategies; Ms. Ellis explained that there is no "silver bullet" that will single-handedly lead the region to reach emission reduction goals, and that continued partnerships and collaboration is integral to the success of the initiative. Phase 2 of the Scenarios project will utilize a framework derived by Metro's Six Desired Outcomes to examine the different sets of policies proposed in Phase 1, and will begin the effort to more fully examine the costs and cost savings of implementing these proposals. Early results indicate that of the proposals studied, policies regarding community design happened to have the single highest impact on greenhouse gas emission reduction. Ms. Ellis notes that the project team has been initiating conversations with policymakers and community leaders across the region to fully communicate the tradeoffs that accompany various climate smart policy initiatives. At this point in the process, the Climate Smart Communities project is not measuring the economic impacts of these policies. Ms. Ellis stressed the significance of the policy changes proposed by the various Climate Smart Communities Scenarios, stating that implementation of these policies will demand significant political leadership from elected officials. Ms. Ellis' slideshow and a handout detailing high level inputs studied in the Scenarios project are included in the meeting packet.

Ms. Ellis stated that she anticipates using the January JPACT meeting to ask the committee endorse the findings of the Climate Smart Communities scenario, and announced that the December 2 joint MPAC/JPACT summit has been postponed until early 2012.

## **7.3 Visit and Talk by Congressman Earl Blumenauer**

Chair Collette introduced the Honorable Earl Blumenauer, who spoke to the committee about the region's vision for transportation investments and the increasing need for cooperation to secure limited federal funds. He spoke of his history of political involvement in the region and the

decisions in the past decades to invest in light rail, noting the regional teamwork needed to help the region “stretch” and extend high capacity transit to the system the region currently enjoys today. He noted that the federal government was going into an “extraordinarily difficult time” and that the limited amount of federal funds for projects suggests that the region desperately needs to develop a singular, unified voice to help the region secure these funds for necessary infrastructure improvements. Representative Blumenauer noted that JPACT recently sent a letter supporting five different projects for receipt of TIGER grants; this makes it difficult for congressional delegates to advocate for any of the region’s desired projects without a stated declaration of priority. Stating that the region’s citizens “believe in” the region’s decisions to maintain transportation options, Representative Blumenauer encouraged the committee to continue to think creatively and collaboratively on how to solve the region’s transportation problems, and stressed the need to encourage the region to speak with one unified voice.

**8. ADJOURN**

Chair Collette adjourned the meeting at 9:00 a.m.

Respectfully submitted,



Aaron Brown  
Recording Secretary

**ATTACHMENTS TO THE PUBLIC RECORD FOR NOVEMBER 10, 2011**

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

<b>ITEM</b>	<b>DOCUMENT TYPE</b>	<b>DOC DATE</b>	<b>DOCUMENT DESCRIPTION</b>	<b>DOCUMENT No.</b>
<b>3.</b>	Document	11/08/11	Transportation for America: Summary of MAP-21	111011j-01
<b>6.1</b>	Powerpoint	11/10/11	Proposed Amendments to the Transportation Planning Rule & Oregon Highway Plan	111011j- 02
<b>7.1</b>	Document	11/2011	Flexible Funds Program for 2014-15and Public Involvement Approach	111011j -03
<b>7.2</b>	Handout	11/03/11	Climate Smart Communities Scenarios Project – High Level Inputs	111011j-04
<b>7.2</b>	Powerpoint	10/10/11	Climate Smart Communities Scenarios Project	111011j-05

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF AMENDING THE 2010- )	RESOLUTION NO. 11-4314
13 METROPOLITAN TRANSPORTATION )	
IMPROVEMENT PROGRAM (MTIP) TO ADD )	Introduced by Chief Operating Officer Martha
THE OR217: ACTIVE TRAFFIC )	Bennett with the concurrence of Council
MANAGEMENT PROJECT AND REMOVE THE )	President Tom Hughes
PROJECT DEVELOPMENT STUDY OF )	
MODIFYING INTERCHANGE RAMPS ON )	
HIGHWAY 217 BETWEEN BEAVERTON- )	
HILLSDALE HIGHWAY AND ALLEN )	
BOULEVARD )	

WHEREAS, the Metropolitan Transportation Improvement Program (MTIP) prioritizes projects from the Regional Transportation Plan to receive transportation related funding; and

WHEREAS, JPACT and the Metro Council must approve the MTIP and any subsequent amendments to add or remove projects to the MTIP per federal regulation 23 CFR 450.324; and

WHEREAS, the Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Council approved the 2010-13 MTIP on September 16, 2010; and

WHEREAS, the Oregon Department of Transportation recently led a study of the operations of the Highway 217 Corridor in collaboration with other transportation agencies to prioritize system management projects to improve the safety and reliability and reduce congestion of motor vehicle traffic in the corridor; and

WHEREAS, variable message signs along the corridor to inform drivers of travel times and incidents on the highway and shoulder widening to allow space for stalled and emergency service vehicles off of through lanes were priorities identified in the study; and

WHEREAS, funding was identified from savings from previous ODOT administered projects on Highway 217, the 2012-13 Region 1 Operations funding program, and by changing the scope of an existing project on Highway 217 allocated regional flexible funds; and

WHEREAS, ODOT has proposed programming of funds as described in Exhibit A to this resolution, and

WHEREAS, the Clean Air Act requires that federally funded transit and highway projects demonstrate conformity with the state's air quality goals; and

WHEREAS, notwithstanding the Clean Air Act conformity requirement, 40 C.F.R 93.126 exempts this project from the requirement to demonstrate conformity with the state's air quality goals because it is a system management and operations project; and

WHEREAS, funding is available for these projects within existing revenues, consistent with the MTIP financial plan; and

WHEREAS, JPACT approved this resolution December 8, 2011; now therefore

BE IT RESOLVED that the Metro Council hereby adopts the recommendation of JPACT and hereby amends the 2010-13 MTIP to add the Highway 217 system management project to and remove the Highway 217: Beaverton-Hillsdale Hwy to Allen Boulevard interchange project.

ADOPTED by the Metro Council this \_\_\_\_ day of December 2011.

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Tom Hughes, Council President

Approved as to Form:

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Daniel B. Cooper, Metro Attorney

**Exhibit A to Resolution No. 11-4314**

**2010-13 Metropolitan Transportation Improvement Plan Table 3.1.1 amendment**

**Action:** Amend MTIP to add construction phase to ODOT project.

Existing programming:

Project Name	Project Description	ODOT Key #	Lead Agency	Estimated Total Project Cost (all phases, all years)	Project Phase	Fund Type	Program Year	Federal Funding	Minimum Local Match	Other Funds	Total Funding
Operations Reserve for 2012-13	Reserve fund for Operations projects.	16260	ODOT				2012/13	\$1,110,000			\$1,110,000
Urban-Rural ITS for 2012-13	Reserve fund for ITS projects.	16252	ODOT				2012/13	\$2,500,000			\$2,500,000
OR217: Pavement & Shoulder Repair	Overlay and shoulder widening on Hwy 217.		ODOT		PE			\$587,000			
					Con			\$5,000,000			
					Con	TCSP Earm.		\$593,000			
OR217 Study	Interchange management study.	15604	ODOT					\$284,000 (Remaining funds)			
OR217: B-H Hwy to Allen Blvd.	Preliminary engineering of ramp capacity changes at and between these interchanges.	15604	Wash. Co.					\$373,000	\$42,692		\$415,692

**Exhibit A to Resolution No. 11-4314**

New programming (new phase):

Project Name	Project Description	ODOT Key #	Lead Agency	Estimated Total Project Cost (all phases, all years)	Project Phase	Fund Type	Program Year	Federal Funding	Minimum Local Match	Other Funds	Total Funding
Operations Reserve for 2012-13	Reserve fund for Operations projects.	16260	ODOT				2012/13	\$0			\$0
Urban-Rural ITS for 2012-13	Reserve fund for ITS projects.	16252	ODOT				2012/13	\$0			\$0
OR217: Pavement Repair	Overlay and shoulder widening on Hwy 217.		ODOT					\$2,000,000			
OR217 Study	Interchange management study.	15604	ODOT					\$0			
OR217: B-H Hwy to Allen Blvd.	Preliminary engineering of ramp capacity changes at and between these interchanges.	15604	Wash. Co.					\$373,000	\$42,692		\$415,692
The OR 217: Active Traffic Management Project		16252	ODOT	\$10,489,692	PE		2012	\$1,487,000	\$42,692		\$10,489,682
					Con		2013	\$9,197,000			

## STAFF REPORT

### FOR THE PURPOSE OF AMENDING THE 2010-13 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM (MTIP) TO ADD THE OR217: ACTIVE TRAFFIC MANAGEMENT PROJECT AND REMOVE A PROJECT DEVELOPMENT STUDY OF MODIFYING INTERCHANGE RAMPS ON HIGHWAY 217 BETWEEN BEAVERTON-HILLSDALE HIGHWAY AND ALLEN BOULEVARD

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Date: December 8, 2011

Prepared by: Ted Leybold, 503-797-1759  
Jeff Flowers, 503-731-8235

## BACKGROUND

The Oregon Department of Transportation received a federal appropriation to study the operations of the Highway 217 corridor and prioritize near-term projects that improve traffic safety and congestion. The *OR 217 Interchange Management Study* was recently completed and two of the priority projects identified were traveler information in the corridor and targeted widening of shoulders at specific high crash locations.

The first step in implementing traveler information in the corridor is providing 17 variable message signs on Highway 217 and connecting arterial roads that will provide information to drivers about congestion and incidents. Primary messages displayed will include travel times to common destinations and advanced warnings of congested conditions or incidents.

Targeted shoulder widening is intended to improve incident response and maintain system capacity during an incident. Increasing the shoulder width in key areas will allow emergency response vehicles to reach and clear incidents faster, and will also provide an area where an incident (such as a stalled vehicle or debris) can be moved to the shoulder. It also provides space for errant vehicles to avoid rear end collisions, thus reducing non-recurring delay (estimated to represent approximately 60% of the total delay on Highway 217) and reducing the number and cost associated with crashes.

In several locations along OR 217 the outside shoulder is less than a lane width (sometimes as narrow as three to four feet wide). When an incident occurs in one of these sections, the through capacity on the freeway is significantly reduced. In a two-lane section, a one-lane blockage actually results in a 65% reduction to capacity, not 50%. This may seem counterintuitive, but the additional lost capacity is due to vehicles slowing down in the adjacent lane as they approach and pass the incident (gawking effect). Based on a conservative estimate of restoring 30% of lost capacity during an incident and reducing 5% of crashes in the target shoulder widening areas, each segment of shoulder widening (on average) could save motorists up to \$1 million over a five-year period.

The three sections identified for improvement are:

- \* Southbound from Scholls Ferry Rd to Greenburg Rd
- \* Northbound from Greenburg Rd to Scholls Ferry Rd
- \* Southbound from Denny Rd to Hall Blvd

Variable message signs and shoulder widening projects are exempt from the requirement that a regional air quality conformity determination be made by the code of federal regulations 40 CFR 93.126.

Funding for the project will come from several sources. First are remaining funds from the federal appropriation to the corridor. ODOT is also dedicating funds from its Operations program reserve, and its Urban & Rural Intelligent Transportation System (ITS) reserve. Finally, Washington County has requested

transfer of funds from a regional flexible fund award for project development work to consider interchange ramp improvements on Highway 217 between Beaverton-Hillsdale Highway and Allen Boulevard. This action will remove this project development award from the MTIP and transfer its \$373,000 of federal funding authority to the new OR217: Active Traffic Management project.

The Joint Policy Advisory Committee on Transportation and the Metro Council must approve amendments to the MTIP. This amendment will add this project to the 2010-13 MTIP. It will also combine funding from the 2012-13 ODOT Operations program (\$1,110,000), the Urban & Rural ITS program (\$2,500,000), and utilize funds from the Highway 217: Beaverton-Hillsdale to Allen Boulevard project development study and remove that project from the 2010-13 MTIP.

#### **ANALYSIS/INFORMATION**

- 1. Known Opposition** None known at this time.
- 2. Legal Antecedents** Amends the 2010-13 Metropolitan Transportation Improvement Program adopted by Metro Council Resolution 10-4186 on September 16, 2010 (For the Purpose of Approving the 2010-13 Metropolitan Transportation Improvement Program for the Portland Metropolitan Area).
- 3. Anticipated Effects** Allows funding to become available for the new OR217 Active Traffic Management project. The project uses funding from the 2012-13 ODOT Operations reserve, the 2012-13 Urban & Rural ITS program, and utilizes funds from the Highway 217: Beaverton-Hillsdale to Allen Boulevard development study of interchange ramps on and removes that project from the 2010-2013 MTIP.
- 4. Budget Impacts** None.

#### **RECOMMENDED ACTION**

Metro staff recommends the approval of Resolution No. 11-4314.



BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF AMENDING THE 2010-13 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM (MTIP) TO ADD A PROJECT ON DIVISION STREET BETWEEN THE GRESHAM-FAIRVIEW TRAIL AND WALLULA AVENUE IN GRESHAM	)	RESOLUTION NO. 11-4315
	)	
	)	Introduced by Chief Operating Officer Martha Bennett with the concurrence of Council President Tom Hughes
	)	

WHEREAS, the Metropolitan Transportation Improvement Program (MTIP) prioritizes projects from the Regional Transportation Plan to receive transportation related funding; and

WHEREAS, JPACT and the Metro Council must approve the MTIP and any subsequent amendments to add or remove projects to the MTIP per federal regulation 23 CFR 450.324; and

WHEREAS, the Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Council approved the 2010-13 MTIP on September 16, 2010; and

WHEREAS, the City of Gresham applied for and was awarded federal Transportation, Community, and System Preservation (TCSP) program funding for pedestrian and bicycle facilities on Division Street between the Gresham-Fairview Trail and Wallula Avenue; and

WHEREAS, this project, as described in Exhibit A to this resolution, is included in the current Regional Transportation Plan; and

WHEREAS, the Clean Air Act requires that federally funded transit and highway projects demonstrate conformity with the state’s air quality goals; and

WHEREAS, notwithstanding the Clean Air Act conformity requirement, 40 C.F.R 93.126 exempts this project from the requirement to demonstrate conformity with the state’s air quality goals because it is a pedestrian and bicycle project; and

WHEREAS, funding is available for this project within existing revenues, consistent with the MTIP financial plan; and

WHEREAS, JPACT approved this resolution December 8, 2011; now therefore

BE IT RESOLVED that the Metro Council hereby adopts the recommendation of JPACT and hereby amends the 2010-13 MTIP to add the Division Street pedestrian and bicycle project.

ADOPTED by the Metro Council this \_\_\_\_ day of December 2011.

\_\_\_\_\_  
Tom Hughes, Council President

Approved as to Form:

\_\_\_\_\_  
Daniel B. Cooper, Metro Attorney

**Exhibit A to Resolution No. 11-4315**

**2010-13 Metropolitan Transportation Improvement Plan Table 3.1.1 amendment**

**Action:** Add federal TCSP funds a new project: Division Street: Gresham-Fairview Trail to Wallula (Gresham).

Existing programming : None

Amended programming:

<b>Project Name</b>	<b>Project Description</b>	<b>ODOT Key #</b>	<b>Lead Agency</b>	<b>Project Phase</b>	<b>Fund Type</b>	<b>Program Year</b>	<b>Federal Funding</b>	<b>Minimum Local Match</b>	<b>Other Funding</b>	<b>Total Funding</b>
Division Street: Gresham-Fairview Trail to Wallula (Gresham)	Add sidewalks, ped crossings, multi-use path to Division Street.	TBD	Gresham	PE	TCSP	2012	\$161,500	\$18,484		\$179,984
				Right-of-way	TCSP	2012	\$211,000	\$24,150		\$235,150
				Cons	TCSP	2013	\$460,140	\$52,665	\$382,795	\$895,600
				<b>Total</b>			<b>\$832,640</b>	<b>\$95,299</b>	<b>\$382,795</b>	<b>\$1,310,600</b>

## STAFF REPORT

### FOR THE PURPOSE OF AMENDING THE 2010-13 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM (MTIP) TO ADD A PROJECT ON DIVISION STREET BETWEEN THE GRESHAM-FAIRVIEW TRAIL AND WALLULA AVENUE IN GRESHAM

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Date: December 15, 2011

Prepared by: Ted Leybold, 503-797-1759

## BACKGROUND

\$832,640 of federal TCSP funds was awarded to the City of Gresham to construct bicycle and pedestrian facilities on Division Street. This is a competitive, discretionary funding program whose award decisions are made by the Federal Highway Administration. To be eligible to receive these funds the project award must be amended into the Metropolitan Transportation Improvement Program (MTIP).

### Project Components

1. *New Permeable Multi-Use Path and Permeable Sidewalk:* Construction of a new 790' long and 10' wide permeable asphalt multi-use path on the north side of Division St. between Birdsdale Ave. and the Gresham/Fairview Trail will eliminate a gap for pedestrians and bicyclists traveling on Division St. The existing curb-to-curb roadway in this short segment of the corridor is 55' and not wide enough to accommodate bike lanes. It is also topographically constrained on the south side. A new 5' wide permeable concrete sidewalk will be constructed along this same 790' long segment adjacent to the asphalt multi-use path to provide access to a TriMet bus stop as well as to provide an additional pedestrian facility separate from the multi-use trail that serves bicyclists accessing the Gresham-Fairview Trail from east of Birdsdale Ave.

2. *New Multi-Use Path between Birdsdale and Wallula Avenues:* this 3,800' long segment of Division Street has sporadic and insufficient walk zones that do not meet ADA widths and are obstructed by utility poles, many missing sidewalk links, and is constrained by steep slopes. There is no additional right-of-way to extend the sidewalk other than into the existing roadbed. Improvements in this segment will consist of extending existing curbs to create 10' wide pedestrian/bicycle facilities on both sides of the street. This element of the project will narrow inner travel lanes and create new multi-use paths on both sides of the street, creating physical and visual traffic calming.

Improvements on this segment link to the segment from Birdsdale to the Gresham/Fairview Trail described as project component #1 above, and together they will provide a continuous bicycle system from east to west city limits.

3. *Pedestrian Mid-Block Crossing and Safety Features:* TriMet, the region's transit service provider, recently recognized the Division Corridor as one of ten critical focus areas for pedestrian and transit needs in the greater Portland region. The TriMet Route 4 bus travels between Gresham and Portland along this corridor and is recorded as having the second-highest ridership in the region. One of the critical safety components of this project is a new mid-block crossing near SE 179th Avenue with a pedestrian refuge and rectangular rapid flashing beacons. This section of roadway is currently used as an informal crossing by many students traveling from a Route 4 bus stop to Centennial High School.

The project is in conformity with the State Implementation Plan for air quality. Air quality conformity was completed on the 2035 Regional Transportation Plan financially constrained system that included this project as constructed in the timeframe as funded. Additionally, pedestrian and bicycle projects are exempt from the requirement that a regional air quality conformity determination be made by the code of federal regulations 40 CFR 93.126.

The Joint Policy Advisory Committee on Transportation and the Metro Council must approve amendments to the MTIP. The amendment will add this project to the 2010-13 MTIP with programming as shown in Exhibit A to Resolution No.11-4315.

#### **ANALYSIS/INFORMATION**

- 1. Known Opposition** None known at this time.
- 2. Legal Antecedents** Amends the 2010-13 Metropolitan Transportation Improvement Program adopted by Metro Council Resolution 10-4186 on September 16, 2010 (For the Purpose of Approving the 2010-13 Metropolitan Transportation Improvement Program for the Portland Metropolitan Area).
- 3. Anticipated Effects** Allows funding to become available to the Division Street project.
- 4. Budget Impacts** None.

#### **RECOMMENDED ACTION**

Metro staff recommends the approval of Resolution No. 11-4315.

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF ALLOCATING ) RESOLUTION NO. 11-4313  
\$70.73 MILLION OF REGIONAL FLEXIBLE )  
FUNDING FOR THE YEARS 2014 AND 2015, ) Introduced by Councilor Carlotta Collette  
PENDING AIR QUALITY CONFORMITY )  
DETERMINATION )

WHEREAS, approximately \$70.73 million is forecast to be appropriated to the metropolitan region through the federal Surface Transportation Program (STP) and Congestion Mitigation – Air Quality (CMAQ) transportation grant programs; and

WHEREAS, the Metro Council and Joint Policy Advisory Committee on Transportation (JPACT) are authorized per federal regulation 23 CFR 450.324 to allocate these funds to projects and programs in the metropolitan region through the Regional Flexible Fund Allocation (RFFA) process; and

WHEREAS, the Metro Council and JPACT have provided policy guidance to Metro staff to conduct a two-step allocation process, establish the project focus areas of Active Transportation & Complete Streets and Green Economy & Freight Initiatives with funding targets, and development of a collaborative process for nominating projects for funding by Metro Resolution No. 10-4160, For the Purpose of Adopting Policy Direction to the Regional Flexible Funding Allocation (RFFA) Process for Federal Fiscal Years 2014-15, adopted July 8, 2010; and

WHEREAS, a task force was charged by JPACT to develop prioritization criteria for Active Transportation & Complete Streets and Green Economy & Freight Initiatives projects that were adopted by Metro Resolution No. 11-4231, For the Purpose of Adopting the Recommendations of the Regional Flexible Fund Task Force, adopted February 17, 2011; and

WHEREAS, an extensive public process has provided opportunities for comments on the merit and potential impacts of the project and program applications between September 13 and October 1, 2011; and

WHEREAS, TPAC has provided recommendations to JPACT and the Metro Council on a list of projects and programs, as shown in Exhibit A, attached to this resolution, to allocate funding in response to policy direction, consistency with Regional Flexible Fund Task Force criteria, local prioritization processes, and public comments; and

WHEREAS, JPACT took action on the TPAC recommendation December 8, 2011, prior to adoption of this resolution; and

WHEREAS, receipt of these funds is conditioned on completion of requirements listed in the staff report to this resolution; now therefore

BE IT RESOLVED that the Metro Council hereby adopts the recommendation of JPACT on the project and programs to be funded through the 2014-15 Regional Flexible Fund Allocation process as shown in Exhibit A.

ADOPTED by the Metro Council this \_\_\_\_ day of December 2011.

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Tom Hughes, Council President

Approved as to Form:

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Daniel B. Cooper, Metro Attorney

**2014-15 RFFA project and program nominations**

<b>Local projects</b>						
<b>Sub-region</b>	<b>Project</b>	<b>Lead agency</b>	<b>Focus area</b>	<b>Phase</b>	<b>RFF request</b>	<b>Total Project Cost</b>
<b>Washington Co</b>	Hillsboro Regional Center: Oak and Baseline	Hillsboro	AT/CS	PD	\$500,000	\$557,227
	West Fork of the Tonquin Trail-Cedar Creek Greenway Trail	Sherwood	AT/CS	Cons	\$5,112,000	\$5,697,091
	Hwy 8/Hwy 47 Intersection Improvements	Forest Grove/ODOT	GE/FI	Cons	\$1,312,000	\$1,462,164
<b>City of Portland</b>	East Portland Active Transportation to Transit	Portland	AT/CS	Cons	\$3,373,000	\$4,200,000
	Portland Bike Sharing Project	Portland	AT/CS	Cons	\$2,000,000	\$4,000,000
	SE Foster Road Safety Enhancement and Streetscape Project (50th-84th)	Portland	AT/CS	Cons	\$1,250,000	\$3,250,000
	North Burgard-Lombard ("Around the Horn") Project: North Time Oil Road-Burgard	Portland	GE/FI	Cons	\$2,363,000	\$2,630,064
<b>E. Multnomah Co</b>	Arata Road Improvements	Multnomah Co	AT/CS	Cons	\$1,669,000	\$1,876,325
	Sandy Blvd Improvements: 230th - 238th Dr	Multnomah Co	GE/FI	Cons	\$659,000	\$885,675
<b>Clackamas Co</b>	17th Avenue Multi-use Trail	Milwaukie	AT/CS	Cons	\$2,969,000	\$3,366,000
	Clackamas County Regional Freight ITS Project	Clackamas Co	GE/FI	PD/Cons	\$790,000	\$880,419
<b>Other</b>	Regional Over-dimensional Truck Route Plan	Metro/Portland	GE/FI	Study	\$100,000	\$111,445
	Regional Freight/Passenger Rail Investment Strategy	Metro	GE/FI	Study	\$400,000	\$445,782
	Vehicle Electrification	Metro	Other	N/A	\$500,000	\$557,227
<b>Sub-total:</b>					<b>\$22,997,000</b>	<b>\$29,919,420</b>
<b>Region-wide programs</b>						
Transit Oriented Development					\$5,950,000	
High Capacity Transit					\$30,000,000	
Transportation System Management & Operations/Intelligent Transportation Systems					\$3,000,000	
Regional Travel Options					\$4,539,000	
Regional Planning					\$2,244,000	
Corridor & Systems Planning					\$1,000,000	
Metropolitan Mobility Funding Preparedness					\$1,000,000	
<b>Sub-total:</b>					<b>\$47,733,000</b>	

Notes:

AT/CS: Active Transportation & Complete Streets,

GE/FI: Green Economy & Freight Initiatives,

PD: Project Development, Cons: Construction

**Grand Total: \$70,730,000**

## **STAFF REPORT**

### **FOR THE PURPOSE OF ALLOCATING \$70.73 MILLION OF REGIONAL FLEXIBLE FUNDING FOR THE YEARS 2014 AND 2015, PENDING AIR QUALITY CONFORMITY DETERMINATION**

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Date: December 8, 2011

Prepared by: Ted Leybold  
503-797-1759

#### **BACKGROUND**

The Regional Flexible Fund Allocation for 2014-15 allocates transportation funding to Metro area transportation agencies from two federal grant programs; the Surface Transportation and Congestion Mitigation/Air Quality programs. The metropolitan region is forecasted to receive \$70.73 million from these sources in the federal fiscal years of 2014 and 2015. Previous allocations have identified projects and programs to receive funds during the Federal fiscal years of 2012 and 2013.

#### **POLICY DIRECTION**

JPACT established new project focus areas and funding targets - Active Transportation & Complete Streets (75% of local project funds) and Green Economy & Freight Initiatives (25% of local project funds). JPACT also affirmed the two-step process used in the previous cycle for allocating funds to region-wide programs, then conducting the local project nomination process. The new policies were adopted by Metro Resolution No. 10-4160. Finally, JPACT charged a task force with developing an approach for spending the funds in the two project focus areas and project scoping and prioritization criteria. The resulting task force report was adopted by Metro Council No. 11-4231.

Based on the updated policy direction from JPACT, Metro staff developed a collaborative project nomination process, the result of which are the projects listed in Exhibit A to Resolution No. 11-4313.

#### **PROJECT NOMINATION PROCESS**

The process used a collaborative model for generating project ideas and relied on a sub-regional prioritization process to nominate projects for funding consideration. Sub-regional funding targets were established using updated population and system data. The project list reflects the local priorities and projects that meet the task force criteria in each sub-region (Washington County and its cities, East Multnomah County and its cities, Clackamas County and its cities, and the City of Portland) and meets the funding targets established for each sub-region.

#### **TPAC comments on Process**

At their November 18<sup>th</sup> meeting, TPAC offered the following comments about the process:

1. General appreciation and support for the simplified, collaborative process with some suggestions for potential improvements (to be vetted during the retrospective process).
2. The process this cycle is an improvement over past cycles.
3. Recommendation to develop 3 to 4 options for process refinements for consideration in the next cycle.
4. Appreciation for step requiring locals to respond to comments on their projects.
5. Recommendation to explore ways to improve community outreach during the local prioritization process, particularly with underserved and Environmental Justice Communities.

#### **PUBLIC COMMENT PROCESS**

The new policy development process called for a new public engagement process. This comment period was different from past two-year cycles. The new process involved the three county coordinating committees and the City of Portland conducting their own public involvement and prioritization process among competing projects to nominate a "100 percent" list of projects prior to Metro's regional public



comment period. The regional public comment period held from September 13 through October 13, 2011 asked the public to provide refinements – “how can we improve upon the project proposal to address program criteria and meet your needs?” – rather than weighing one project against another. The public comment report documents all of the projects received via the online comment tool, email, and mail. A summary of the report is Attachment 1 to this Staff Report.

## VEHICLE ELECTRIFICATION

As part of its 2014-15 RFFA decision, JPACT adopted a one-time set aside of \$500,000 for electric vehicle (EV) acquisition and infrastructure development. Metro convened an ad hoc work group comprised of TPAC members and EV knowledgeable staff from partner agencies to craft a recommendation for applying these funds. Participants included:

Andy Back - Washington Co/TPAC	Scott King – Port of Portland
Karen Buehrig – Clackamas Co/TPAC	James Mast – Drive Oregon
Peter Brandom – City of Hillsboro	John Macarthur - OTREC
Ronda Chapman-Duer – Washington Co	Young Park - TriMet
Katja Dillmann – City of Portland	Deena Platman - Metro
Warren Fish – Multnomah Co	Eben Polk – Clackamas County
Ashley Horvat - ODOT	

JPACT advanced a set of project options generated by the work group into the RFFA public comment period. Metro received 24 comments on the transportation electrification project proposals. The work group reconvened to prepare a recommendation for expenditure based on the input received during the public comment period.

The recommendation provides for:

**Electric Vehicle Fleet Conversion** - \$400,000 investment in the transition of public and non-profit agency fleets from internal combustion engine vehicles to plug in electric vehicles.

Lead agency: ODOT/Department of Administrative Services

*In response to President Obama’s call for one million EVs on the road by 2015, Oregon has set an ambitious goal of putting 30,000 EVs on our roads by this date. Increasing visibility and experience with EVs is an important strategy for achieving this goal. The work group’s initial concerns regarding the administrative costs of administering this program have been addressed with the opportunity to partner in a statewide EV purchasing program.*

**Energizing Oregon Plan Implementation** - \$100,000 investment in implementation of the Energizing Oregon Plan to support public education and outreach activities in partnership with other public and private organizations.

Lead agency: Portland State University

*The Oregon Business Development Department was awarded a Clean Cities grant to create a community plan for electric vehicle adoption. Oregon’s readiness assessment found that while we are making good progress in coordination, infrastructure and supportive regulations and codes for EVs, we need more focus on readying our citizens for this transformative change. Potential education strategies can be link with the companion project to transition local fleets to EV.*

Prior to the expenditure of these funds, the Transportation Electrification work group will re-convene to define the scope of work for each project. JPACT will review and approve the project work scopes.

## MOBILITY FUNDING PREPAREDNESS

These program funds were identified to help the region compete for funds that might be available in the next federal transportation authorization bill. Development of that bill in Congress remains undefined since the July 2010 JPACT action. Given there is no consensus on the federal transportation bill, it is premature to define the most effective way to spend these resources.

Therefore, JPACT has endorsed delaying further definition of how these funds will be utilized per the following:

1. The proposal would remain intact as currently defined by the JPACT/Council action of July 2010. Staff would seek JPACT approval of a process for defining the programs at a more timely date.
2. JPACT action to further define this proposal could occur at any of the following times:
  - a. When a federal transportation authorization bill provides enough direction and confidence for JPACT action;
  - b. When 2014-15 regional flexible fund authority becomes imminent and JPACT decides to proceed with further direction on the proposals; or
  - c. At the request of the JPACT chair or a majority of the JPACT members to consider an item on the JPACT agenda to further define these proposals.
3. Unless further action is taken by JPACT prior to the adoption of the 2012-15 Metropolitan Transportation Improvement Program (MTIP), currently scheduled for adoption in December 2011, the proposal will be forwarded for adoption as currently defined with a condition that further policy direction will be acted on by JPACT and the Metro Council prior to those funds being obligated for expenditure. As with any project or program proposal, JPACT can act to modify the proposal during the development of its 2012-15 MTIP recommendation.

### **CONDITIONS OF APPROVAL**

Conditions of approval are mechanisms to ensure the intent of the decision making body approving the projects is followed post allocation and into project design and construction. These conditions are intended to make sure that projects are built according to the elements proposed in the applications and approved by JPACT and Metro Council. Projects can be reviewed at any point in the process for consistency with the conditions of approval and action taken if they are not adhered to.

### **TPAC discussion**

At their November 18<sup>th</sup> meeting, the Transportation Policy Alternatives Committee discussed the conditions of approval. The following points were brought forward by committee members:

1. Request to define a process to formalize the interpretation of condition of consistency with Livable Streets design guidelines.
2. Discussion of concerns regarding the City of Portland Bike Sharing project and consistency with equity related criteria.
3. TPAC voted to direct Metro staff to work with City of Portland staff and stakeholders to draft a condition of approval to address the issues raised for consideration by JPACT.

**2014-15 RFFA conditions of approval** – Changes recommended by TPAC are underlined.

### **All projects**

1. Project scopes will include what is written in their project narrative and project refinements submitted on November 7, 2011. Requests for adjustments to project scopes shall be made in writing to the MTIP Project Manager utilizing the amendment procedures adopted in the MTIP (2010-13 MTIP amendment procedures are currently defined in Section 1.7).
2. If any project is determined to be infeasible or completed without expending all eligible funding authority, any remaining funding for that project shall revert to the regional pool for the next flex fund allocation (i.e. 2016-17), to be distributed among the region or request to reallocate funds per the MTIP amendment process (1.7)
3. All projects will ~~meet~~ be consistent with street design guidelines as defined in the Creating Livable Streets guidebook (Metro; 2nd edition; June 2002 or subsequent edition), as determined by the ~~MTIP Manager~~ Metro Planning Director or designee.
4. All projects will meet Metro signage and public notification requirements.

5. Projects need to include public outreach activities that address the unique outreach needs and opportunities of Environmental Justice and underserved communities.

#### **West Fork of the Tonquin Trail-Cedar Creek Greenway Trail**

1. Metro staff to review the project scope after the project development phase of this project. Should issues arise concerning ability to build the project as proposed in the application, the information learned during the project development phase would be used by Metro and the City of Sherwood to propose a modified project scope and phasing strategy that is mutually agreeable to both agencies.

#### **Portland Bike Sharing**

1. City of Portland will work with stakeholders from environmental justice and underserved communities and Metro staff to ensure the Portland Bike Sharing project Request for Proposals (RFP) addresses equitable and affordable access to bike share services and workforce development opportunities.

#### **Vehicle electrification**

1. Prior to the expenditure of these funds, the Transportation Electrification work group will convene to define the scope of work for each project. JPACT will review and approve the project work scopes.

#### **Planning and Region-wide programs**

1. Planning activities and region-wide programs funded with regional flexible funds must be implemented consistent with the Unified Planning Work Program (UPWP). Additionally, the following programs and planning activities are guided by and must be consistent with the following plans and legislation or as updated by any subsequent legislation (including most current UPWP) adopted by JPACT and the Metro Council directing program or plan activities:
  - Transit Oriented Development: TOD Strategic Plan
  - Regional Travel Options: RTO Strategic Plan
  - Corridor and Systems Planning: 2035 RTP – Mobility Corridor component, 2035 RTP – section 6.3.1, Metro Resolution No. 10-4119
  - Transportation System Management and Operations: 2035 RTP – TSMO plan component
  - High Capacity Transit development: 2035 RTP - HCT system plan component, Metro Resolution No. 10-4118

Requests for adjustments to program activities shall be made in writing to the UPWP Project Manager utilizing the amendment procedures adopted in the UPWP. Requests for changes in regional flexible fund allocations to region-wide programs or planning shall be made in writing to the MTIP Project Manager utilizing the amendment procedures adopted in the MTIP.

2. JPACT and the Metro Council must act to provide further policy direction on the use of regional flexible funds for Metropolitan Mobility program activities prior to funds being obligated for expenditure.

#### **INVESTMENT BENEFITS**

A benefit analysis has been completed in response to previous direction to evaluate the investments made through the 2014-15 regional flexible allocation. The analysis in Attachment 2 is intended to highlight the larger benefits of the allocation, communicate the overall benefits of local projects, and show that these investments support the criteria developed to prioritize projects.

## ANALYSIS/INFORMATION

1. **Known Opposition** Some projects received negative comments during the regional public comment period. See public comment report for full record and text of comments received.
2. **Legal Antecedents** This resolution allocates transportation funds in accordance with the federal transportation authorizing legislation (currently known as the Safe, Accountable, Flexible, Efficient Transportation Equity Act or SAFETEA). The allocation process is intended to implement the Regional Flexible Fund 2014-15 program policies as defined by Metro Resolution No. 10-4160, For the Purpose of Adopting Policy Direction to the Regional Flexible Funding Allocation (RFFA) Process for Federal Fiscal Years 2014-15, adopted July 8, 2010.
3. **Anticipated Effects** Adoption of this resolution would instigate an air quality conformity analysis of the effects of implementing these projects and programs for compliance with the State Implementation Plan for air quality.
4. **Budget Impacts** Adoption of the resolution would commit federal grant funding for Metro Transportation Planning activities. These grants are administered on a cost reimbursement basis, requiring Metro to incur costs associated with the planning activities prior to receiving reimbursement thereby incurring carrying costs. Furthermore, the grants require a minimum match from Metro of 10.27% of total costs incurred. Funding for this allocation of grants will occur in Federal Fiscal Years 2014 and 2015. Federal Fiscal Year 2014 grant funds would typically be utilized by Metro in Metro Fiscal Year 2014-15. Federal Fiscal Year 2015 grant funds would typically be utilized by Metro in Metro Fiscal Year 2015-16. The Transportation & Planning department is able to request advancing the allocation of these funds to an earlier year, however, if there is funding program capacity and budget for local match available.

The proposed allocation would require Metro match of \$229,538 in Metro fiscal year 2014-15 and \$189,534 in Metro fiscal year 2015-16 for transportation planning activities. Additionally, match would be required for the portion of the Regional Travel Options (RTO) program funding utilized for Metro staff expenses. Approximately 40% of the RTO program funding is currently utilized for this purpose. At this rate of utilization, there is a Metro match of \$103,902 in each of Metro fiscal year 2014-15 and 2015-16 for the RTO program.

Finally, funds for the Metropolitan Mobility program will require a local match of \$114,454. However, there is currently no agreement at this time as to which local agency will administer these funds or be responsible for providing the local match funds.

## 5. RECOMMENDED ACTION

Staff recommends the adoption of Resolution 11-4313.

## INTRODUCTION: THE FLEXIBLE FUNDS PROGRAM FOR 2014-15 AND PUBLIC INVOLVEMENT APPROACH

### Background

Every two years, the Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Council decide how best to spend money from two federal funds: Congestion Mitigation Air Quality and Surface Transportation Program. In summer 2010, JPACT and the Council approved a new process for allocating funds for the 2014-15 cycle. This created a more intentional program than in past years, directing:

- nomination of region-wide programs (TOD, RTO, TSMO/ITS, MPO & Corridor Planning, HCT Development, and a new Regional Mobility Strategy Planning) at current capacities,
- funding to two new transportation categories that serve the region's goals: Active Transportation & Complete Streets and Green Economy & Freight,
- a one-time allocation of \$500,000 to support development of electric vehicles.

This new process also involved the public early in the development of policy guidance. Specifically, a Task Force comprised of residents from across the region developed policies and criteria for selecting projects with the two new project categories. Also, a working group made up of service providers and community advocates advised on how to address the needs of environmental justice and underserved communities. The new process also called for collaboration among Metro and local agencies by having county coordinating committees and the Portland City Council nominate projects to Metro for consideration. The nominations were received by Metro in August, and JPACT on Sept. 8 approved a list of 11 projects and the 6 region-wide programs to be publicized for a 30-day public comment period, Sept. 13-Oct. 13.

### Outreach approach

This new policy development process called for a new public engagement process. This comment period was different from past two-year cycles. In the past, JPACT approved a roughly "150 percent" project list and distributed it for public comment. This created intense community and stakeholder interest, as people felt the need to attend to public involvement events and make comments on a web-based comment form to advocate for their favorite projects. Not showing up to defend a project meant that another project might be funded in its place. In 2008, Metro received 801 comments, including 574 from the web-based form.

This time, the three county coordinating committees and the City of Portland conducted their own public involvement process and prioritized among competing projects to nominate a "100 percent" list of projects prior to Metro's regional public comment period. So this fall, Metro asked the public to provide refinements – "how can we improve upon the project proposal to address program criteria and meet your needs?" – rather than weighing one project against another. Members of the public sometimes still wanted to make the case for projects that were rejected at the local level over the summer. But the main ask for the fall comment period focused on refining the proposed projects that made it through local agencies over the summer.

With only 17 projects and programs and a 100 percent list, staff could focus outreach efforts on the communities that would be most impacted by the proposed projects. This meant directing

resources to reaching local community organizations, agencies and community media, rather than entire cities or the region as a whole.

Staff focused on gathering comments with the web comment form. Given the hundreds of comments received in the last cycle, the public clearly finds it accessible. The Communications Department's Community Engagement Best Practices guide indicates that web based comment tools are primarily designed for gathering ideas from the public. They can also help reach Environmental Justice and underserved populations.

Metro's effort to help publicize the comment period and the comment form included:

- E-mail notices to TPAC members and interested parties and to the task force and working group members who were involved in advising on the program last year. Several organizations on those lists, including Latino Network, Verde and Willamette Pedestrian Coalition submitted comments.
- E-mail notices were also sent to contacts interested in trails and freight issues.
- A post on the Metro News web site, the agency's main news blog, which reaches hundreds of news media and community members each day. The exact number of recipients varies depending on their own subscription settings.
- A large image advertising the comment period was posted in a slide show that was the dominant image on oregonmetro.gov, the main page for public readers of the agency's web site, from Sept. 21 to Oct. 13. A post was also published on the agency's "get involved!" web site, the main page for public involvement opportunities.
- A flurry of twitter posts were published from Metro's account in advance of the Sept. 13 start of the comment period and in the first few days. These were redistributed by several major local transportation bloggers and other interested parties.
- In-person interviews with three teenage Latina residents of Leander Court, an affordable housing complex in East Portland within the vicinity of the East Portland Active Transportation to Transit project. The residents were visiting Metro to publicize their own photography exhibit that illustrated community needs regarding active transportation infrastructure.
- Outreach to community news media and local agencies in areas where comments were slow to come in. After the first three weeks of the comment period, no comments were received on the Sherwood project. After outreach to the area news media and lead agency, 47 comments were received through the online comment form and five were submitted by other means.

The web comment form logged 297 comments, including some errata comments that are not included in this report. In addition, about 25 comments were received through the mail, email and other means.

Most of the comments were supportive of the projects, with some commenters offering refinements. A minority of commenters opposed projects for a variety of reasons, including some who were opposed to the active transportation focus of the program and others who had concerns about specific project elements.

A summary of the public comments received was provided to the project applicants. The project applicants were requested to respond directly to questions or comments that were not addressed in their original application submittal and provide any other explanations to comments. The responses received from the applicants will supplement their original application materials that

define the project intent and scope for inclusion in the Metropolitan Transportation Improvement Program (MTIP).

**Next Steps**

The Transportation Policy Alternatives Committee (TPAC) will receive this public comment report and reactions of local agencies Nov. 18. The panel will also received comments from Metro staff on the projects and programs in response to the comment report. At that meeting, the committee is expected to recommend a list of projects and programs, along with conditions of approval for each. JPACT will receive that recommendation on Dec. 8 and consider approval, pending an air-quality conformity analysis. The Metro Council will consider the recommendation Dec. 15, also pending the further analysis. This marks the last substantive decision on the projects and programs. Final approval, after the air quality study, is expected in spring 2012.

## **CHAPTER 1: SUMMARY OF COMMENTS RECEIVED**

### **17th Avenue Multi-use Trail, Milwaukie**

All of the comments received express support for the project, with most saying it would help residents get where they need to go without a car by enhancing safety for bicyclists and pedestrians on a key route connecting two popular regional trails. Many commenters said they would like to use the Springwater Corridor and Trolley Trail to reach a variety of destinations in neighboring communities, but they avoid the 17<sup>th</sup> Avenue corridor because of safety concerns. This comment from Matt Menely, of the Milwaukie area, is typical:

“My family (including my wife and 7 year old son) do not ride our bikes on 17th because of the problems listed by Metro and the high rate of speed which autos travel on this street. We live in Milwaukie and frequently ride to the Springwater trail or north to do business (buy groceries/ go to our PO Box/ eat out) in the Sellwood neighborhood.”

The Willamette Pedestrian Coalition said that by providing safety improvements and a direct connection between two regional trails, it would prove useful for everyday travel in addition to recreation.

Several comments mention access to the riverfront and downtown Milwaukie and safe crossings of busy roadways as significant benefits the project would bring.

About a dozen supported the project as described in the materials provided. Many offered ideas for improvements, including: ensure useful wayfinding signage, provide safe crossings of Highway 224 and other major thoroughfares, connect the project to the new Milwaukie MAX line, consider a route along scenic Johnson Creek and build it as soon as possible. A few commenters urged attention to the different needs of bicyclists who travel great distances at high speeds versus pedestrians who tend to travel shorter distances and benefit from sidewalk connections to nearby city streets.

### **Arata Road Improvements, Multnomah County**

All of the comments received were strongly supportive of the project and several called for it to be expanded if resources allow. Nearly all described dangerous conditions for pedestrians and bicyclists along Arata Road, saying conditions there hinder access to full service grocery store, schools and churches.

Edna Keller, manager of Wood Village Green Mobile Home Park, said a school bus stops on the park's property because stopping to pick up and drop off children on Arata would be too dangerous. Lacking a safe route, walkers, bicyclists, parents pushing strollers and residents pushing shopping carts travel on the roadway shoulder. “I am also glad to see that the project includes lighting, as safety in the evening is a concern for us as well.”

Bill Ehmann, pastor of Wood Village Baptist Church located on Arata Road, expressed similar concerns. Corissa Farrington and Julie Miller, managers with the Fairview Oaks / Woods



Apartments, said residents of the affordable housing center depend on walking, biking and bus service to get around. The building managers sent Metro copies of written comments from 12 residents who all said they see an urgent need for safe bicycle and pedestrian improvements. Some of the comments were generated during the project nomination process over the summer. Comments from Fairview Oaks resident Susan Cecil were typical:

“I feel like it’s important that we have wider official sidewalks for all people to move safely along Arata Road, including ability for people in wheelchairs to move safely on a paved sidewalk instead of the gravel on the side of the road. When I go to Fred Meyers now, I have to talk the long way on 223<sup>rd</sup> because I feel unsafe walking in the unlit and unsafe walkway next to the church, and on the gravel road.”

A few commenters included suggestions on how to improve the project. One suggested building crosswalks on Halsey Street between 223 and 238<sup>th</sup> avenues. The Willamette Pedestrian Coalition emphasized safe street crossings at regular intervals, continuous sidewalk connections and vegetative buffers that don’t compromise visibility.

### **Clackamas County Regional Freight ITS, Clackamas County**

Metro received one comment on the Clackamas County Regional Freight ITS project. It was from the BEST freight advocacy group. The organization said it supports the project and it said that generally freight infrastructure investment is needed to help move goods to markets and make the most of the economic recovery.

### **Corridor & Systems Planning, Metro**

No comments received.

### **East Portland Active Transportation to Transit, Portland**

The comments received on the East Portland project were near universally supportive of the project. Most said that providing safer routes for pedestrians, bicyclists and public transit users would be greatly appreciated in a part of the city that has poorly connected streets, inadequate sidewalks and poor bicycle infrastructure. Many commenters mentioned the potential to reach destinations such as school, work and retail centers such as the Gateway area. The comment of retiree Linda Robinson was typical: “This project is long overdue! These are projects that citizens in East Portland have spent a lot of time working on. They are high priority projects for those of us who live east of I-205.”

To improve the project, many commenters urged a focus on pedestrian connections to key destinations such as public transit centers, schools such as Alice Ott Middle School, parks such as Raymond Park and senior centers among other places. Several commenters mentioned schools specifically and said that children already walk to school in unsafe conditions in the area and safer facilities would encourage more to walk. Commenters who live in the Leander Court apartments, operated by Rose Community Development Corp. urged more sidewalk improvements.

“First of all I walk to school and when I walk I don't feel safe because the car lane is too close to where I walk, “ said Blanca Guitron, a Leander Court resident. “It will be better that the sidewalks were wider and that they would be completed and that the bike lane would have more room because the bike lane is also really close to the cars.”

The Latino Network commented that more research should be done on use of alternative modes of transportation by communities of color and the underserved. Recent research by IRCO suggests that those communities walk more often than bike, and would therefore benefit more from pedestrian enhancements. Mitigation for potential displacement should be considered, the group said.

The Willamette Pedestrian Coalition said it supports the project, but urged more pedestrian crossings of Southeast Division Street and 122<sup>nd</sup> Avenue at regular intervals, more connections to schools and other destinations and coordination with TriMet in enhancing transit stops.

### **High Capacity Transit Bond, Metro**

This program received two comments, one in support and one against. The comment in favor of the program stated that even higher priority should be given to expanding the light rail system in the region. The comment against stated that no additional funds should be spent on this system without voter approval.

### **High Capacity Transit Development, Metro**

No comments received.

### **Hillsboro Regional Center: Oak and Baseline, Washington County**

Metro received four comments on the Hillsboro proposal – three in favor and one opposed. The comments in favor were from Hillsboro Mayor Jerry Willey, the Willamette Pedestrian Coalition and Allan Rudwick, who lives in Portland but works at Intel. The one opposed was from Jim Ourada with CPO6, from the Reedville/Aloha/Cooper Mountain area.

Mayor Willey said the project area was identified as a priority for investment through the Downtown Framework Plan adopted in 2009. In that process, the public expressed how Oak and Baseline streets function as a barrier because of unsafe pedestrian crossings and the need for beautification. He said the project has the potential to dramatically change the streetscape and the role of these streets in the economic health of the area.

The coalition said the project would improve walking access in the downtown Hillsboro area and specifically said the lane reduction would make more room for active transportation modes and enhance safety and visibility of pedestrians. It also suggested connecting to public transit service to assist low income and minority communities and prioritizing spending so that the most urgent safety and access needs are addressed early in the project.

Rudwick said the project would help pedestrians in the downtown area but should be extended to connect to bike routes that can provide access to neighboring cities.

Ourada said the project should be abandoned in favor of signal timing and other elements that could help motorists from east and west drive cars faster through Hillsboro's downtown.

### **Hwy 8/Hwy 47 Intersection, Forest Grove**

Metro received two comments on the Forest Grove project: one from the Oregon BEST freight advocacy group and one from the Willamette Pedestrian Coalition. Oregon BEST's comments indicated support for the project as a way to speed freight through the region and thereby enhance the economy.

The Willamette Pedestrian Coalition urged pursuit of the identified pedestrian enhancements, specifically mentioning pedestrian countdown signals for long distance crossings, an enhanced pedestrian island for shelter in inclement weather and access to a nearby bus stop. The potential for growth in pedestrian trips because of nearby land uses also was mentioned as a cause for attention to pedestrian safety improvements.

### **Metropolitan Mobility Preparedness, Metro**

No comments received.

### **Multiple Projects**

Metro received a letter from Fairview Mayor Mike Weatherby addressed to Gresham Mayor Shane Bemis regarding the East Multnomah County Transportation Committee's selection of projects to nominate to Metro. Weatherby said that the Sandy Boulevard project east of 230<sup>th</sup> and the Arata Road project rated highly on objective criteria.

### **North Burgard-Lombard ("Around the Horn") Project: North Time Oil Road-Burgard), Portland**

Metro received two comments on the Around the Horn proposal, both in favor.

Freight advocacy group Oregon BEST said that investments in freight infrastructure are critical as the region's economy recovers. The group also supported project as a way to reduce truck/bike conflict, which it calls "an important safety issue."

Greg Stiles, of the St Johns area, said the project is needed to improve freight mobility on the designated truck route in the area (North Burgard-Lombard) and thereby reduce freight cut-through traffic in the St. Johns neighborhood (on N St Louis Ave/N Fessenden St.). It would support the St Johns Truck Strategy and build on earlier Metro investments.

### **Portland Bike Share, Portland**

Metro received far more comments on the Portland Bike Share proposal than any other project - more than double any other project. In addition, Metro received one comment by email, from The Community for Equity, a collaboration of at least seven grassroots organizations involved in providing services to low income and ethnic minority communities.

There were a variety of comments in favor of the proposal. Many said it would help extend trips made on public transit into downtown and help with local circulation in the downtown area. Many said it would help Portland compete with other cities for public relations as a bike friendly city. Six commenters said they had firsthand experience using a similar system in Paris and found it served them well as a tourist. Others said they would use it to run errands while downtown and that it could ease a shortage of parking for cars in the area. The Bicycle Transportation Alliance and Upstream Public Health both said it would likely increase mobility downtown. Typical comments include:

“The biggest problem with the MAX is that when you get off the stop you still have half a mile to go. Bike share addresses that problem. The other problem is that if you are on one side of downtown where the Max isn't around and you want to get to the other side right now you have a long walk ahead of you,” Adam Rose said. “With BikeShare you'd have no problem getting there.”

“I used a system similar to this while in Paris. It is really a great concept,” Karin Edwards Wagner said. “It allows for one-way bike commuting so you can walk bus or catch a ride on the other end of your trip so it provides flexibility that private bikes do not offer.”

Commenters opposed the project for a variety of reasons, but most said they felt it was a relatively poor use of public money compared with other priorities. Among those, some favored less investment in bicycle infrastructure in general. Others said that more bicycle investment is needed in neighborhoods such as Southwest Portland and East Portland that lack sidewalks, bike lanes and other safety elements. Still others said that the downtown area is well served by public transit for transportation circulation purposes.

The Latino Network and the Community for Equity both said the proposal has not demonstrated how it might benefit low income and minority communities; questioned whether the program would be accessible to the elderly, youth and people with limited English proficiency.

“I am a bike commuter in Portland and my issue is safety,” Annette Shaff-Palmer said. “We need to make it a lot safer for bicyclists on the road before you start offering people the chance to ‘borrow a bike for a quick trip.’ Do they get helmets? Do they have reflective clothing so cars can see them? Do they understand bike safety - how to make a left hand turn in traffic or are they going to ride on the sidewalk.”

“It will, certainly, also create economic benefits, economic winners and losers, yet its Narrative does not detail how the program will economically benefit underserved communities,” said the Community for Equity comment signed by Alan Hipólito. “This is a striking omission, because the Narrative uses action-oriented language and a high level of detail to describe program usage and supporting data - including data from similar programs elsewhere, but it uses soft/future-looking language and provides little detail for its equity goals - and has limited reference to how similar programs have economically benefitted underserved communities.”

Many commenters offered suggestions for improvements to the proposal. Many urged locating rental stations near MAX and other public transit lines. Many commenters also urged expanding the program to residential areas and areas of low income and ethnic minority communities. Ten

commenters expressed concern about whether and how people renting bicycles would have access to helmets. Some expressed concern about increased bike traffic volumes on sidewalks and suggested steps to prevent bike riding on sidewalks. Upstream Public Health and Community for Equity said the project should have a workforce development component for the underemployed and build partnerships with social service providers.

### **Regional Freight/Passenger Rail Investment Strategy, Metro**

No comments received.

### **Regional Over-dimensional Truck Route Plan, Metro/Portland**

This study received one comment from the BEST group in support of funding.

### **Regional Planning, Metro**

This program received two comments. The comments provided views about what the priorities should be for regional planning, specifically that more emphasis is placed on transit service and access and the other comment indicated that more bicycle/pedestrian pathways be prioritized.

### **Regional Travel Options, Metro**

Four comments were received regarding the RTO program. Three were in support of continued funding of the program. These comments focused on the benefits the program provides in reducing vehicle miles traveled in a cost effective manner and subsequent benefits to freight and other road users and to the region's air quality.

One comment received said the program was oriented to trails development, which he stated was not an effective use of public monies.

### **Sandy Blvd Improvements: 230th - 238th Drive, Multnomah County**

Metro received five comments through its online comment form on the Sandy Boulevard project and one letter that was sent to the Joint Policy Advisory Committee on Transportation. All comments were supportive of the project, with various recommendations for improvements. Mike Townsend, president of Townsend Business Park, which is along part of the project route, the Willamette Pedestrian Coalition, the West Columbia Gorge Consortium and the BEST freight advocacy group were among the commenters that supported the project.

Most commenters said the project would make it easier for trucks to travel along the corridor and thus help attract business to industrial sites available for lease and new construction. Many also said that proposed sidewalks and public transit enhancements would provide important safety improvements. Pedestrian and public transit access to the Townsend processing plant, Birtcher buildings, Wal-Mart and a manufactured housing park were cited as important by the West Columbia Gorge Consortium, especially at night and during bad weather.

Mike Townsend, president of Townsend Business Park, said unsafe road conditions on Sandy “are a major deterrent to attracting new businesses to this area.” He said the project, which enhances the road leading to his industrial park, would better serve his property and the other urbanized land uses in the area. Sandy Boulevard should have sidewalks, a better road surface and improved intersections at industrial site entrances, he said.

Most commenters suggested improvements to the project. Two said it should be expanded to the west to NE 223<sup>rd</sup> Avenue. David Eatwell, of the West Columbia Gorge Consortium, said this would better prepare the area to handle traffic in 2014 when the USS Ranger, a 1950s era aircraft carrier, is expected to moor at nearby Chinook Landing and attract thousands of tourists.

The pedestrian coalition stressed the need for safe pedestrian connections and crossings as the dimension of the intersections is increased to assist trucks. “Signal phasing needs to provide adequate time for extended crosswalk distances and safe and comfortable refuges may need to be provided. Providing safe direct and even comfortable pedestrian connections could improve the local mode split for lunchtime trips or other activities which could provide further relief to local road congestion,” the coalition said.

## **SE Foster Road Safety Enhancement and Streetscape Project (50th-84th),**

### **Portland**

Metro received 10 comments on the Foster Road project, including nine on the agency’s web comment form and one letter to the Metro Council from the Foster-Powell Neighborhood Association. The comments are all supportive of the project as a way to enhance safety for bicyclists and pedestrians in a corridor that many described as threatening and discouraging for non-automobile transportation use. The Willamette Pedestrian Coalition and the neighborhood association both gave the project strong endorsements, citing recent pedestrian crashes and fatalities as primary concerns. Many commenters said that aesthetic enhancements could encourage pedestrian activity and help local businesses.

“Improvements both physical and aesthetic to Foster Rd from 52nd up past 100th avenue will go a long ways towards improving non car travel and bring more people to the business district from surrounding areas,” said Michael Chapman of the Lents area. “I would be riding my bike to work more regularly if I didn’t need to go down the Spring-water out of my way in order to get into inner NE.”

Nearly all commenters suggested ways to enhance the project. Several urged enhancement of pedestrian safety at the Holgate-Foster intersection, citing incidents of car-pedestrian conflict and the importance of Holgate as an entrance to the “Heart of Foster” business district. Several commenters said the project should enhance pedestrian and bike safety east of Interstate 205 and coordinate with Max station area enhancements. Others suggested coordination with the 50s bikeway project and the city’s streetcar plan.

The Latino network said that communities of color would likely use pedestrian enhancements more than bike improvements. But the organization urged an effort to ensure that communities of color are not displaced by the improvements and potential for gentrification.

### **Transit Oriented Development, Metro**

Metro received 15 comments on the TOD program through its online comment form and two comments that were mailed. Nearly all the comments were supportive of the program specifically, and transit oriented development generally. Four comments asked for refinements to the program. Several of these commenters, including Latino Network and AARP, mentioned transportation options for low income residents and prevention of displacement as concerns the program should address. The one comment against the program urged more support of economic development and less on public transit.

About two-thirds of the comments in favor were from developers or public agencies that have been directly involved in projects funded by the program. Most said it fills in a gap in financing that the private sector cannot address. “Financing is a challenge for these transit oriented infill projects,” said Phil Morford of Civitas Inc. “Lenders are very cautious and not fully comfortable with our very low parking ratios.”

### **Transportation System Management & Operations/ITS, Metro**

No comments received.

### **Vehicle Electrification, Metro**

Four options of transportation electrification: Public education, Last-mile electric shuttle, Level III fast charging stations, and Level II charging stations in employment and multi-family residential areas were presented for public comment. Metro received 24 comments on the during the public comment period.

The vast majority of comments favored investing in charging infrastructure. Most of these respondents preferred some combination of DC fast-chargers and Level II charging support for workplace and multi-family locations. Several comments supported the last mile shuttle concept, either vehicle or bicycle, citing the need for improved access to employment sites from transit centers, particularly for low income travelers. Two respondents suggested that the funding be used for purchasing local jurisdiction fleet vehicles to “have clean air and reduce greenhouse gas emissions.” While a few respondents supported using funding for public education, several voiced opposition to funding this activity saying “I think that market research and public education and demonstration site are not needed when the public is already on board.”

Concerns about equity were also raised – how this funding can be used to benefit disadvantaged communities. Also raised was the issue of using this funding to promote vehicle travel, albeit cleaner travel, which “does nothing to address congestion or infrastructure impacts.”

### **West Fork of the Tonquin Trail-Cedar Creek Greenway Trail, Sherwood**

The comments are generally supportive of the project.

Many commenters said they were concerned about access across Highway 99W. Some said that enhancing access across the highway was the project's main benefit. Others said that providing an overcrossing or under crossing would be the main way they would improve the project.

Many commenters expressed concern about safety on the trail, and suggested lighting and wastebaskets for litter and other enhancements could address that concern. The Willamette Pedestrian Coalition and other commenters said the project should better connect to nearby destinations with on street improvements.

Several commenters said that providing bike/pedestrian access to the National Wildlife Refuge is an important benefit of the project. Others said access to schools are important benefits.

Several commenters, including the group Raindrops to Refuge, said providing access to nature was an important project benefit. Some also mentioned trail maintenance and educational/interpretive signage about nature would be a good enhancement. Others suggested better connections to the regional trail system.



## Attachment 2

600 NE Grand Ave.  
Portland, OR 97232-2736

[www.oregonmetro.gov](http://www.oregonmetro.gov)



## Metro | Memo

Date: Wednesday, November 8, 2011  
To: JPACT  
From: Amy Rose, transportation planner; Chris Myers, RTP intern  
Subject: 2014-15 RFFA Investment benefits

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### Introduction

This benefit analysis has been completed in response to previous direction to evaluate the investments made through the 2014-15 regional flexible allocation. This analysis is intended to highlight the larger benefits of the allocation, communicate the overall benefits of local projects, and show that these investments support the criteria developed to prioritize projects. The information presented here is specific to the anticipated benefits of these investments; actual analysis will be completed in the post construction phase of each project. The analysis consists of a review of the project narratives submitted by nominating agencies and maps created by Metro (Figures 1 - 3) that highlight each project in a regional context. The attachment to this memo has additional information, provided by the nominating agencies, specifically addressing how the high level criteria are addressed by their projects. Active transportation and freight projects have different sets of criteria and therefore are discussed separately.

### Active Transportation and Complete Streets

#### Overview

In contrast to past RFFA cycles, heavy emphasis was placed on investing in areas of the region that have been traditionally underserved and have suffered from disinvestment. The criteria developed by the RFF task force were used by local project applicants to develop their projects around investing in transportation systems in these underserved areas. Looking at Figure 1, it is clear that the criteria did help influence project sponsors to consider the needs of their underserved populations and to propose projects in underserved areas. Almost all of the projects are in moderately to highly underserved areas, meaning that there are concentrations of EJ/underserved populations, and/or a lack of active transportation supportive infrastructure and/or fewer essential services needed for daily life. It is possible that an area is underserved in mobility or access to services, but does not have a significant concentration of Environmental Justice or elderly, disabled or youth (underserved) populations.

## Attachment 2

### High Level Criteria

The high level criteria used for developing and prioritizing projects is focused around connecting people to priority destinations, improving safety and helping provide transportation access and benefits to underserved communities.

1. Improves access to priority destinations: mixed use centers, large employment areas, schools, essential services for EJ/underserved.
  - Figure 1 shows the proximity of projects to EJ/underserved communities. Almost all of the projects make improvements to multi-modal infrastructure or potentially increase access that will help people travel to areas that are better served in order to meet their daily needs without a car.
  - Figure 2 shows that six of the seven projects directly connect to mixed-use centers in the region.
  - Figure 2 shows that the projects don't connect as strongly to designated 2040 "employment land."
  - Five of the seven projects will improve school access.
2. Improves safety: addresses site issue(s) documented in pedestrian/bike crash data, separates pedestrian/bike traffic from freight and/or vehicular conflicts.
  - Four of the seven active transportation projects are located in areas where there are documented bike or pedestrian crashes (shown on Figure 2).
  - All of the projects, except one, build infrastructure that either corrects a documented safety issue or will develop infrastructure that will aid bikes and pedestrians in traveling safely.
  - Approximately 15 miles of bicycle infrastructure is being added through investment in this package of projects.
  - Five of the seven active transportation projects invest in pedestrian infrastructure either by adding/improving crossings, building multi-use paths, infilling missing sidewalks, or improving the pedestrian environment with street lighting, street trees, benches etc.
3. Serves underserved communities
  - Four of the seven active transportation projects are located in areas that have above average concentrations of EJ/underserved populations.
  - West Fork of the Tonquin Trail-Cedar Creek Greenway Trail will improve active transportation in an area with below average access to non-automobile infrastructure and 17th Avenue Multi-use Trail has below average access to essential services and the trail may help connect people to other areas that are better served.
  - Portland Bike Sharing project (not mapped) has potential to serve a broad range of populations depending on where kiosks are located and if the fee structure provides access to low-income residents. These aspects of the project are still to be determined.

## Attachment 2

### Green Economy and Freight Initiatives

#### Overview

Twenty five percent of the funds for local projects were targeted to projects that improve freight movement and/or support the development of the green economy. The approach developed by the RFF task force recommended that projects focus on system management or small capital projects that have regional impacts. The projects submitted for funding from local jurisdictions (shown in Figure 3) generally stay in keeping with this approach and adequately meet the criteria. The projects are not scaled to create large regional impacts on the freight system or industrial lands, but do create benefits that are not strictly local in nature.

The third high level criterion in this project category is a challenge to meet. It is difficult to predict how investments in the transportation system will directly create opportunities for Environmental Justice/underserved communities. Additionally, while “greening the economy” wasn’t specifically defined by the RFF task force in the criteria, their intent was to prioritize projects that helped the economy function in more “green” ways. For the most part these projects do not directly green the economy, however these freight investments do have elements that help improve the biking and walking for nearby communities and one project will have a positive impact on air quality, which are all beneficial elements of these projects that should not be overlooked.

#### High level criteria –

The high level criteria used for developing and prioritizing freight projects relates to reducing vehicle delay, increasing freight access to priority destinations, and greening the economy and providing opportunities to EJ/underserved communities.

1. Reduces freight vehicle delay
  - All four of the projects will reduce freight vehicle delay on freight routes by increasing turn radii, lane widening, or Intelligent Transportation System (ITS) enhancements.
2. Project increases freight access to: industrial lands, employment centers & local businesses, rail facilities for regional shippers.
  - All four projects connect freight routes to industrial areas or improve reliability between the highway system to industrial areas.
    - Sandy Blvd Improvements: 230th - 238th Dr: Improves access from I-84 to CCRD
    - North Burgard-Lombard ("Around the Horn") Project: North Time Oil Road-Burgard: Improves access to Rivergate Industrial area
    - Hwy 8/Hwy 47 Intersection Improvements: Improves access to Forest Grove’s industrial lands and movement through Forest Grove from Hwy 26 to southern parts of the region
    - Clackamas County Regional Freight ITS Project: Improves reliability of movements between the Interstate highway system and existing industrial lands in the area
  - Figure 3 shows that all four of the projects connect or are in close proximity to rail facilities.

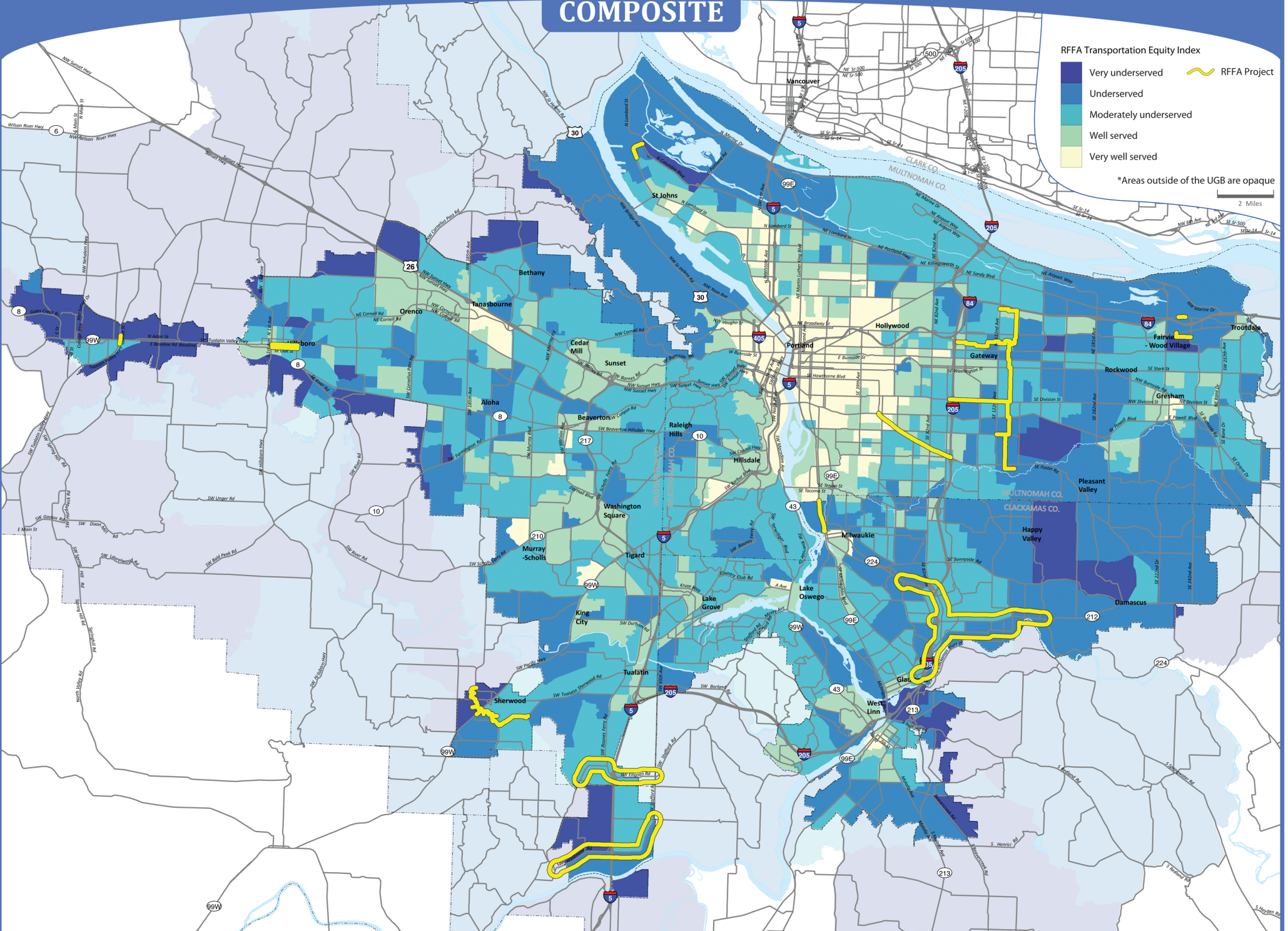
## Attachment 2

- The projects are in areas with designated industrial land, but don't connect as strongly to areas identified as 2040 "employment land."
3. Projects that green the economy and offer economic opportunities for EJ/underserved communities.
- Clackamas County Regional Freight ITS Project: will improve freight system operations and will reduce emissions from freight traffic in the area.
  - Hwy 8/Hwy 47 Intersection Improvements, Sandy Blvd improvements and North Burgard-Lombard projects add pedestrian/bike improvements to help balance pedestrian movements and freight movement.

### Conclusion

The analysis of projects for this memo compared the project descriptions and locations with the high level criteria developed by the RFF task force in order to gauge how well the overall package of investments meets the intent of JPACT's direction for this allocation cycle. The high level criteria were used because they were most influential in determining project location, purpose and scope. There are projects in the allocation that are not as strong when measured against the high level criteria, but perform very well in the other levels of criteria. Not every project meets each criterion perfectly, but as a package of projects they meet the intent of the criteria overall. The analysis conducted for this memo reveals that the projects proposed in this funding cycle are a good fit with the criteria and approach for both categories.

## COMPOSITE

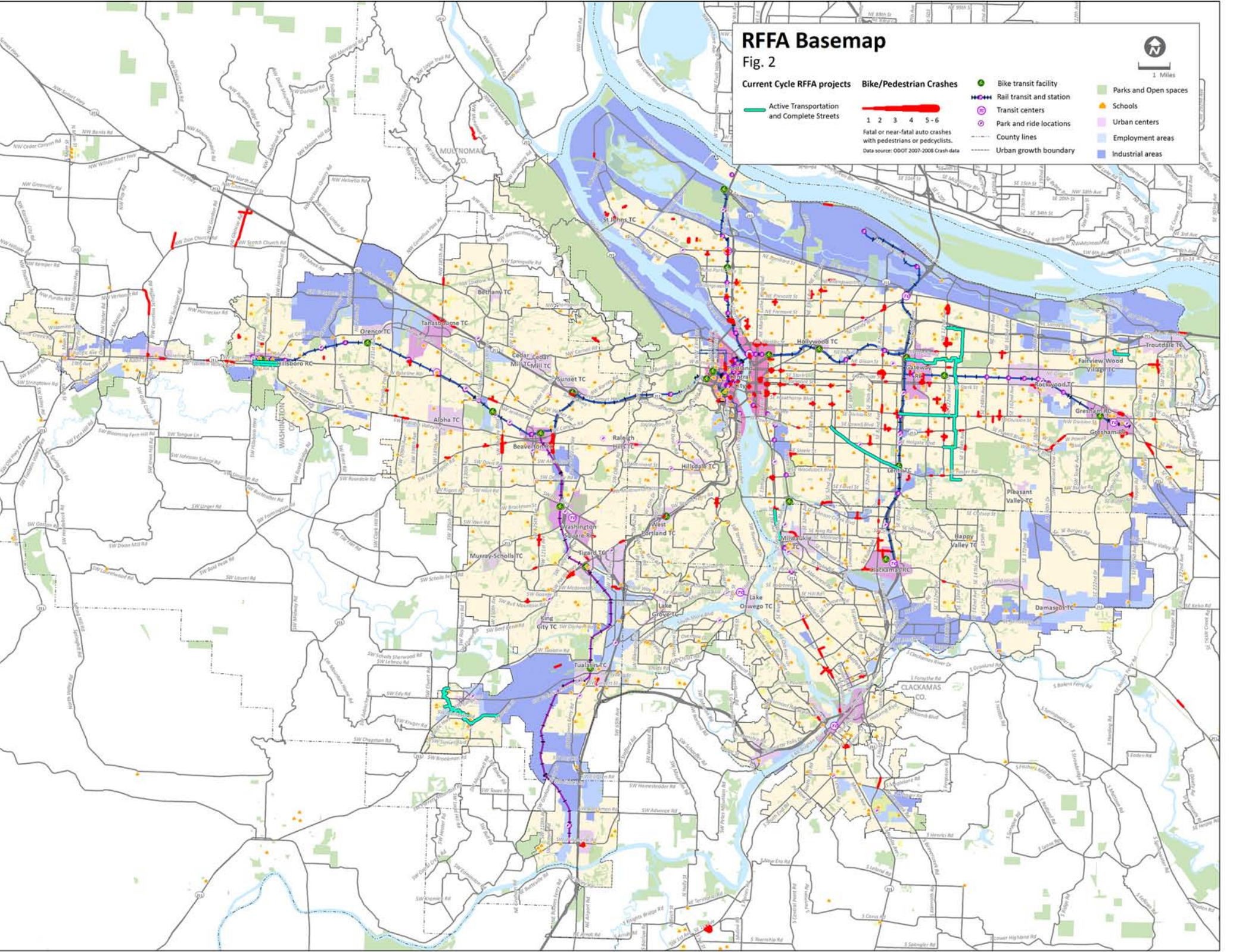


# RFFA Basemap

Fig. 2



- Current Cycle RFFA projects**
  - Active Transportation and Complete Streets
- Bike/Pedestrian Crashes**
  - 1 2 3 4 5-6
  - Fatal or near-fatal auto crashes with pedestrians or bicyclists.
  - Data source: ODOT 2007-2008 Crash data
- Transit**
  - Bike transit facility
  - Rail transit and station
  - Transit centers
  - Park and ride locations
  - County lines
  - Urban growth boundary
- Land Use**
  - Parks and Open spaces
  - Schools
  - Urban centers
  - Employment areas
  - Industrial areas



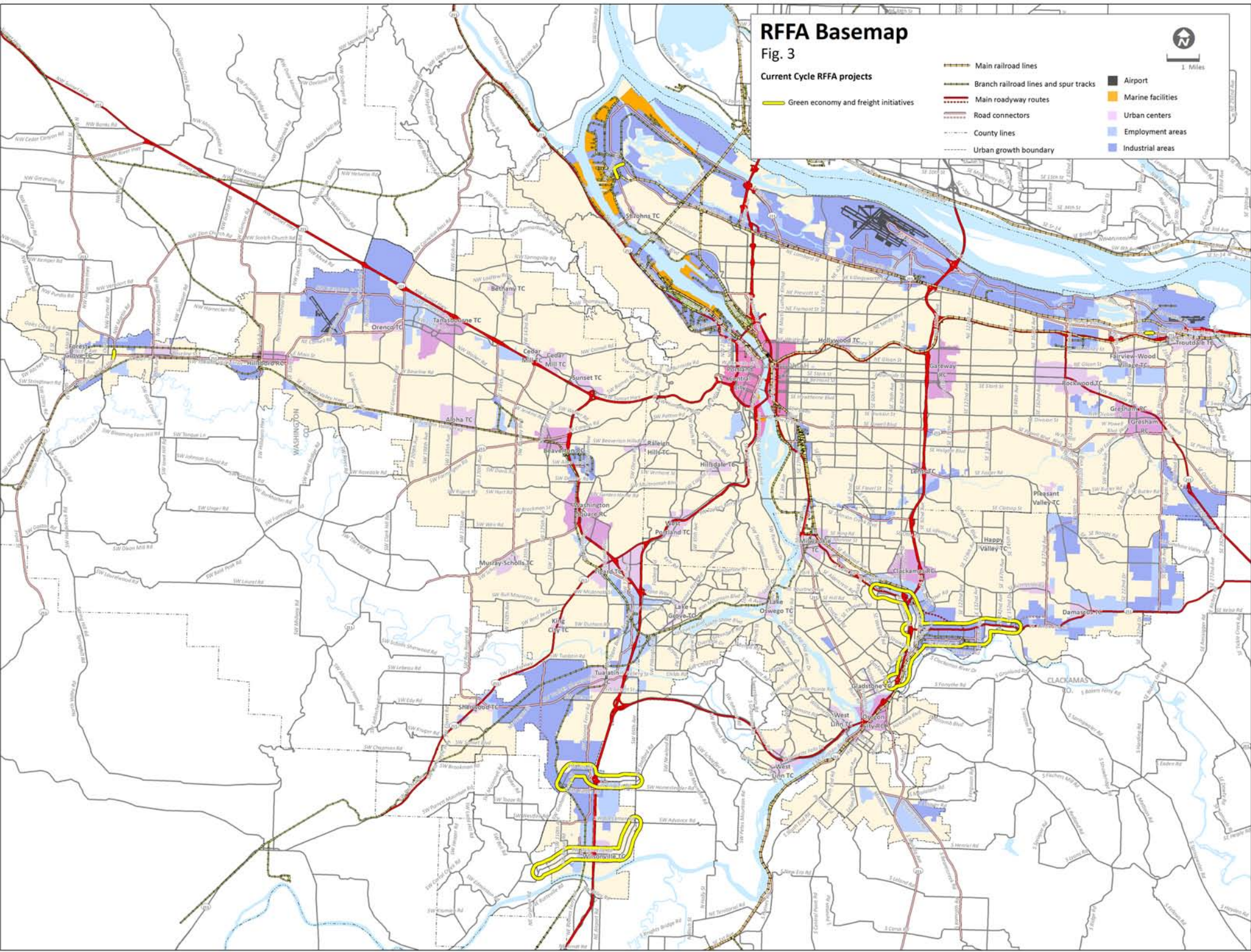
# RFFA Basemap

Fig. 3

Current Cycle RFFA projects

Green economy and freight initiatives

- Main railroad lines
- Branch railroad lines and spur tracks
- Main roadway routes
- Road connectors
- County lines
- Urban growth boundary
- Airport
- Marine facilities
- Urban centers
- Employment areas
- Industrial areas



## **Appendix – RFFA Project Narrative Excerpts**

\*Information within this appendix was excerpted from the project narratives written by jurisdictions during the RFFA project application process.

### **17TH AVENUE MULTI USE TRAIL CONNECTOR**

#### **Projects increase access to priority destinations:**

Enhancement of bike and ped facilities will increase access from the Milwaukie town center and parts of northern Clackamas County to the City of Portland as well as the Springwater Trail. Access will be enhanced to two mixed-use developments in downtown Milwaukie, employers including Dark Horse Comics, ODS, Advantis Credit Union, Reliable Credit Union, and the City of Milwaukie. Access will also be improved to the Waldorf School and Sellwood Landing, an elderly housing complex.

#### **Projects improve safety:**

Transitions at the Milport and Hwy. 224 intersections are particularly difficult for non-auto travelers. The absence of curbs and storm water drainage along stretches has resulted in erosion and deteriorating conditions in bike lanes. Inserting an off street multi-use path along the west side of 17th Ave will protect bikers and pedestrians from auto traffic.

#### **Project serves underserved communities:**

In 2011, at Milwaukie Elementary School and Milwaukie High School more than 50% of the students qualified for free or reduced lunch and at Oak Grove elementary more than 60% of the students qualified for free or reduced lunch. North Main apartments, in downtown Milwaukie, Waverly apartment complex, and Sellwood Landing, a senior care facility, will be served by this project.

### **ARATA ROAD IMPROVEMENTS**

#### **Projects increase access to priority destinations:**

This project serves dense, low income, ethnically-diverse neighborhoods and will connect with the commercial and civic amenities of Wood Village and Fairview. Metro data shows significantly above average concentration of EJ and underserved populations south and above average populations north of Arata Road which is a major school bus pick-up/drop-off route for low-income/minority households for Reynolds School District.

#### **Projects improve safety:**

There are approximately 5 bus stops located on Arata Road serving approximately 350 students. The project design will improve school bus pick-up/drop-offs, remove standing water from roadway, and reduce the conflict between bicyclists and pedestrians with motor vehicles by adding bicycle lanes and sidewalks along the south side of Arata Rd from Wood Village Blvd to 238th Dr. Safety and access for users will also be substantially improved by providing crossings with pedestrian activated flashers at the intersection of Wood Village Boulevard and Arata Road, and at Halsey and the Wood Village Boulevard Right-of-Way.

#### **Serves underserved communities:**

Metro data shows significantly above average concentration of EJ and underserved populations south and above average populations north of Arata. There are three large mobile home parks located along Arata Rd., each with over 100 units and a large subsidized housing complex on Halsey Street.



## **EAST PORTLAND ACTIVE TRANSPORTATION TO TRANSIT PROJECT**

### **Projects increase access to priority destinations:**

The approximate 9 miles of bikeway improvements that are part of this project pass within 1,000 feet of seven public schools (five elementary, one high school and one middle school) and twelve schools in total. The improvements also pass within 1,000 feet of twenty parks of various sizes and provide direct access to the Springwater Corridor.

### **Projects improve safety:**

This project is focused on two principal design tenets for the bicycling environment: safety and comfort (otherwise considered as the “perception of safety”). The design of low-stress bikeways will provide greater separation between cyclists and high volumes of fast-moving automobiles and reduce the complexity of intersection crossing movements. In doing so it will provide better conditions to ride than the demonstrably higher risk conditions that exist today, as evidenced by the 208 recorded bicycle crashes and 255 recorded pedestrian crashes in the project area between 1999 and 2008.

The principal design tenet for pedestrian improvements is to simply provide basic facilities that will allow people to walk on complete sidewalk networks and to have appropriate crossing treatments between signalized intersections.

### **Serves underserved communities:**

This project was developed to address several of the bikeway implementation criteria identified in the Portland Bicycle Plan for 2030. They are: equity, community support, connectivity, access and barrier reduction, visibility of bicycling and return on investment. This project will be one of the first to develop a comprehensive network of low-stress bikeways in an area that is high in indicators of disadvantage.

## **HILLSBORO REGIONAL CENTER: OAK AND BASELINE**

### **Projects increase access to priority destinations:**

There are large employment centers throughout the Hillsboro Regional Center such as the Pacific University Health Professions Campus (including Virginia Garcia Clinic), Tuality Hospital. Washington County and City offices. Pacific University and Tuality Hospital are located directly to the north of Baseline and Oak Streets, the streets are very difficult to cross due to the fast moving traffic and the width of the roadways. In addition the offices of Washington County, including the housing services department and City offices are to the north of these couplets.

### **Projects improve safety:**

There are a number of unsignalized intersections: Baseline at 6th and 4th Avenue, and Oak at 2nd, 4th, 6th, and 8th Avenues. These signals could be interconnected with the existing signals, allowing for the preservation of highway capacity while improving pedestrian access across the highway couplet. Reconstruction of sidewalks, planters, street trees, and ornamental street lighting will enhance the pedestrian feel along these busy streets.

### **Serves underserved communities:**

This project will serve traditionally underserved communities by increasing access to large employment centers as well as services provided by the City, Washington County, Tuality Hospital and the Virginia Garcia Clinic all located to the north of Baseline and Oak Streets.

## **PORTLAND BIKE SHARE**

### **Projects increase access to priority destinations:**

Bike sharing will provide a high level of bicycle and, therefore, transportation access to the region’s densest residential, retail and employment districts which contain 150,000 jobs and approximately 31,000 residents. Most of the districts within Central City are composed almost entirely of mixed use centers. It is

the home of the state's largest university student body, Portland State University which is also the region's number one transit destination, along with three other college campuses. It is also contains some of the city's densest census tracts of low-income individuals and contains a high number of organizations serving these populations. Every Census tract in the proposed bike share service area is above, or significantly above the regional average for concentration of essential services, civic establishments, financial and legal establishments, essential retail, health services, and essential food services.

**Projects improve safety:**

The Central City has the highest concentration of fatal or near fatal auto crashes with pedestrians or bicyclists (2007-08), as defined by Metro's Equity Analysis. While PBOT will require the bike sharing vendor to provide users information on safe bicycling, PBOT expects that the significant increase in bicyclists and bike trips in the Central City due to bike sharing will reduce the rate of Central City crashes. This is due to the "safety in numbers" phenomenon identified by researcher Peter Jacobsen in 2003 in the *Injury Prevention* journal, which found pedestrian and bicycle crashes to decrease as the number of these trips increased.

**Serves underserved communities:**

The Portland Bike Share service area includes the densest concentration of low income individuals in the region. Bike share provides an inexpensive, active transportation choice for accessing the region's densest concentrations of essential services. Every Census tract in the proposed bike share service area is above, or significantly above the regional average for concentration of essential services. The Community Cycling Center's *Understanding Barriers to Bicycling* report identified lack of bicycle ownership as a significant barrier to bicycling.

**SE FOSTER RD SAFETY ENHANCEMENT AND STREETScape PROJECT 50<sup>TH</sup> – 84<sup>TH</sup>**

**Projects increase access to priority destinations:**

This project will improve multi-modal access for Environmental Justice and underserved populations along the SE Foster Rd Project Corridor. As indicated on the 2014-15 RFFA - Equity Analysis - Demographics Maps, there is one block group with significantly above average concentration of EJ and underserved populations and two block groups with above average concentrations around 82nd Ave and SE Foster Rd.

**Projects improve safety:**

The project will build pedestrian and bicycle crossing safety improvements, pedestrian-scale lighting, street trees, landscaping, bike parking and transit stop improvements that will provide safer, more convenient and comfortable access to the following:

- TriMet Busline 14 along SE Foster Rd
- MAX Green Line station at SE Foster Rd and I-205 and the Lents Town Center, which is also a Pedestrian District where MTIP and Lents URA funded transportation investments are currently in design.
- Creston Elementary School, Arleta Elementary School, Mt Scott Center For Learning, and the Training and Education Center at SE 74th and Center.
- Morrison Center Adolescent Day Program
- Library at SE Holgate and 79th Ave
- Fred Meyer Supermarket at SE Foster Rd and 82nd Ave
- Many small businesses along SE Foster Rd that provide local services and places of employment.

**Serves underserved communities:**

There are significantly above average and above average concentrations of Low Income, Non-white (particularly Asian), Low English Proficiency and Elderly populations in the project area along SE Foster Rd, as identified on the Equity Analysis Demographics maps. This project focuses on improving pedestrian and bicycle crossing safety, coordinated them with bus stops, improvements to transit service, improvements to

the pedestrian environment and bus stops and increased accessibility for the elderly and people with disabilities.

### **WEST FORK OF THE TONQUIN TRAIL-CEDAR CREEK GREENWAY TRAIL**

#### **Projects increase access to priority destinations:**

This off-street multimodal trail will connect people to essential places, services and jobs by providing central looping connections between Sherwood's existing town center, Hwy 99W, Old Town area, SW Adams Avenue (re-named "Langer Farms Parkway") and the Tonquin Employment Area. The portion of the trail located in the Cedar Creek Trail corridor is within a ¼ mile of subsidized elderly housing development with approximately 30 units, many other high density units, the Sherwood Senior Center, four schools, a proposed HUD senior housing facility, an assisted living facility, the Sherwood library, businesses, stores and personal services and restaurants.

#### **Projects improve safety:**

Primarily off-road, the Trail will provide a safe passage separated from vehicles with the exception of the two major roadway crossings -99W and SW Edy, minimizing interaction with traffic. The City will coordinate with both Washington County and ODOT in order to create the safest route for pedestrians and cyclists. The crash data suggest that these improved intersections will likely decrease the incidents of crashes between non-motorized travelers. The trail will provide a seamless, fast alternate route which will reduce vehicle trips at already congested intersections along Hwy 99W and Tualatin-Sherwood Road. Improvements to the sidewalk system along Hwy 99W between Meinecke and Edy/Sherwood Boulevard to access this trail system will increase safety across and along the highway corridor through Sherwood.

#### **Serves underserved communities:**

This Trail will provide an essential safe, healthy alternative route for residents throughout the entire community and especially along SW Sherwood Blvd., home to a considerable proportion of our elder population and those in need of affordable housing. Many who reside along SW Sherwood Blvd. have limited income and mobility issues and rely on transit services as shown in the RFFA data collected. Children make up nearly 35 % of the population in Sherwood, the experience of biking and walking to school and also as a for fun way to travel will be a lasting imprint for establishing healthy, safe travel behavior patterns as adults.

### **CLACKAMAS COUNTY REGIONAL FREIGHT ITS PROJECT**

#### **Projects reduce freight vehicle delay:**

The purpose of the project is to improve the reliability of the regional freight system by reducing freight vehicle delay in known congested areas through a variety of ITS system enhancements.

The project would accomplish this by planning and implementing freight ITS improvements specifically focusing on providing truck priority enhancements in industrial and employment areas with a high level of existing recurring and non-recurring freight delays. This project will benefit all travel modes in this congested freight corridors with improved safety and traffic reliability.

#### **Projects increase access to priority destinations:**

The enhance travel time reliability and reduce freight traffic delay in the project area will improve the freight access for the Interstate Highway System to the existing industrial lands and employment centers located within the Project Area. These existing industrial lands and employment centers are identifies as important employment area in the Regional 2040 Plan.

#### **Project green the economy and offer opportunities for Environmental Justice/underserved:**

There are a limited (2) number of Environmental Justice communities within the Freight ITS Projects areas as identified by Metro in the demographic information prepared for this project. They are –

- A community that has a high proportion of multifamily housing and a higher than average concentration of low income and young residents along 82nd Drive on either side of Highway 212
- A community with a higher than average concentration of elderly residents south Highway 212 between 135th Avenue and 142nd Avenue – primarily in 3 mobile home parks.

### **HIGHWAY 8/47 INTERSECTION IMPROVEMENTS**

#### **Projects reduce freight vehicle delay:**

Project corrects access and safety problem at intersection of two regional freight routes and includes Active Transportation component. Oregon Highway 8/47 intersection lacks adequate access for traffic through the City of Forest Grove without improvements. Constructing key improvements including widening westbound right turn lane and increasing the radius, and constructing a crosswalk on east leg of Intersection will increase access and reduce travel time and delays on this section of both highways.

#### **Projects increase access to priority destinations:**

Balancing traffic flow and pedestrian movement at the intersection provides better access in/out of the city's local industrial area and improves the freight mobility through City of Forest Grove. Also, this intersection improvement benefits the primary through-route access for freight traveling to/from Highway 26, the Oregon Coast, and further regional travel access south of Forest Grove.

#### **Projects green the economy and offer opportunities for Environmental Justice/underserved communities:**

The project helps to encourage more pedestrian and bicycle travel. Adding the fourth crosswalk to the intersection removes a barrier to pedestrian access between a large multi-family residential area to the NE of the intersection and increasing pedestrian travel needs to the SE. Widening the Westbound Right Turn Lane will allow room to continue a westbound bike lane through the intersection.

The intersection improvement project falls within an above average EJ concentration area and connected to a significantly above average EJ concentration area. Decreasing congestion and improving traffic efficiency and safety at the intersection of Highway 8/47 will encourage commercial and industrial development and therefore could create more local jobs.

### **NORTH BURGARD-LOMBARD PROJECT: NORTH TIME OIL ROAD-BURGARD**

#### **Projects reduce freight vehicle delay:**

The Burgard/Lombard roadway segment is part of the designated freight route connecting the St. Johns Bridge to the Rivergate Industrial District and Interstate 5. This project will reduce freight delay and truck queuing by widening and adding left turn pockets on N Burgard to accommodate both east and westbound turning movements onto northbound Time Oil Rd and the NW Container Services intermodal facility. These improvements will reduce conflicts between turning and passing trucks and other vehicles and by improving sight distance at the Time Oil intersection.

#### **Projects increase access to priority destinations:**

This project is located in a regionally significant industrial district (Rivergate) which contains some of the highest concentrations of industrial-sector employment in the region. Rivergate is Oregon's primary gateway for international trade containing about half of the marine terminals and over three fourths of the marine terminal acreage in the Portland Harbor. This segment of N Burgard/Lombard provides access Terminal 4, Northwest Container Services (a major intermodal truck-to-rail distribution facility), Schnitzer Steel, Northwest Pipe, and other existing and future industrial employment centers.

#### **Projects green the economy and offer opportunities for Environmental Justice/underserved communities:**

This project is located in North Portland (US Census Tract # 41.01) which contains a workforce population with a significantly higher and growing percentage of African-American (12 percent) and Latino

populations (24 percent) and lower income households compared with the rest of Multnomah County, which has a 6 percent African-American and 10 percent Latino populations, respectively. This project will serve the EJ community in North Portland by providing multi-modal commuting options to the major employment centers in the Rivergate District.

### **SANDY BOULEVARD IMPROVEMENTS: 230<sup>TH</sup> – 238<sup>TH</sup> DRIVE**

#### **Projects reduce freight vehicle delay:**

The project will contribute to reduced freight delay and improved freight reliability by improving freight access between I-84 exit 16 and the CCRD industrial area, specifically to the entrance of Townsend Business Park, a 75-acre General Industrial area, by improving pavement conditions and separating conflicts between freight and bicyclists and pedestrians.

#### **Projects increase access to priority destinations:**

Construction of the project will increase access to CCRD industrial sites from I-84 Exit 16, as will intersection widening at Sandy and 230th, the entrance to the Townsend Business Park. Improved freight access will also make existing “shovel-ready” industrial properties in the project area more marketable to prospective firms. Townsend Business Park has approximately 30 acres of developable industrial land, there are roughly 250,000 square feet of available vacant build-to-suit industrial space in the LEED Gold Certified Birtcher Building, and approximately 20 acres of vacant commercial land along Sandy Blvd.

#### **Projects green the economy and offer opportunities for Environmental Justice/underserved communities:**

This project will contribute to the “greening of the economy” by closing the jobs/affordable housing imbalance in East Multnomah County. Improvements along Sandy Blvd would provide much needed improved access to transit and pedestrian/bike facilities for the multiple underserved communities living in Gresham, Fairview, Troutdale and Wood Village. Metro data indicates that the area along Sandy has an above average concentration of EJ and underserved populations.

# Portland Air Toxics Solutions Update

JPACT

December 8, 2011

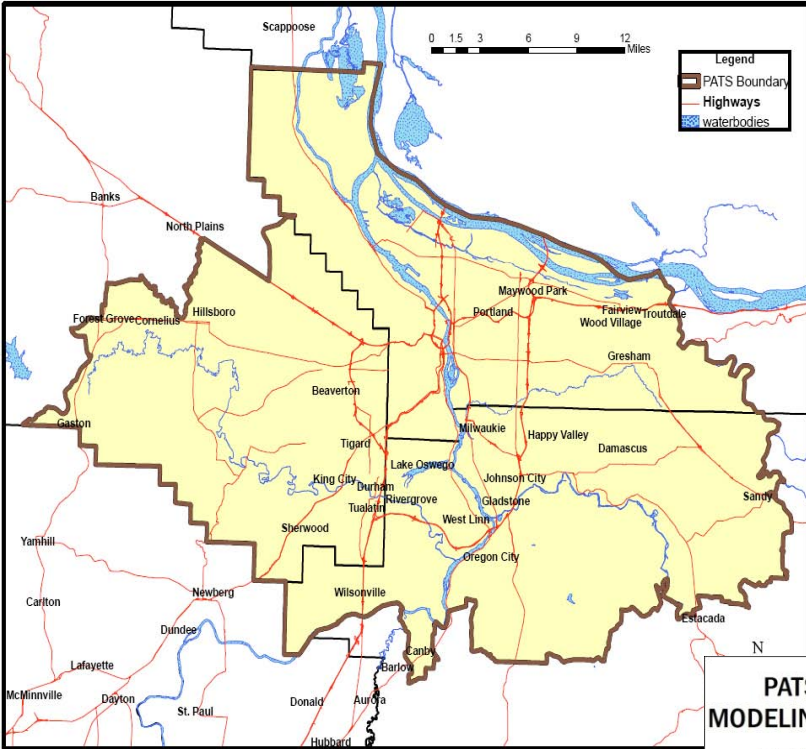
Nina DeConcini

DEQ Northwest Region Administrator

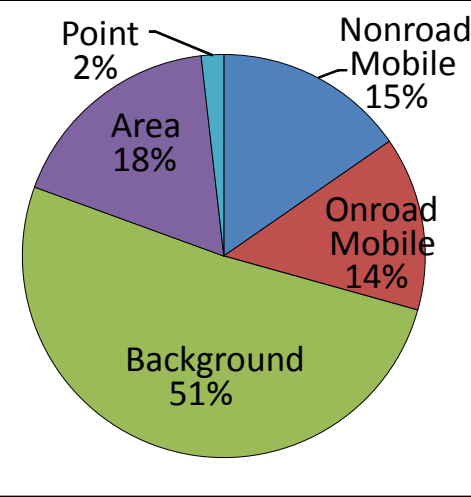


# Portland Air Toxics Solutions Project

- Community based, tri county effort
- Defined problems, sources and solutions
- Analyzed modeling and monitoring data
- Consulted with advisory committee
- Prioritized highest risk source categories
- Will work with partners to reduce emissions



# Benzene Pie Chart



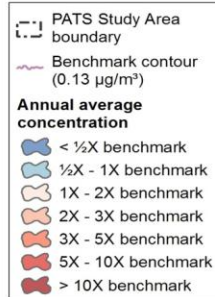
# PATS Pollutant Map

## PATS Study Area

### PATS 2017 MODELING RESULTS

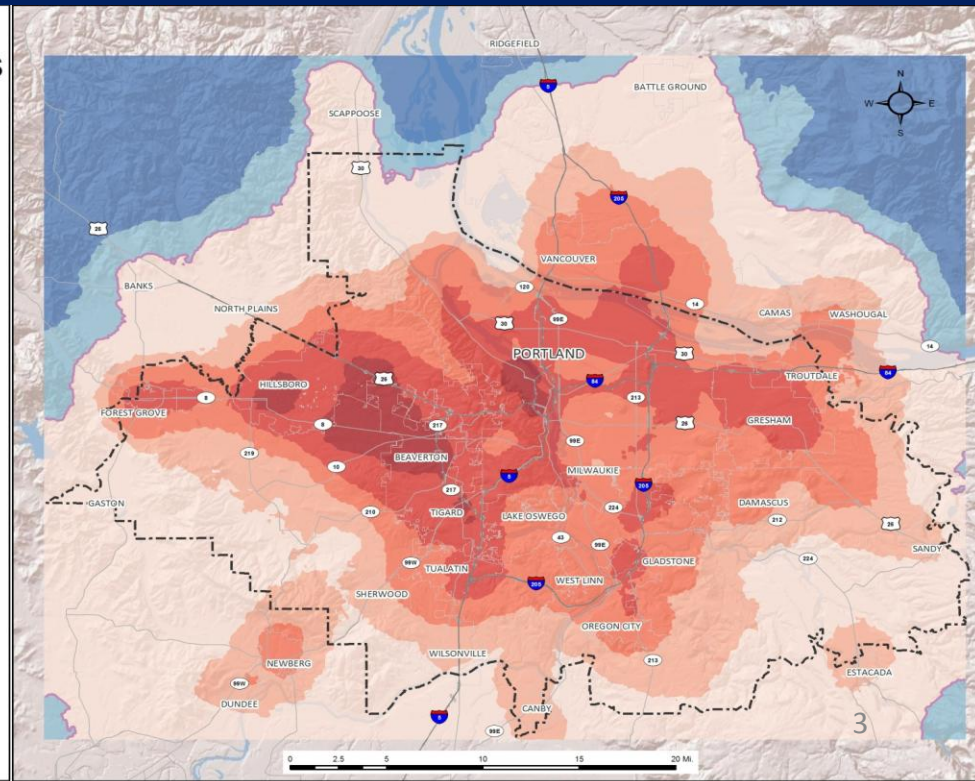
#### BENZENE

BACKGROUND VALUES NOT INCLUDED



NOTE: Areas beyond the modeling domain (color-shaded region) are beyond the scope of this project.

REFERENCES:  
 Concentration data from DEQ Portland Air Toxics Study (PATS)  
 Basemap from Metro and ESRI data.





# PATS Pollutants and Sources

## Air Toxics above Benchmarks in Portland

### 2017 Modeling Estimates

Highest Risk Pollutants	Top sources	Impact areas
<b>More than 10 times over benchmark</b>		
<b>15 PAH</b>	<b>Residential wood combustion</b>	<b>Region wide</b>
<b>Benzene</b>	<b>Cars and trucks</b>	<b>Region wide/Local</b>
<b>Diesel particulate</b>	<b>Cars and trucks</b>	<b>Region wide/Local</b>
<b>Cadmium</b>	<b>Commercial activity, industry</b>	<b>Local</b>
<b>Between 1 and 10 times over benchmark</b>		
<b>Arsenic</b>	<b>Cars and trucks</b>	<b>Region wide/Local</b>
<b>Chromium VI</b>	<b>Cars and trucks</b>	<b>Region wide/Local</b>
<b>Manganese</b>	<b>Industry</b>	<b>Local</b>

# PATS Prioritized Emission Reduction Categories

<b>Near Term Planning</b>
<b>Residential Wood Combustion (Woodstoves )</b>
<b>On Road Mobile Light Duty (Cars and Trucks)</b>
<b>On Road Mobile Heavy Duty (Diesel engines)</b>
<b>Construction (Diesel engines)</b>
<b>Industrial Permitted Metals Facilities (Localized impacts only)</b>

<b>Longer Term Planning</b>
<b>Non Road Mobile (Agriculture, recreation and watercraft)</b>
<b>Lawn and Garden Equipment (Residential and commercial)</b>
<b>Solvent Use (Consumer and commercial)</b>
<b>Area-wide Commercial Activities</b>
<b>Other Industrial Permitted Facilities (Localized impacts only)</b>
<b>Airports</b>
<b>Rail</b>
<b>Residential Open Burning</b>

# Examples of PATS Strategies

<b>On Road Mobile Light Duty</b>	<b>Residential Wood Combustion</b>
<ul style="list-style-type: none"><li>-Metro and DEQ coordinate to plan and implement emission reductions</li><li>-Reduce VMT</li><li>-Cleaner Vehicles</li><li>- Cleaner Fuel</li></ul>	<ul style="list-style-type: none"><li>-Convene stakeholder process to identify, evaluate and recommend strategies</li><li>-Conduct a residential wood heating survey</li><li>-Cleaner and cleaner burning fuel</li><li>-Cleaner appliances</li><li>- Less wood burning</li></ul>

# Chance to Comment and Next Steps

- Public comment process  
(First Quarter 2012)
- Environmental Quality Commission  
(Spring 2012)
- Work on first high priority category  
(estimated 2012 - 2014)

# Contact Information

- To submit comments or for more information:

Sarah Armitage

DEQ Air Quality Planning

503-229-5186

Armitage.Sarah@deq.state.or.us

- Project website:

<http://www.deq.state.or.us/aq/toxics/pats.htm>

# Thank you!

Nina DeConcini

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[DeConcini.Nina@deq.state.or.us](mailto:DeConcini.Nina@deq.state.or.us)





Date: November 30, 2011  
To: JPACT and interested parties  
From: Kim Ellis, Principal Transportation Planner  
Re: Climate Smart Communities Scenarios – Draft Phase 1 Findings Report

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## **PURPOSE**

Staff will present an update of the Climate Smart Communities Scenarios Project and share the draft Phase 1 Findings Report that summarizes the results of the research and analysis conducted since June. While the Report is incomplete, staff is seeking JPACT agreement that the draft Phase 1 Findings Report is on the right track. JPACT will be asked to endorse release of the final report at the January meeting.

**The draft Phase 1 Findings Report will be sent in a supplemental mailing on Dec. 5.**

## **BACKGROUND**

Since 2006, Oregon has initiated a number of actions to respond to mounting scientific evidence that shows the earth's climate is changing, signaling a long-term commitment to significantly reduce greenhouse gas (GHG) emissions.

In 2007 the Oregon Legislature established statewide GHG emissions reduction goals. The goals apply to all emission sectors - energy production, buildings, solid waste and transportation - and direct Oregon to:

- Stop increases in GHG emissions by 2010
- Reduce GHG emissions to 10 percent below 1990 levels by 2020
- Reduce GHG emissions to at least 75 percent below 1990 levels by 2050

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 GHG emissions from light-duty vehicles. The legislation also mandates (1) adoption of a preferred scenario after public review and consultation with local government; and (2) local government implementation through comprehensive plans and land use regulations that are consistent with the adopted regional scenario. The Climate Smart Communities Scenarios Project responds to these mandates.

## **Overview of Phase 1 Research and Analysis – Understanding Choices**

Phase 1 of the Climate Smart Communities Scenarios Project has focused on understanding the region's choices by testing broad-level, regional scenarios to learn the GHG emissions reduction potential of current plans and policies and what combination of land use and transportation strategies (grouped in six policy areas) are needed to meet the state GHG targets. While some strategies are new to the region, many of the strategies tested are already being implemented to realize the 2040 Growth Concept and the aspirations of communities across the region.

In May, a work group of members from the Transportation Policy Advisory Committee (TPAC) and the Metro Technical Advisory Committee (MTAC) was charged with helping Metro staff develop the Phase 1 scenarios assumptions, consistent with the evaluation framework endorsed by the Metro Council, the Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Policy Advisory Committee (MPAC) in June.

A total of 146 scenarios have been analyzed at a preliminary level. In addition to the scenarios analysis, staff completed the Strategy Toolbox report. The Strategy Toolbox summarizes published local, national and international research on strategies that can help reduce transportation-related GHG emissions and meet other policy objectives. The report documents benefits of different strategies to a community, synergy between strategies and implementation opportunities and challenges to be addressed in Phase 2.

Key findings from the research conducted to date have been summarized in a draft Phase 1 Findings Report. The region's decision-makers will use this information to direct development of a preferred strategy in Phase 2.

## **NEXT STEPS**

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

Dec. 6	Council discussion of draft Phase 1 findings
Dec. 7	MTAC discussion of draft Phase 1 findings
Dec. 8	JPACT discussion of draft Phase 1 findings
Dec. 14	MPAC discussion of draft Phase 1 findings
<i>Dec. 20</i>	<i>Work Group – if needed</i>
Jan. 4	MTAC recommendation to MPAC on release of the Phase 1 findings
Jan. 6	TPAC recommendation to JPACT on release of the Phase 1 findings
Jan. 11	MPAC considers endorsing release of the Phase 1 findings
Jan. 12	JPACT considers endorsing release of the Phase 1 findings

JPACT will be asked to endorse release of the final Phase 1 Findings Report at the January meeting. Staff will continue to finalize the Phase 1 Findings Report with the technical committees in December and early January for consideration by JPACT and MPAC in January. JPACT action to release the findings would mark the end of Phase 1, and begin the project's transition to Phase 2. The findings will also be submitted to the Oregon Department of Transportation and the Department of Land Conservation and Development in January for inclusion in their joint progress report to the 2012 Legislature. Release of the findings also provides a vehicle for engaging other stakeholders in the process during Phase 2.

Upcoming Metro Council, MPAC and JPACT discussions will focus on the Phase 1 findings and policy choices presented by the research conducted since June. The discussions and input will inform development of the Phase 2 work plan for 2012. Planning is also underway for a JPACT/MPAC/Council work session in Winter 2012 to more formally kick-off Phase 2 of the process.

From January to April 2012, staff will work with Metro's advisory committees to finalize the Phase 2 work plan, building on the Toolbox and the Phase 1 findings and addressing the input provided throughout Fall 2011 and Winter 2012.



Materials following this page were distributed at the meeting.

Wednesday, December 7, 2011

## **U.S. Department of Transportation Gives Green Light for I-5 Columbia River Crossing**

WASHINGTON – Plans to replace the aging Interstate 5 Columbia River Crossing Bridges and build an interstate transit link can now move forward, U.S. Transportation Secretary Ray LaHood announced today.

The approval – known as a “record of decision” (ROD) – represents the final clearance of the project’s environmental review and allows Oregon and Washington to begin right-of-way acquisition and construction.

“This project is a great example of why we need to strengthen our infrastructure. The old facility is outdated and it no longer meets the needs of the traveling public or commerce in the region.” said Secretary LaHood. “It is one more instance of why the Obama Administration is focusing on key transportation investments to create jobs, strengthen the economy, and provide travelers with affordable, efficient options for reaching their destinations.”

The Columbia River Crossing project will replace the I-5 bridges over the Columbia River that connect Vancouver, Wash., to Portland, Ore. At a cost of approximately \$3 billion for bridge, transit and highway improvements, the project is considered a long-term, comprehensive solution to address safety and congestion problems on five miles of I-5 from State Route 500 in Vancouver to Victory Boulevard in Portland and will be funded through a combination of state and federal sources. In addition, numerous improvements to bike/pedestrian facilities will accommodate the bridge’s 1,000 daily pedestrians and 5,000 daily bicyclists anticipated by 2030.

“This is a vital transportation improvement on one of the busiest interstates in the country,” Federal Highway Administrator Victor Mendez said. “The new bridge will put people to work and help support business and economic growth.”

“We are making the long-sought after rail transit link between Portland and Vancouver possible,” Federal Transit Administrator Peter Rogoff said. “This is the type of forward-leaning project that will greatly benefit the entire region well into the future.”

Freight congestion is one of the key reasons behind the bridge replacement project. I-5 is the most important freight freeway on the West Coast linking international, national and regional markets in Canada, Mexico and the Pacific Rim with destinations throughout the western United States. Freight volumes moved by truck to and from the area are projected to increase over the years, causing additional delays and cost to shippers. Currently, the bridge serves nearly 130,000 vehicles daily with travel demand expected to grow to 180,000 vehicles daily by 2030.

The nearly three-mile light rail portion of the project will extend from Portland’s Expo Center MAX station to Clark College in Vancouver. It is expected that the transit rail project will reduce the duration of daily congestion on I-5 near the Columbia River by 60 percent. By 2030, the light rail line is expected to carry more than 22,000 daily passengers.

The current I-5 crossing of the Columbia River consists of two side-by-side bridges. The bridge carrying northbound traffic was built in 1916, and the bridge carrying southbound traffic was built in 1958. Both bridges are inadequate to carry the current traffic volumes, and the mechanical lift spans that are raised to accommodate river traffic bring interstate traffic to a standstill. The geometry of the bridges makes the existing crossing one of the most unsafe highway locations on the I-5 corridor – its crash rate is double that of similar bridges. In addition, the bridge does not meet the current bridge design standards for earthquakes.

###

Contact: Doug Hecox • Tel: 202-366-0660

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF AMENDING THE 2010-	)	RESOLUTION NO. 11-4314
13 METROPOLITAN TRANSPORTATION	)	
IMPROVEMENT PROGRAM (MTIP) TO ADD	)	Introduced by Chief Operating Officer Martha
THE OR217: ACTIVE TRAFFIC	)	Bennett with the concurrence of Council
MANAGEMENT PROJECT AND REMOVE THE	)	President Tom Hughes
PROJECT DEVELOPMENT STUDY OF	)	
MODIFYING INTERCHANGE RAMPS ON	)	
HIGHWAY 217 BETWEEN BEAVERTON-	)	
HILLSDALE HIGHWAY AND ALLEN	)	
BOULEVARD	)	

WHEREAS, the Metropolitan Transportation Improvement Program (MTIP) prioritizes projects from the Regional Transportation Plan to receive transportation related funding; and

WHEREAS, JPACT and the Metro Council must approve the MTIP and any subsequent amendments to add or remove projects to the MTIP per federal regulation 23 CFR 450.324; and

WHEREAS, the Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Council approved the 2010-13 MTIP on September 16, 2010; and

WHEREAS, the Oregon Department of Transportation recently led a study of the operations of the Highway 217 Corridor in collaboration with other transportation agencies to prioritize system management projects to improve the safety and reliability and reduce congestion of motor vehicle traffic in the corridor; and

WHEREAS, variable message signs along the corridor to inform drivers of travel times and incidents on the highway and shoulder widening to allow space for stalled and emergency service vehicles off of through lanes were priorities identified in the study; and

WHEREAS, funding was identified from savings from previous ODOT administered projects on Highway 217, the 2012-13 Region 1 Operations funding program, and by changing the scope of an existing project on Highway 217 allocated regional flexible funds; and

WHEREAS, ODOT has proposed programming of funds as described in Exhibit A to this resolution, and

WHEREAS, the Clean Air Act requires that federally funded transit and highway projects demonstrate conformity with the state's air quality goals; and

WHEREAS, notwithstanding the Clean Air Act conformity requirement, 40 C.F.R 93.126 exempts this project from the requirement to demonstrate conformity with the state's air quality goals because it is a system management and operations project; and

WHEREAS, funding is available for these projects within existing revenues, consistent with the MTIP financial plan; and

WHEREAS, JPACT approved this resolution December 8, 2011; now therefore

BE IT RESOLVED that the Metro Council hereby adopts the recommendation of JPACT and hereby amends the 2010-13 MTIP to add the Highway 217 system management project to and remove the Highway 217: Beaverton-Hillsdale Hwy to Allen Boulevard interchange project.

ADOPTED by the Metro Council this \_\_\_\_ day of December 2011.

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Tom Hughes, Council President

Approved as to Form:

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Daniel B. Cooper, Metro Attorney

**Exhibit A to Resolution No. 11-4314**

**2010-13 Metropolitan Transportation Improvement Plan Table 3.1.1 amendment**

Existing programming:

Project Name	Project Description	ODOT Key #	Lead Agency	Estimated Total Project Cost (all phases, all years)	Project Phase	Fund Type	Program Year	Federal Funding	Minimum Local Match	Other Funds	Total Funding
Operations Reserve for 2012-13	Reserve fund for Operations projects.	16260	ODOT				2012/13	\$1,110,000			\$1,110,000
Urban-Rural ITS for 2012-13	Reserve fund for ITS projects.	16252	ODOT				2012/13	\$2,500,000			\$2,500,000
OR217: Pavement & Shoulder Repair	Overlay and shoulder widening on Hwy 217.		ODOT		PE			\$587,000			\$6,180,000
					Con			\$5,000,000			
					Con	TCSP Earm.		\$593,000			
OR217 Study	Interchange management study.	15604	ODOT					\$284,000 (Remaining funds)			
OR217: B-H Hwy to Allen Blvd.	Preliminary engineering of ramp capacity changes at and between these interchanges.	15604	Wash. Co.			U-STP		\$373,000	\$42,692		\$415,692

New programming:

Project Name	Project Description	ODOT Key #	Lead Agency	Estimated Total Project Cost (all phases, all years)	Project Phase	Fund Type	Program Year	Federal Funding	Minimum Local Match	Other Funds	Total Funding
Operations Reserve for 2012-13	Reserve fund for Operations projects.	16260	ODOT				2012/13	\$0			\$0
Urban-Rural ITS for 2012-13	Reserve fund for ITS projects.	16252	ODOT				2012/13	\$0			\$0
OR217: Pavement Repair	Overlay on Hwy 217.		ODOT					\$2,000,000			\$2,000,000
OR217 Study	Interchange management study.	15604	ODOT					\$0			
OR217: B-H Hwy to Allen Blvd.	Preliminary engineering of ramp capacity changes at and between these interchanges.	15604	Wash. Co.					\$0	\$0		\$0
OR 217: Active Traffic Management Project		16252	ODOT	\$10,489,682	PE		2012	\$1,487,000			\$1,487,000
					Con		2013	\$8,586,990			\$9,002,682
					Con	U-STP	2013	\$373,000	\$42,692		

## STAFF REPORT

### FOR THE PURPOSE OF AMENDING THE 2010-13 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM (MTIP) TO ADD THE OR217: ACTIVE TRAFFIC MANAGEMENT PROJECT AND REMOVE A PROJECT DEVELOPMENT STUDY OF MODIFYING INTERCHANGE RAMPS ON HIGHWAY 217 BETWEEN BEAVERTON-HILLSDALE HIGHWAY AND ALLEN BOULEVARD

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Date: December 8, 2011

Prepared by: Ted Leybold, 503-797-1759  
Jeff Flowers, 503-731-8235

## BACKGROUND

The Oregon Department of Transportation received a federal appropriation to study the operations of the Highway 217 corridor and prioritize near-term projects that improve traffic safety and congestion. The *OR 217 Interchange Management Study* was recently completed and two of the priority projects identified were traveler information in the corridor and targeted widening of shoulders at specific high crash locations.

The first step in implementing traveler information in the corridor is providing 17 variable message signs on Highway 217 and connecting arterial roads that will provide information to drivers about congestion and incidents. Primary messages displayed will include travel times to common destinations and advanced warnings of congested conditions or incidents.

Targeted shoulder widening is intended to improve incident response and maintain system capacity during an incident. Increasing the shoulder width in key areas will allow emergency response vehicles to reach and clear incidents faster, and will also provide an area where an incident (such as a stalled vehicle or debris) can be moved to the shoulder. It also provides space for errant vehicles to avoid rear end collisions, thus reducing non-recurring delay (estimated to represent approximately 60% of the total delay on Highway 217) and reducing the number and cost associated with crashes.

In several locations along OR 217 the outside shoulder is less than a lane width (sometimes as narrow as three to four feet wide). When an incident occurs in one of these sections, the through capacity on the freeway is significantly reduced. In a two-lane section, a one-lane blockage actually results in a 65% reduction to capacity, not 50%. This may seem counterintuitive, but the additional lost capacity is due to vehicles slowing down in the adjacent lane as they approach and pass the incident (gawking effect). Based on a conservative estimate of restoring 30% of lost capacity during an incident and reducing 5% of crashes in the target shoulder widening areas, each segment of shoulder widening (on average) could save motorists up to \$1 million over a five-year period.

The three sections identified for improvement are:

- \* Southbound from Scholls Ferry Rd to Greenburg Rd
- \* Northbound from Greenburg Rd to Scholls Ferry Rd
- \* Southbound from Denny Rd to Hall Blvd

Variable message signs and shoulder widening projects are exempt from the requirement that a regional air quality conformity determination be made by the code of federal regulations 40 CFR 93.126.

Funding for the project will come from several sources. First are remaining funds from the federal appropriation to the corridor. ODOT is also dedicating funds from its Operations program reserve, and its Urban & Rural Intelligent Transportation System (ITS) reserve. Finally, Washington County has requested

transfer of funds from a regional flexible fund award for project development work to consider interchange ramp improvements on Highway 217 between Beaverton-Hillsdale Highway and Allen Boulevard. This action will remove this project development award from the MTIP and transfer its \$373,000 of federal funding authority to the new OR217: Active Traffic Management project.

The Joint Policy Advisory Committee on Transportation and the Metro Council must approve amendments to the MTIP. This amendment will add this project to the 2010-13 MTIP. It will also combine funding from the 2012-13 ODOT Operations program (\$1,110,000), the Urban & Rural ITS program (\$2,500,000), and utilize funds from the Highway 217: Beaverton-Hillsdale to Allen Boulevard project development study and remove that project from the 2010-13 MTIP.

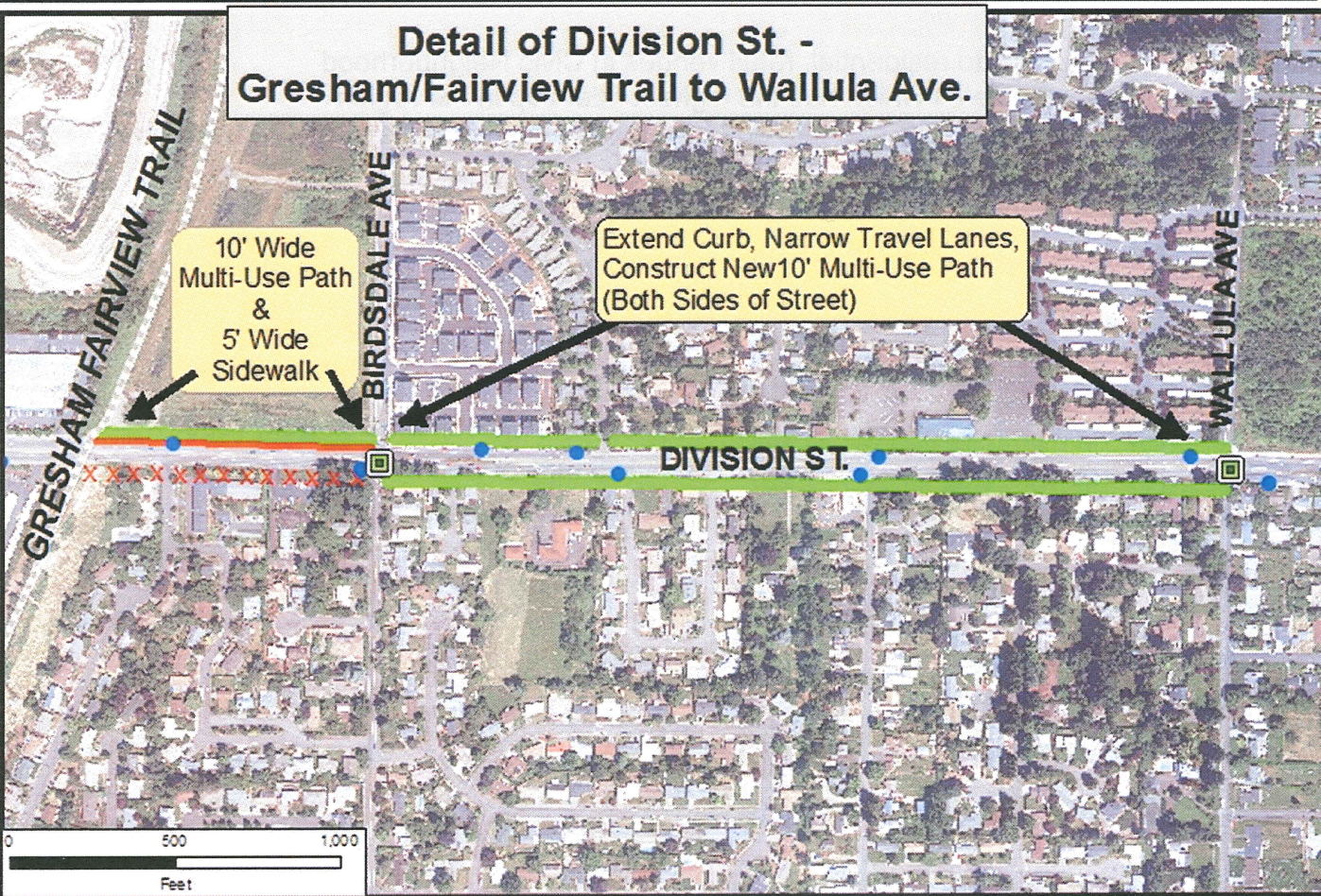
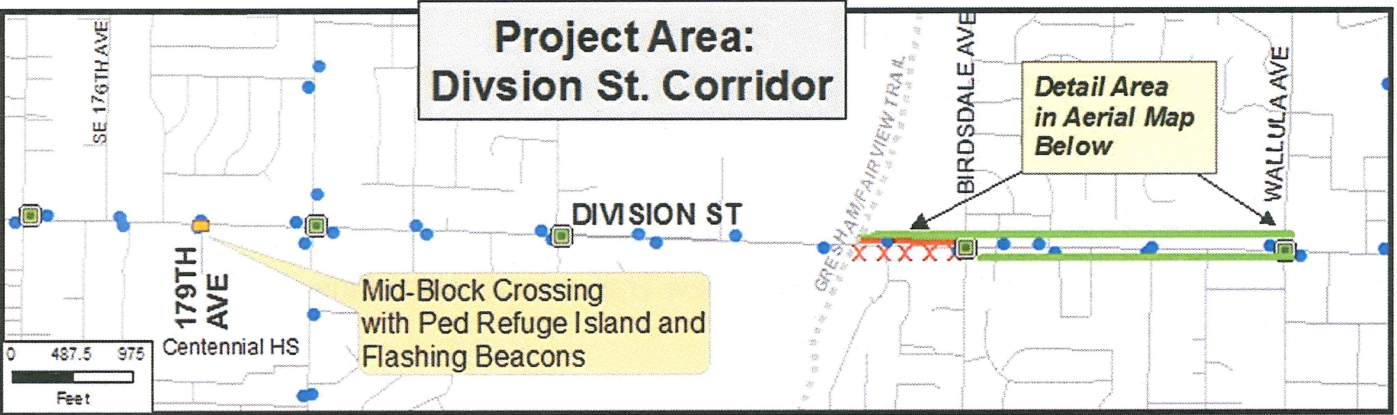
#### **ANALYSIS/INFORMATION**

- 1. Known Opposition** None known at this time.
- 2. Legal Antecedents** Amends the 2010-13 Metropolitan Transportation Improvement Program adopted by Metro Council Resolution 10-4186 on September 16, 2010 (For the Purpose of Approving the 2010-13 Metropolitan Transportation Improvement Program for the Portland Metropolitan Area).
- 3. Anticipated Effects** Allows funding to become available for the new OR217 Active Traffic Management project. The project uses funding from the 2012-13 ODOT Operations reserve, the 2012-13 Urban & Rural ITS program, and utilizes funds from the Highway 217: Beaverton-Hillsdale to Allen Boulevard development study of interchange ramps on and removes that project from the 2010-2013 MTIP.
- 4. Budget Impacts** None.

#### **RECOMMENDED ACTION**

Metro staff recommends the approval of Resolution No. 11-4314.





**Division Street Corridor "Complete Street" Project (Gresham, OR)**

**New Facilities**

- Multi-Use Path
- Sidewalk
- Mid-Block Crossing

**Existing Facilities**

- Bus Stops
- Marked 4-Way Crossing at Intersection
- Gresham Fairview Trail
- xxx No Existing ROW

CITY OF GRESHAM



## Division "Complete Street" Project Transportation, Community, and System Preservation

### Project Components:

- ▶ New sidewalks between Wallula and Birdsdale Avenues on both sides of the street
- ▶ New 15' multi-use path and sidewalk from Birdsdale to Gresham-Fairview Trail on north side of the street
- ▶ Mid-block crossing with a pedestrian refuge island near 179th Avenue

### Primary Project Benefits:

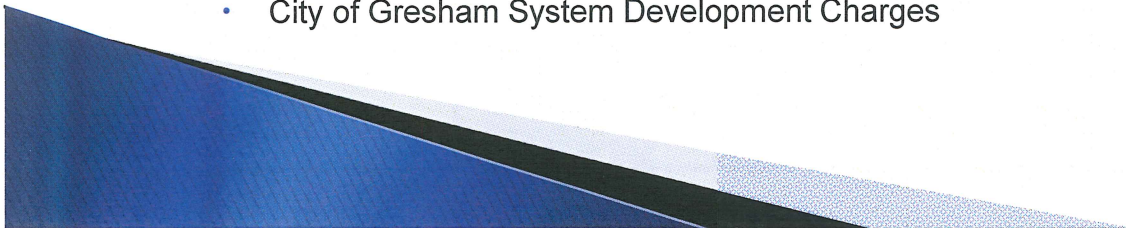
- ▶ Safety and enhanced access to jobs, services
- ▶ New multi-modal facilities that connect directly to residential, retail venues in Civic Neighborhood
- ▶ Enhanced access to bus stops for TriMet Route #4 which has the highest ridership in the region
- ▶ Implements Gresham's TSP project #21 to retrofit the street to add bike lanes and sidewalks from 174th Avenue to Wallula Avenue

### Project Costs:

- ▶ TCSP Award: \$832,640
- ▶ Total Project Cost: \$1,310,600

### Directly Links Prior Investments

- ▶ Gresham-Fairview Trail (2010-2011)
  - Completed 2 Miles of 3.29 Mile Multi-Use Trail
  - Pedestrian Overpass at Powell Boulevard
  - Funding Sources:
    - High Priority Projects
    - Transportation Enhancements
    - Metro Open Space Bond (ROW Purchase)
    - City of Gresham System Development Charges
- ▶ Division Street – Wallula to Kelly (2003)
  - .8 Mile of Boulevard Improvements
  - Funding Sources:
    - CMAQ
    - TriMet
    - City






## 2014-15 Regional Flexible Funds



Final recommendation



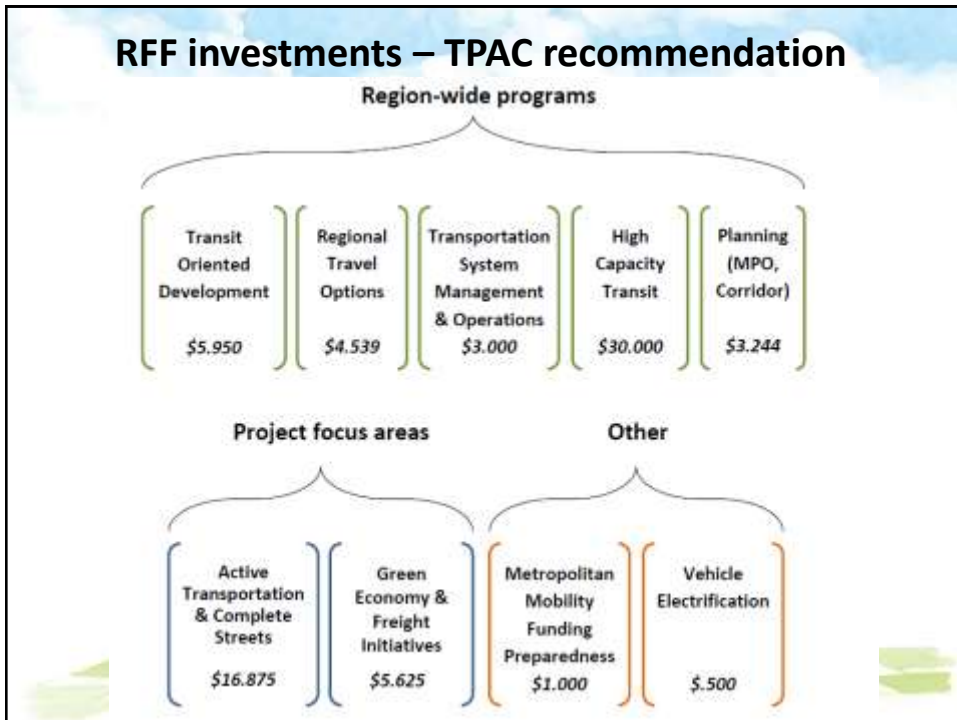
JPACT – December 8<sup>th</sup>, 2011

 Metro | *People places. Open spaces.*

## 2014-15 RFF allocation process milestones

Spring 2010 through Fall 2011

- JPACT/Council Summit
- Policy update
- Task Force Report
- Region-wide programs review
- Sub-regional workshops
- Project nomination/narrowing process/applications due
- Vehicle electrification work group recommendation
- Regional public comment period



## Project focus areas

### Active Transportation & Complete Streets

- Hillsboro Regional Center: Oak & Baseline - **\$500,000**
- West Fork of the Tonquin Trail-Cedar Creek Greenway Trail - **\$5,112,000**
- East Portland Active Transportation to Transit - **\$3,373,000**
- Portland Bike Sharing Project - **\$2,000,000**
- SE Foster Road Safety Enhancements/Streetscape - **\$1,250,000**
- Arata Road Improvements - **\$1,669,000**
- 17<sup>th</sup> Avenue Multi-use Trail - **\$2,969,000**

## **Project focus areas**

### Green Economy & Freight Initiatives

- Hwy 8/Hwy 47 Intersection Improvements - **\$1,312,000**
- North Burgard-Lombard (“around the horn”) - **\$2,363,000**
- Sandy Blvd Improvements: 230<sup>th</sup> – 238<sup>th</sup> Drive - **\$659,000**
- Clackamas County Regional Freight ITS - **\$790,000**

## **Other investments**

### Vehicle Electrification

- Electric vehicle fleet conversion - **\$400,000**  
-public and non-profit agency fleets
- Energizing Oregon plan implementation - **\$100,000**  
-public education and outreach activities

### Metropolitan Mobility Funding Preparedness - **\$1,000,000**

- To be determined following transportation authorization bill

### **Process feedback**

- Simplified and improved approach
- Collaborative process and resources
- Applicant response to comments
- Develop 3 to 4 options for future process refinements
- Explore ways to improve outreach

### **Next Steps**

- Programming of RFF projects
- MTIP development and adoption
- RFF allocation process retrospective



November 4, 2011

Andy Ginsberg  
Air Quality Division Administrator  
Oregon Department of Environmental Quality  
811 SW 6<sup>th</sup> Avenue  
Portland, OR 97204

Dear Mr. Ginsberg:

Metro staff appreciates the opportunity to have participated in the Portland Air Toxics Solutions Advisory Committee (PATSAAC), and looks forward to working with DEQ to address air toxics emissions in the greater Portland region.

Metro shares the PATS project's goal of improving public health by improving air quality. The draft PATSAAC Report and Recommendations is the result of rigorous technical analysis that benefited from the review and robust discussion by the PATSAAC Committee comprised of a wide range of interests and expertise. The air toxics reductions strategies as outlined in the PATS Emission Reduction Plan Next Steps and defined in Section 9 of the committee report provide a framework for the region to move toward improving the region's air quality. Many of the strategies proposed for Metro as described in the On Road Light Duty Emission Reduction Plan (section 9.5.2.2.2) will be integrated into current processes, such as the Regional Transportation Plan, Green House Gas scenario work, and corridor planning work.

Metro will continue to partner with DEQ in modeling air toxics, and will provide future technical support to PATS as requested. We plan to incorporate PATS toxics modeling results in Metro reports where applicable.

Sincerely,

CLICK HERE FOR FULL REPORT

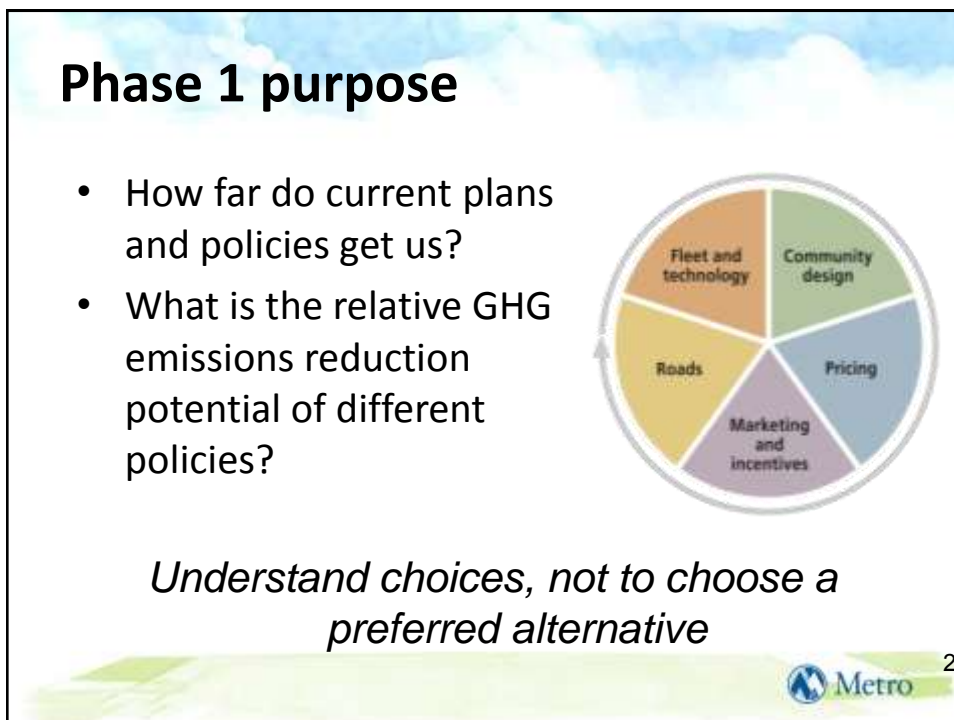


Climate Smart Communities Scenarios

# Understanding Our Choices

DRAFT PHASE 1 FINDINGS | DECEMBER 2011





## Two-Part Discussion

### Today – Report

- Questions?
- Suggestions?
- Comments?

### January 12 - Action

- Accept Phase 1 Findings Report

## FHWA FY 2011 Discretionary Grant Programs

<http://www.fhwa.dot.gov/discretionary/>

Program Name	Description	Eligible Applicant	Available Funding
Ferry Boat Program	Funds are used to construct ferry boats and ferry terminal facilities.	State -- Requests by local governments are to be submitted by the State.	\$42,479,303
Highways for Life Program	Funds pilot programs to advance longer-lasting highways using innovative technologies and practices to accomplish the fast construction of efficient and safe highways and bridges.	State -- Requests by Indian Tribes, local governments and federal agencies are to be submitted by the State.	\$22,622,895
Innovative Bridge Research and Deployment Program	Funds to promote, demonstrate, evaluate, and document the application of innovative designs, materials, and construction methods in the construction, repair, and rehabilitation of bridges and other highway structures.	State -- Requests by Indian Tribes, local governments and federal agencies are to be submitted by the State.	\$4,163,000
Interstate Maintenance Discretionary Program	Funding for resurfacing, restoration, rehabilitation and reconstruction (4R) work, including added lanes to increase capacity, on most existing Interstate System routes.	State -- Requests by Indian Tribes, local governments and federal agencies are to be submitted by the State.	\$93,202,918
National Historic Covered Bridge Preservation Program	Funds to assist the States in their efforts to preserve, rehabilitate, or restore the Nation's historic covered bridges. For the purposes of this program, the term "historic covered bridge" means a covered bridge that is listed or eligible for listing on the National Register for Historic Places.	State -- Requests by Indian Tribes, local governments and federal agencies are to be submitted by the State.	\$18,670,000
National Scenic Byways Program	Funds grants and technical assistance to States and Indian tribes to implement projects on highways designated as National Scenic Byways, All-American Roads, America's Byways, State or Indian Tribe scenic byways; and to plan and develop a State or Indian tribe scenic byway program.	State and Indian Tribes -- Requests by local governments and others are to be submitted by the State.	\$40,542,344
Public Lands Highways Program	Funds transportation planning, research, and engineering and construction of, highways, roads, parkways, and transit facilities that are within, adjacent to, or provide access to Indian reservations and Federal public lands, including national parks, refuges, forests, recreation areas, and grasslands. PLH funds can be used for any type of Title 23 transportation project providing access to or within Federal or Indian lands and may be used for the State/local matching share for apportioned Federal-aid Highway Funds, as described in 23 USC 120(l).	State -- Requests by Indian tribes, local governments and federal agencies are to be submitted by the State.	\$94,588,680
Rail Highway Crossing Hazard Elimination In High Speed Rail Corridors	Provides funding for safety improvements at both public and private highway-rail grade crossings along federally designated high-speed rail corridors	State -- Requests by local governments and private railroad companies are to be submitted by the State.	\$33,313,210
Transportation, Community, and System Preservation Program	Funds eligible projects that integrate transportation, community, and system preservation plans and practices that improve efficiency of the transportation system; reduce environmental impacts, reduce the need for costly future investment provide efficient access to jobs, services, and trade centers.	States, metropolitan planning organizations, local governments and tribal governments.	\$57,085,000
Truck Parking Initiative Program	Funding to address the shortage of long-term parking for commercial motor vehicles on the National Highway System. Eligible projects range from construction of spaces and other capital improvements to using intelligent transportation systems (ITS) technology to increase information on the availability of both public and private commercial vehicle parking spaces. For purposes of this program, long-term parking is defined as parking available for 10 or more consecutive hours.	State --Requests by Indian Tribes, local governments and federal agencies are to be submitted by the State.	\$7,300,000