

# Metro | Agenda

Meeting: Joint Policy Advisory Committee on Transportation (JPACT)  
Date: Thursday, August 9, 2012  
Time: 7:30 to 9 a.m.  
Place: Metro Regional Center, Council Chamber

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- |                |             |                                                                                                                                                                                                                                                                                    |                                                                                                             |
|----------------|-------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------|
| <b>7:30 AM</b> | <b>1.</b>   | <b>CALL TO ORDER, DECLARATION OF A QUORUM &amp; INTRODUCTIONS</b>                                                                                                                                                                                                                  | <b>Carlotta Collette, Chair</b>                                                                             |
| <b>7:32 AM</b> | <b>2.</b>   | <b>CITIZEN COMMUNICATIONS ON JPACT ITEMS</b>                                                                                                                                                                                                                                       | <b>Carlotta Collette, Chair</b>                                                                             |
| <b>7:35 AM</b> | <b>3.</b>   | <b>UPDATES FROM THE CHAIR &amp; COMMITTEE MEMBERS</b> <ul style="list-style-type: none"><li>• Climate Smart Communities Scenarios Project Community Workshop Updates</li><li>• Public Engagement Review Committee Seeks Members</li><li>• Convention Center Hotel Update</li></ul> |                                                                                                             |
| <b>7:40AM</b>  | <b>4. #</b> | <b>CONSIDERATION OF THE MINUTES FOR JULY 12, 2012</b><br><b><u>ACTION ITEMS</u></b>                                                                                                                                                                                                |                                                                                                             |
| <b>7:45 AM</b> | <b>5. *</b> | Endorsement of the East Metro Connection Plan<br>( <b>Resolution No. 12-4362</b> )- <b><u>ACTION REQUESTED</u></b>                                                                                                                                                                 | <b>Shirley Craddick, Metro Council</b><br><b>Diane McKeel, Multnomah Co.</b><br><b>Brian Monberg, Metro</b> |
|                |             | <b><u>INFORMATION/DISCUSSION</u></b>                                                                                                                                                                                                                                               |                                                                                                             |
| <b>8:05 AM</b> | <b>6.</b>   | Discuss the Oregon Transportation Commission's Concept for State Transportation Improvement Program Project Selection by ACTs - <b><u>DISCUSSION</u></b>                                                                                                                           | <b>Jason Tell, ODOT</b>                                                                                     |
| <b>8:40 AM</b> | <b>7. *</b> | Land Conservation and Development Commission Proposed Rules for Portland Metro Area Scenario Planning - <b><u>INFORMATION / DISCUSSION</u></b>                                                                                                                                     | <b>Bob Cortright, Dept. of Land Conservation &amp; Development</b>                                          |
| <b>9 AM</b>    | <b>8.</b>   | <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.

## 2012 JPACT Work Program

8/2/12

<p><b><u>July 12, 2012 – Regular Meeting</u></b></p> <ul style="list-style-type: none"><li>• Outreach for the Oregon Clean Fuels Program – Information</li><li>• CII Leadership Council – Information</li><li>• Amendments to the 2012-15 Metropolitan Transportation Improvement Program (MTIP) to Add:<ul style="list-style-type: none"><li>○ <b>Resolution No. 12-4357:</b> The Kellogg Lake Multi-Use Bridge Project;</li><li>○ <b>Resolution No. 12-4358:</b> The Construction Phase of the I-84 Eastbound to I-205 Northbound Auxiliary Lane Project; and</li><li>○ <b>Resolution No. 12-4359:</b> The Crescent Connection – Cedar Hills Boulevard to Denny Road Bicycle, Pedestrian and Transit Access Project.</li></ul></li><li>• Oregon Sustainable Transportation Initiative (OSTI) - Information<ul style="list-style-type: none"><li>○ Statewide Transportation Strategy (STS) – Approval of Comments</li></ul></li><li>• State Transportation Improvement Program (STIP)<ul style="list-style-type: none"><li>○ Overview of Proposed Revised Process</li><li>○ Discussion of JPACT Comments to OTC</li></ul></li></ul>	<p><b><u>August 9, 2012 – Regular Meeting</u></b></p> <ul style="list-style-type: none"><li>• East Metro Connections Plan - Endorsement/Action</li><li>• Oregon Transportation Commission’s Concept for State Transportation Improvement Program Project Selection by ACTs – Discussion</li><li>• Land Conservation and Development Commission Proposed Rules for Portland Metro Area Scenario Planning – Information/ Discussion</li></ul>
<p><b><u>September 13, 2012 – Regular Meeting</u></b></p> <ul style="list-style-type: none"><li>• Oregon Sustainable Transportation Initiative (OSTI) - LCDC Rulemaking on selection of preferred scenario – Informational</li><li>• Climate Smart Communities Scenarios – Discussion</li></ul>	<p><b><u>October 11, 2012 – Regular Meeting</u></b></p> <ul style="list-style-type: none"><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– Discussion</li></ul>	<p><b><u>December 13, 2012 – Regular Meeting</u></b></p> <ul style="list-style-type: none"><li>• Climate Smart Communities Scenarios– Action</li><li>• Active Transportation Plan Existing Conditions Findings/ Network Concepts – Information</li><li>• Regional legislative priorities – Action</li></ul>

Parking Lot:

- Regional Indicators briefing
- Hole-in-the Air Rulemaking – Review Comment Letter
- Oregon Sustainable Transportation Initiative (OSTI) - Information
  - LCDC Rulemaking on selection of preferred scenario

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF ENDORSING THE ) RESOLUTION NO. 12-4362  
EAST METRO CORRIDOR REFINEMENT )  
PLAN ) Introduced by Councilor Shirley Craddick

WHEREAS, the Metro Council adopted Resolution No. 10-4119 (For the Purpose of Updating the Work Program for Corridor Refinement Planning through 2020), including the East Metro Corridor Refinement Plan (EMCRP); and

WHEREAS, Resolution No. 10-4119 directed staff to work with local governments in the East Metro area (Mobility Corridor #15 from I-84 southward to US 26 and the Springwater area to explore funding options for the EMCRP with local, regional, state and federal agencies; and

WHEREAS, the EMCRP identifies 17 investment packages to guide future investments in a multi-modal transportation system, downtown and employment areas, and regional mobility in order to address access and mobility, safety, economic development, and reliability; and

WHEREAS, the EMCRP identifies improvements on the arterial network supporting a “grid” approach to meet 2035 system performance standards; and

WHEREAS, the EMCRP identifies investments to promote land use, transit, and freight mobility in order to achieve the Six Outcomes set forth in the Regional Framework Plan; NOW THEREFORE

BE IT RESOLVED that the Metro Council:

1. Endorses the East Metro Connections Plan Recommendation and Action Plan, attached to this resolution as Exhibit A.
2. Directs staff to prepare revisions to the Regional Transportation Plan consistent with the recommendations and actions in the EMCP to be adopted by the Metro Council in a plan amendment process later in 2012.
3. Directs staff to pursue the funding options identified in the EMCRP in coordination with the Oregon Department of Transportation and local governments to seek funding opportunities per the EMCP recommendation and action plan.

ADOPTED by the Metro Council this 9th day of August, 2012.

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

Approved as to form:

Alison Kean Campbell, Acting Metro Attorney

This East Metro Connections Plan analyzed present and future transportation challenges and presents solutions that reflect community values. The recommendation identifies transportation and other investments that advance economic and community development.

Investments in the plan area support economic and community development by providing better access and mobility, increasing safety, activating employment areas and helping people find their way through and to key destinations in the East Metro area. These proposed investments emerged through prioritization of over 200 transportation projects evaluated and target enhancements with a focus on:

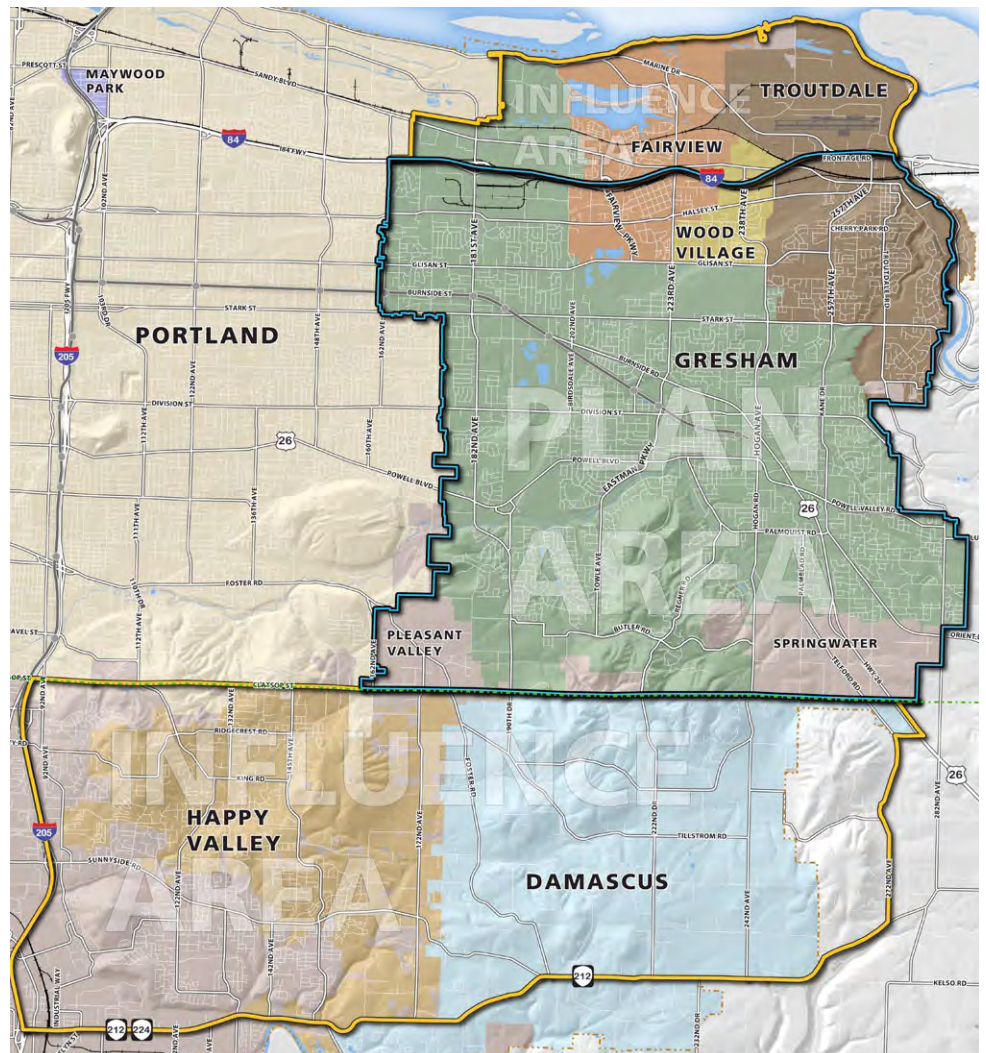
- 1. North/south connections** - Proposed projects improve the arterial road network connecting I-84 and US 26, and access to important community destinations.
- 2. Downtowns and employment areas** - Proposed projects improve access to downtowns and jobs.
- 3. Regional mobility** - Proposed projects capitalize on previous investments by making the existing system smarter and more efficient through changes to signal timing and enhanced transit service.

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The four cities of east Multnomah County will work closely with state, county, regional and federal partners to implement solutions in the plan area.

Development will be closely coordinated with the Columbia Cascade River District, a critical regional employment area along the Columbia River, as well as ongoing projects in east Portland and Clackamas County.





## **EAST MULTNOMAH COUNTY WILL WORK TOGETHER TO:**

*Support north/south connectivity between I-84 and US 26, as well as east/west connectivity and capacity in the East Metro plan area.*

*Make the best use of the existing transportation system.*

*Develop multiple solutions that encompass all transportation modes.*

*Foster economic vitality.*

*Distribute both benefits and burdens of growth.*

*Enhance the livability and safety of East Metro communities. Ensure that East Metro is a place where people want to live, work and play.*

*Support the local land use vision of each community.*

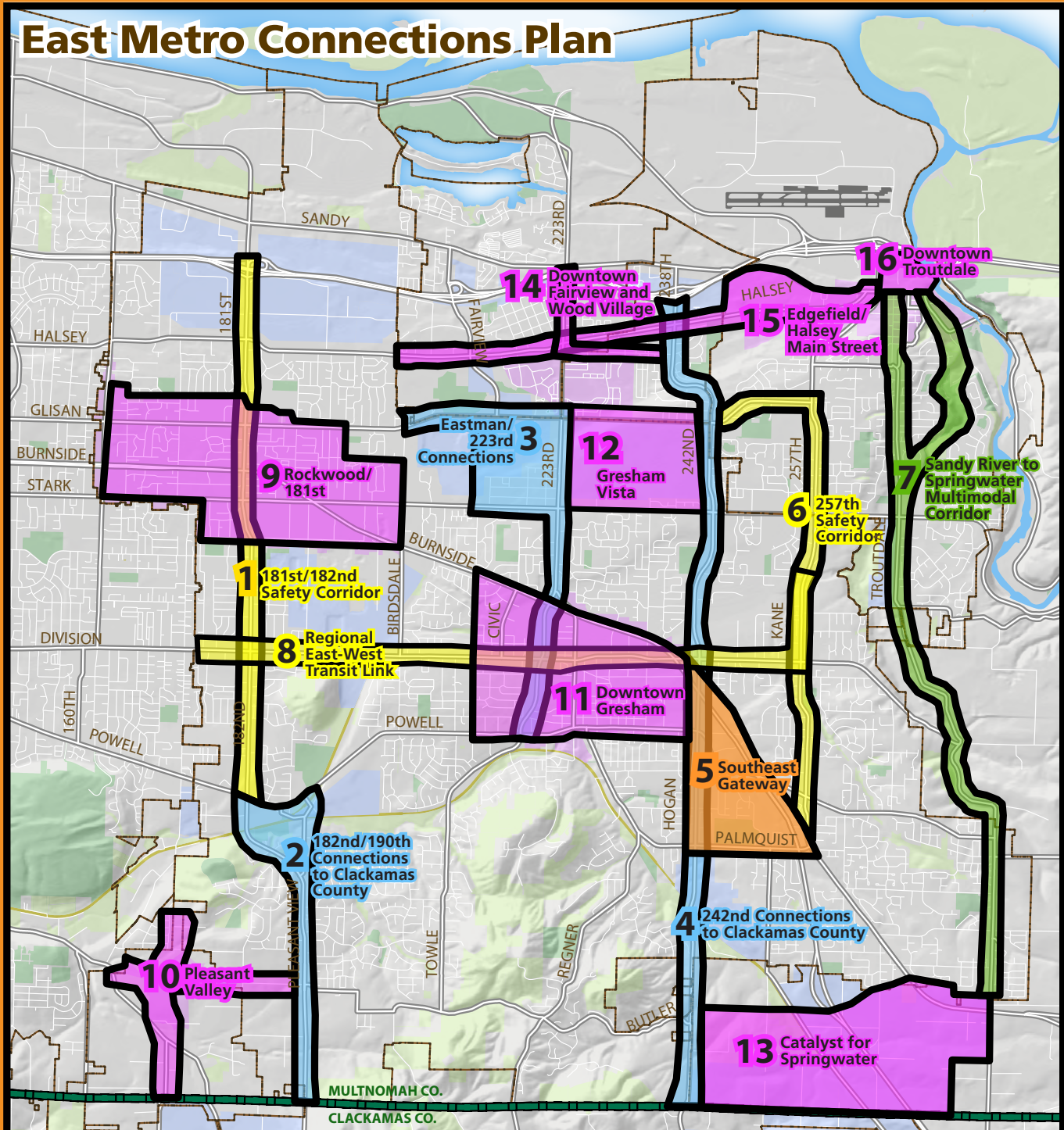
*Enhance the natural environment.*

### **East Metro Connections Plan Recommendation**

- (1) The steering committee recommends the action plan in order to solve pressing transportation challenges and activate and protect the assets of the East Metro area.
- (2) The steering committee recommends that East Metro jurisdictions endorse this recommendation.
- (3) The steering committee recognizes that East Metro Connections Plan is a separate but complementary process to jurisdictions' transportation system plans and capital improvement programs. The committee recommends that the cities and county update policies and plans as appropriate to support these projects and outcomes.
- (4) The steering committee recommends that Metro amend the Regional Transportation Plan (RTP) to support these projects, policies and outcomes. This includes the projects identified in the action plan, and related policies to support their implementation.








# East Metro Connections Plan Action Plan



## Recommended Investment Packages

June 6, 2012

	<b>Access &amp; mobility</b>	1) 181st/182nd Safety Corridor	9) Rockwood/181st
	<b>Safety</b>	2) 182nd/190th Connections to Clackamas County	10) Pleasant Valley
	<b>Economic development</b>	3) Eastman/223rd Connections	11) Downtown Gresham
	<b>Multimodal</b>	4) 242nd Connections to Clackamas County	12) Gresham Vista
	<b>Regional gateway</b>	5) Southeast Gateway	13) Catalyst for Springwater District
		6) 257th Safety Corridor	14) Downtown Fairview and Wood Village
		7) Sandy River to Springwater multimodal Corridor	15) Halsey Main Street
		8) Regional East-West Transit Link	16) Downtown Troutdale
		Managing the System (*not mapped)	

1 Mile

Numbers are for the map key, and do not imply project priority

# Integrated Strategies

The action plan represents the timeline, funding, and partnerships needed to implement the investments recommended in the East Metro Connections Plan. Projects developed on the “freight grid” will be designed for safe freight movement.

		North/South connections					Regional mobility			
		181st/182nd safety corridor	182nd/190th connections to Clackamas County	Eastman/ 223rd connections	242nd connections to Clackamas County	Southeast gateway	257th safety, walking and biking connection	Sandy River to Springwater multi-modal connection	Regional east-west transit link	Managing the System
Timing and phasing	Phase I	{L} Complete new crossings and sidewalk widening on 181st between Glisan and Yamhill, Stark  {L} Complete new crossings near Centennial schools  {R} Improve transit service to 'one-seat' ride between Sandy and Powell	{L} Advance system management along entire corridor	{L} Advance system management  {L} Complete pedestrian crossing at Eastman/25th	{L} Advance system management  {L} Complete improvement to 238th/242nd based on steering committee recommendation	{S} Advance system management, including improved signage, and potential variable messaging  {L} Advance road improvements to Hogan/Burnside/Powell  {L} Complete safety project in gateway	{L} Advance system management  {L} Complete safety improvements on 257th and Cherry Park  {L} Reconstruct Stark to arterial standards	{R} Begin trail master plan to define alignment	{R} Initiate FTA Alternatives Analysis  {R} TriMet updates TIP per EMCP recommendations  {L} Complete sidewalk and bike lane improvements	{S} Implement improved signalization on all arterials, invest in adaptive signal improvements on Burnside and Kane Road, implement variable signage on the four north/south arterials
	Phase II	{L} Complete sidewalk connections between I-84 and San Rafael	{L} Complete arterial improvements along Highland/190th and Pleasant View to Clackamas County line; coordination with 172/190th Corridor Plan	{L} Complete intersection at 223rd/Stark  {L} Complete improvements to Glisan between 201st and Fairview Parkway	{L} Complete arterial improvements on Hogan between Division and Clackamas County line	{L} Complete improvements to Palmquist  {S} Complete multi-modal improvements to US 26  {L} Reconstruct Bull Run Rd  {L} Complete Powell Valley improvements			{R} Implement preferred transit alternative	
	Phase III			{L} Complete improvements on Powell and Eastman  {L} Consider extension of 207th as a 2-lane collector			{L} Complete improvements to Division between 257th and 268th	{L} Construct multimodal corridor		
potential funding sources		HB 2001, RFFA	CIP, SDC	RFFA, CIP	RFFA, CIP	ODOT, RFFA	HB 2001, RFFA	RFFA, TE	HB 2001, FTA, RFFA	ODOT, Metro, Gresham
East Metro Connections Partners		Gresham, TriMet	Gresham	Gresham, Multnomah County, Fairview, ODOT	Multnomah County, Gresham, Wood Village, Troutdale	Metro, ODOT, Gresham	Multnomah County, Troutdale, Gresham	Multnomah County, Metro, Troutdale, Gresham, Mount Hood Community College	Metro, TriMet, Multnomah County, Gresham, Mt Hood Community College	ODOT, Metro, Multnomah County, Gresham

{L} is a locally sponsored effort by county or city  
{R} is a regionally sponsored effort by Metro or TriMet  
{S} is a state sponsored effort by ODOT

CIP = capital improvement program  
FHWA = Federal highways  
FTA = Federal Transit Administration funds  
HB 2001 = (Oregon Jobs and Transportation Act) is the transportation funding plan adopted by the 2009 Legislature.  
RFFA = Regional flexible funds

SDC = system development charges  
URA = Urban Renewal Area Funds  
TIP = Transportation Improvement Program  
TE = Transportation enhancement funds

**Downtowns and employment areas**

**Related Actions**

Rockwood/ 181st	Pleasant Valley	Downtown Gresham/ Civic	Gresham Vista Business Park	Catalyst for Springwater District	Downtown Fairview and Wood Village	Edgefield/ Halsey main street implementation	Downtown Troutdale	Policies	Related Projects
<p>{L} Complete street improvements, including pedestrian enhancements on 181st, Stark, Burnside</p>		<p>{R} Complete MAX Trail</p> <p>{L} Complete street improvements to Cleveland, Hood in downtown and collector streets in Civic</p>		<p>{S} Implement components of Interchange Access Management Plan (IAMP), including safety improvements</p>	<p>{L} Complete Arata Blvd improvements</p> <p>{L} Complete Fairview improvements between 184 and Arata</p>	<p>{L} Complete main street improvements to Halsey</p>	<p>{L} Build local streets to urban renewal area on Sandy River</p> <p>{L} Extend regional trail from Reynolds Troutdale Industrial Park to urban renewal area.</p>	<p>{R} Metro amends Regional Transportation Plan (RTP)</p> <p>{R} Metro updates regional trail system</p> <p>{R} TriMet updates TIP per EMCP recommendation</p> <p>{L} Cities and county update local Transportation System Plans (TSP)</p>	<p>{L} coordination on roadway and improvements per Columbia Cascade River District Strategic Planning</p> <p>{L} coordination with Port of Portland on improvements in Troutdale Reynolds Industrial Park</p> <p>{L} coordination with City of Portland on Powell/Foster</p> <p>{L} Coordination with Clackamas County on 172<sup>nd</sup>/190<sup>th</sup> Corridor Plan improvements</p>
<p>{L} Complete pedestrian and bike improvements on Stark and Burnside</p>	<p>{L} Complete arterial improvements to Jenne/Foster/ 174th</p>	<p>{L} Complete sidewalks and crossings to Burnside and Powell</p>	<p>{L} Complete intersection improvements</p> <p>{L} Complete new crossings on Glisan</p> <p>{L} Complete intersection at 223rd/Stark</p> <p>{L} Complete intersection at Hogan/Stark</p>	<p>{S} Construct new interchange and related projects of Interchange Access Management Plan (IAMP)</p>	<p>{L} Complete Wood Village Boulevard extension to Halsey</p>				
	<p>{L} Complete arterial improvements to Giese Rd/ 172nd</p>			<p>{L} Complete arterial/street network per Springwater Plan</p>					
<p>URA, RFFA</p>	<p>SDC</p>	<p>RFFA, CIP</p>	<p>SDC, RFFA, CIP</p>	<p>FHWA, SDC</p>	<p>RFFA, CIP</p>	<p>SDC</p>	<p>URA , CIP</p>		
<p>Gresham</p>	<p>Metro,Gresham</p>	<p>Metro, TriMet, Gresham</p>	<p>Multnomah County, Gresham, Port of Portland</p>	<p>ODOT, Gresham</p>	<p>Multnomah County, Metro, Fairview, Wood Village</p>	<p>Multnomah County/ Troutdale/ Fairview/ Wood Village</p>	<p>Troutdale, ODOT, Metro</p>	<p>Metro /DOT/all jurisdictions</p>	<p>Multnomah County, Metro,Gresham, Troutdale, Fairview, Wood Village, Portland, Clackamas County</p>

# Action Plan projects

The projects in this list are recommended to be advanced in the Regional Transportation Plan amendment, and reflect the prioritization of projects to meet current and future needs. Projects are organized by the identified investment packages. Projects developed on the "freight grid" will be designed for safe freight movement. Projects identified as "catalyst" are the key project to prioritize for advancement within each investment package.

Investment	RTP ID	Actions	catalyst?	funded	Timeline			cost
					Phase I	Phase II	Phase III	
<b>(1) 181st/182nd safety corridor</b>								
	10454	181st Ave. improvements Glisan - Yamhill - complete blvd design			X			\$\$\$
	99107	Complete sidewalk connections (181st: I-84-San Rafael)				X		\$
	99136	Safety corridor: 181st/Rockwood (I-84 - Stark)			X			\$
	99137	Safety corridor: Halsey (162nd-181st)			X			\$\$
<b>(2) 182nd/190th connections to Clackamas County</b>								
	10431	Highland/190th Rd. widening				X		\$\$\$
	10859	Pleasant View Dr., Powell Loop - Highland Dr (widen, curb, gutter, sw, bike)				X		\$\$
	99105	190th Ave / Pleasant View widening (Butler-190th extension - all modes)				X		\$\$\$
	99141	System management: 181st/182nd (I-84 - Powell)			X			\$
<b>(3) Eastman/223rd connections</b>								
	10386	Glisan St. multi-modal (4-lanes; 201st - Fairview Parkway)				X		\$\$\$
	10473	223rd/Stark (intersection improvements) new turn lanes				X		\$
	99150	Powell and Eastman (additional southbound left turn)					X	\$
	99131	207th new collector extension					X	\$\$\$
	99153	Eastman & 25th pedestrian crossing			X			\$
	99142	System management: Fairview Pkwy/Glisan/223rd/Eastman (I-84 - Powell)			X			\$
<b>(4) 242nd connections to Clackamas County</b>								
	99118	238th bike facilities				X		\$\$
	99132	238th/242nd improvements (3 lane with multimodal)			X			\$\$
	10420	Palmquist Rd. improvements (including culvert replacement)			X			\$\$
	10425	Bull Run Rd. Reconstruction (242nd - 257th)				X		\$\$
	10485	Hogan (Palmquist to Rugg Road)				X		\$\$\$\$
	10511	Hogan Rd. at Stark St. (Stark - add RT lanes, 2nd NB and SB turn lanes)				X		\$\$
	99154	Hogan at Glisan				X		\$
	99155	Hogan/Butler new signal				X		\$\$
	99143	System management: 238th/242nd/Hogan (I-84 - Powell)			X			\$
<b>(5) Southeast Gateway</b>								
	10512	Hogan: Powell to Burnside (blvd improvements + 3 intersection improv)			X			\$\$
	10522	Burnside, Hogan to Powell (safety improvements and reconstruction)			X			\$\$
	10527	Hogan, Powell Blvd to Palmquist (improve to arterial - 4 lanes +center)			X			\$\$
	99103	US 26 multimodal improvements (Burnside to Palmquist: sidewalks)				X		\$
	99139	Safety Corridor: Hogan/Burnside/Powell (Division - Palmquist)			X			\$
	10420	Palmquist Rd. improvements (including culvert replacement)			X			\$\$
	10425	Bull Run Rd. reconstruction (242nd - 257th)				X		\$\$
	10429	Powell Valley improvements (Burnside to 282nd ped and bike facilities)				X		\$\$\$
	99156	US 26/Southeast Gateway system management improvements			X			\$
<b>(6) 257th safety, walking, biking connections</b>								
	10403	257th Ave. Pedestrian improvements at intersections and mid-block crossings			X			\$
	10422	Division St improvements (257th - 268th)					X	\$\$
	99138	Safety corridor: Cherry Park/257th (Cherry Park - Division)			X			\$\$
	10382	Reconstruct Stark St. to arterial standards			X			\$\$
	99125	17th Ave/Cochran pedestrian improvements (257th to Troutdale Rd)			X			\$\$
	99144	System management: 257th/Kane (I-84 - Palmquist)			X			\$
<b>(7) Sandy River to Springwater multi-modal connections</b>								
	99151	Sandy to Springwater master plan			X			\$
	99100	Troutdale Road improvements (ped btwn 21st - Stark)				X		\$
	99101	Troutdale Road improvements (bike btwn Buxton-Stark)				X		\$\$
	10390	Reconstruct Troutdale Rd. (Stark to Division)					X	\$\$
	10409	Beaver Creek Trail					X	\$
	99149	40-Mile Loop extension: Orient to Troutdale Rd.				X		\$\$\$
<b>(8) Regional east-west transit link</b>								
	99152	Transit alternative analysis			X			\$
	10440	Division St. multimodal improvements (Wallula - west city limits)			X			\$\$
	99112	Complete bicycle facilities (Division: Birdsdales to Wallula)			X			\$
	99115	Division ped imp - widen sidewalks, improve crossings 212th-242nd			X			\$

A catalyst project is defined as a necessary project to begin implementation of a package. These include projects needed for year 2035 system performance standards, needed economic development investments, and critical safety corridors.

Planning-level cost estimate  
 \$ - less than \$2 million  
 \$\$ - \$2-10 million  
 \$\$\$ - \$11-25 million  
 \$\$\$\$ - greater than \$25 million



Investment	RTP ID	Actions	catalyst?	Timeline			cost
				funded	Phase I	Phase II	
<b>Managing the existing system</b>							
	99141	System management: 181st/182nd (I-84 - Powell)			X		\$
	99142	System management: Fairview Pkwy/Glisan/223rd/Eastman (I-84 - Powell)			X		\$
	99143	System management: 238th/242nd/Hogan (I-84 - Powell)			X		\$
	99144	System management: 257th/Kane (I-84 - Palmquist)			X		\$
	99145	System management: Burnside (Eastman - Palmquist)			X		\$
	99146	System management: Division St. transit priority (162nd - 257th)		X			\$
<b>(9) Rockwood/181st</b>							
	10454	181st Ave. improvements Glisan - Yamhill - complete blvd design			X		\$\$\$
	10459	Burnside SC pedestrian imps. 172,197, Glisan, Stark +intersecting sts			X		\$
	10519	Pedestrian enhancements (Burnside: 162nd-181st)			X		\$
	99109	Widen and buffer sidewalks and improve crossings (Stark: 181st-Burnside)				X	\$
	99110	Widen and buffer sidewalks; add bicycle facilities (Burnside: 181st-197th)				X	\$
	99111	Widen and buffer sidewalks; add bicycle facilities (Burnside: 171st-181st)				X	\$
<b>(10) Pleasant Valley</b>							
	10460	SE 174th N/S Improvements Giese - 174/Jenne				X	\$\$\$\$
	10463	Foster Rd. Extension (north) Jenne - 172nd				X	\$\$\$
	10464	Giese Rd. Extension (182 - 172)					X \$\$\$
	10465	172nd Ave. Improvements (Giese to Foster)					X \$\$\$
	10466	172nd Ave. Improvements (Foster to Cheldelin)					X \$\$
<b>(11) Downtown Gresham/Civic</b>							
	10423	Cleveland Ave. reconstruction (Powell - Stark)		X			\$
	10434	Burnside Rd. improvements (Wallula to Hogan)				X	\$\$\$\$
	10436	Max Trail (Rockwood to Gresham downtown)		X			\$
	10504	Ped to Max: Hood Ave. (Powell - Division on Hood Ave.)		X			\$
	10505	Civic collector streets, new signal Eastman/16th (Civic Drive - Eastman Prkwy)			X		\$\$
	99115	Division ped imps - widen sidewalks, improve crossings (Wallula - Hogan)			X		\$
	99116	Powell ped imps - widen sidewalks, improve crossings (Eastman - Main)				X	\$
	99117	Powell ped imps - widen sidewalks, improve crossings (Hood - Hogan)				X	\$
	99152	Eastman bikelane/stormwater improvements (Division - Powell)			X		\$
<b>(12) Gresham Vista</b>							
	10473	223rd/Stark (intersection improvements) new turn lanes				X	\$
	10511	Hogan Dr. at Stark St. (Stark - add RT lanes, 2nd NB and SB turn lanes)				X	\$\$
	99154	Hogan at Glisan				X	\$
<b>(13) Catalyst for Springwater District</b>							
	10864	New interchange on US 26 to serve industrial area.				X	\$\$\$\$
	10474	Rugg Rd. ext. (new arterial per Springwater plan) Orient to US 26				X	\$\$\$\$
	10475	Rugg Rd. ext. (new arterial per Springwater plan) US 26 to 252nd				X	\$\$\$\$
	10476	Rugg Rd. ext. (new arterial per Springwater plan) 252nd -242nd				X	\$\$\$
	10477	Springwater Road section 4 242nd - 252nd					X \$\$\$
	10478	252nd Ave. (Springwater to Palmquist collector)					X \$\$\$\$
	10479	252nd Ave. (Rugg Road to new collector)					X \$\$
	10480	Springwater Road Section 7 (new collector Hogan-Orient) 242nd					X \$\$
	10481	Springwater Road Section 8 (new collector Hogan-Orient) 242nd					X \$\$
	10482	Springwater Road Section 9 (new collector Hogan-Orient) 252nd					X \$\$
	10483	Springwater Road Section 10 (new collector Hogan-Orient) 252-Telford					X \$\$\$
	10484	Springwater Road Section 11 (new collector Hogan-Orient) Telford-Orient					X \$\$\$
<b>(14) Downtown Fairview &amp; Wood Village</b>							
	10387	Reconstruct Arata Rd.		X			\$\$
	10398	Wood Village Blvd extension				X	\$
	99129	Wood Village extension - multi use path		X			\$
	99130	Fairview Ave multi-modal improvements (I-84 to Arata)			X		\$\$
<b>(15) Edgefield / Halsey main street implementation</b>							
	11287	Halsey St improvements (223rd to 238th)			X		\$
	10385	Reconstruct Halsey St. with improvements			X		\$
<b>(16) Downtown Troutdale</b>							
	10408	40 Mile Loop Trail (Reynolds to downtown Troutdale)			X		\$\$
	99148	Troutdale urban renewal access			X		\$

## NORTH/SOUTH CONNECTIONS

**(1) 181st/182nd safety corridor:** Projects will provide safety improvements in known areas of high crash rates and improve safe routes to schools in the Centennial School District. This includes a recommendation to improve transit service to 'one seat' frequent service between Sandy Blvd and Powell Blvd. **CATALYST PROJECTS:** Safety projects on 181st&Stark and Halsey.

**(2) 182nd/190th connections to Clackamas County:** Leveraging Clackamas County's 172nd/190th Corridor Project, targeted improvements to the road network in Pleasant Valley along Highland/190th will create opportunity for economic and residential development. **CATALYST PROJECTS:** Widening of Highland/190th.

**(3) Eastman/223rd connections:** Projects address future traffic growth with targeted north-south roadway capacity investments along 223rd/Eastman, including at Stark/223rd and Eastman and Powell. Projects to better coordinate the signal timing at intersections along Eastman/223rd will provide needed capacity improvements. **CATALYST PROJECTS:** Intersection improvements on Eastman/223rd & Stark.

**(4) 242nd connections to Clackamas County:** Projects address future growth with additional roadway capacity along this corridor, particularly south of Powell, along with opportunities for access and safety enhancements to the existing conditions. This includes intersection improvements at Glisan and Stark, including signal coordination. **CATALYST PROJECTS:** Widening of Hogan/242nd south of Powell Boulevard, Palmquist improvements, intersection improvements Stark.

**(5) Southeast gateway:** Projects address future capacity needs, safety (this is one of the highest crash areas), way-finding and needed pedestrian improvements (there are sidewalk gaps in this area, particularly along US 26 and challenging crossings). Way-finding treatments should be integrated with the adopted Mt Hood Scenic Byway route. **CATALYST PROJECTS:** Improvements to Hogan and Powell, Burnside intersections, safety improvements.

**(6) 257th safety, walking and biking connection:** Projects create safe and attractive pedestrian crossings along 257th, particularly between Reynolds High School and Mt Hood Community College. **CATALYST PROJECTS:** Safety improvements between Cherry Park and Division.

## REGIONAL MOBILITY

**(7) Sandy River to Springwater multi-modal connection:** Projects provide multi-modal connections from Downtown Troutdale to Mt Hood Community College and the Springwater Corridor Trail. **CATALYST PROJECTS:** Master plan for new multimodal corridor

**(8) Regional east-west transit link:** Projects improve east-west transit that connects Mt Hood Community College, Downtown Gresham, Portland and South Waterfront's Innovation Quadrant. Projects include enhanced bus/bus rapid transit and safety, and pedestrian and bike improvements (sidewalks, medians, crossings, access management) to make Division a great corridor for transit and walking. Gresham will continue street improvements for sidewalks and other features to make walking and access to transit easier. **CATALYST PROJECTS:** Transit alternatives analysis for Powell/Division.

**Managing the existing system (not mapped):** Projects address congestion at intersections through the coordination of signal timing. Improvements to adaptive signal timing along 181st/182nd, Burnside, and Kane Drive. Other projects include signage, messaging and other techniques that improve way-finding and traffic flow. **CATALYST PROJECTS:** System management, including coordinated signals, adaptive signal timing, and message systems, on all north-south corridors.

## DOWNTOWNS AND EMPLOYMENT AREAS

**(9) Rockwood/181st:** Projects include targeted bicycle and pedestrian improvements on 181st between I-84 and Stark, and Stark between 181st and Burnside to improve access to the important commercial areas in Rockwood. **CATALYST PROJECTS:** Improvements to 181st, Burnside, Stark and intersecting streets.

**(10) Pleasant Valley:** Projects develop the necessary public infrastructure for development of Pleasant Valley town center consistent with the Pleasant Valley Community Plan. **CATALYST PROJECTS:** Improvements to 174 and Foster.

**(11) Downtown Gresham/Civic:** Projects include boulevard treatments along all of Burnside and redevelopment opportunities along this important street. Projects better connect Main City Park, the Springwater Corridor Trail and Johnson Creek to Downtown Gresham. Sidewalk and streetscape projects in Downtown improve walking, window shopping and branding of Downtown Gresham as a unique place. **CATALYST PROJECTS:** Road improvements to Cleveland and Hood collector improvements in Civic, MAX trail.

**(12) Gresham Vista Business Park:** The Port of Portland's November 2011 purchase of one of the area's largest shovel-ready employment sites is an immediate opportunity to bring jobs and revenue to East Metro communities. Projects increase mobility along the north/south and east/west arterials and improve access to industrial employment land. **CATALYST PROJECTS:** Intersection improvements on Stark and Glisan.

**(13) Catalyst for Springwater District:** Projects help develop the necessary public infrastructure for private investment and jobs in this regionally significant employment area. Projects include a new interchange on US 26 and an extension of Rugg Road to connect US 26 and Hogan, as well as collector street improvements to provide needed access for future jobs and employment. **CATALYST PROJECTS:** New interchange on US 26 and arterial connections.

**(14) Downtown Fairview and Wood Village:** Projects on Fairview Avenue between I-84 and Arata Road improve access provide needed safety and multi-modal improvements. Projects also improve connections between Arata Road and Halsey. **CATALYST PROJECTS:** Fairview Avenue completion with Arata intersection, complete Arata Rd.

**(15) Edgefield/Halsey main street implementation:** Projects implement features of the Halsey Street Concept Design Plan (2005), a joint effort of Fairview, Wood Village, Troutdale, and Multnomah County. Projects include realizing Halsey as a 2-lane road with median/turn lane, full bike lanes, sidewalks and pedestrian crossings. Projects support the downtown visions for the three cities and help attract commercial development, particularly adjacent to Edgefield, an important destination in East Multnomah County. **CATALYST PROJECTS:** Complete main street treatments on Halsey.

**(16) Downtown Troutdale:** Projects support future development of the urban renewal area in Downtown Troutdale, creating local road connections to the urban renewal area site and extending the regional trail system along the Sandy River from Troutdale Reynolds Industrial Park into Downtown Troutdale. **CATALYST PROJECTS:** Local street access to urban renewal area, extend regional trail into downtown.

Numbers are for the map key, and do not imply project priority

# East Metro Policy Updates

## The East Metro Connections Plan will result in amendments to the Regional Transportation Plan, and accordingly, local Transportation System Plans.

The East Metro Connections Plan identifies transportation and other investments that advance economic and community development. Working within the cities of Gresham, Fairview, Troutdale, Wood Village and Multnomah County, the East Metro Connections Plan has relied on coordination across jurisdictional boundaries to advocate for results that ensure prosperity of the East Metro area.

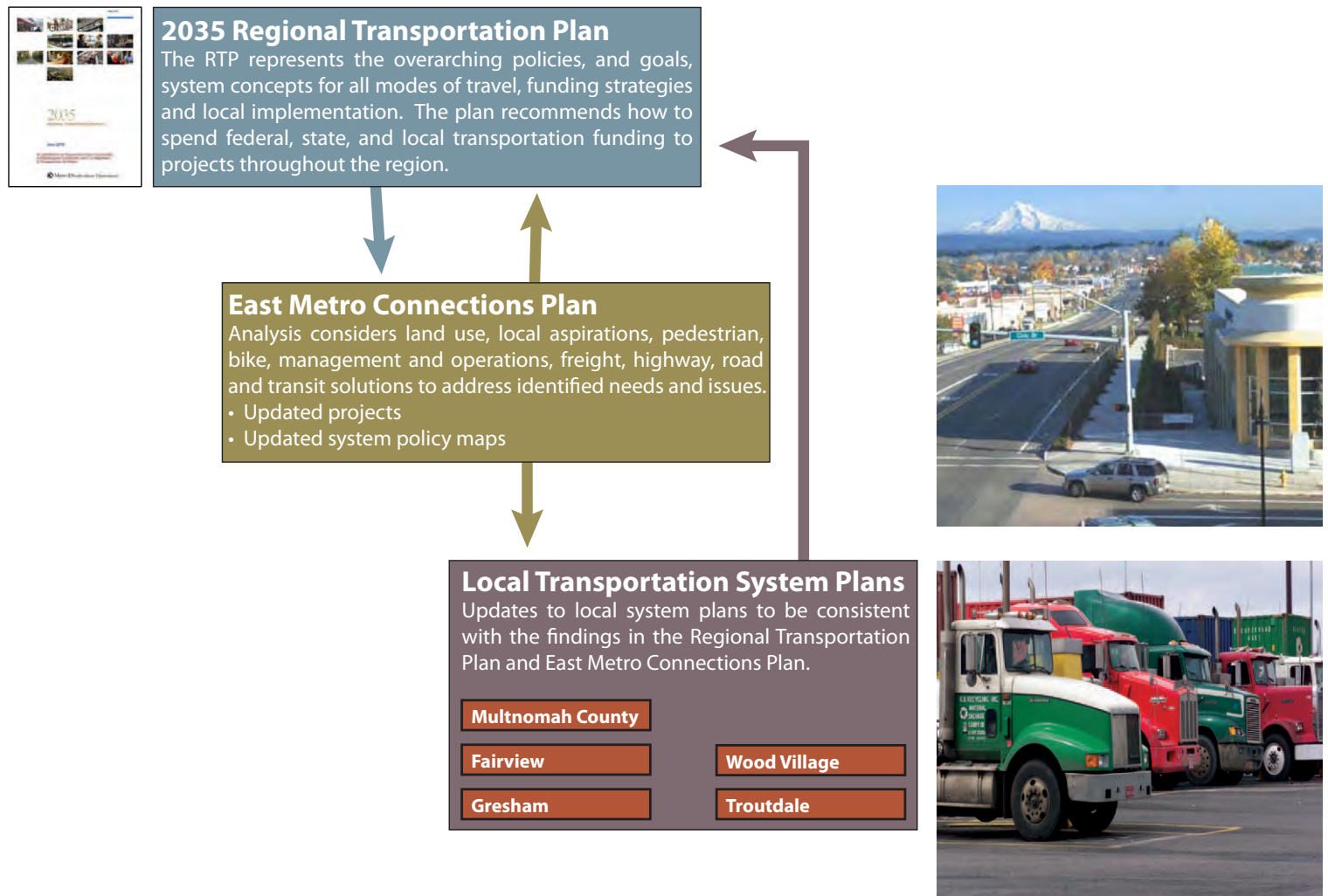
Advocacy for regional, state, and federal funding for the investments identified in the action plan will require collaboration among public and private partners in East Multnomah County. Jurisdictions will continue this advocacy through the local endorsement process. The final recommendation and action plan has identified the needs, transportation mode, function, and scope and general location of solutions needed for the East Metro Plan Area between now and the year 2035.

### 1. What is the product of a corridor refinement plan?

- A corridor refinement plan is designed to amend the Regional Transportation Plan.
- Amendments include updates to RTP projects and policy maps.

### 2. What is the role of the steering committee?

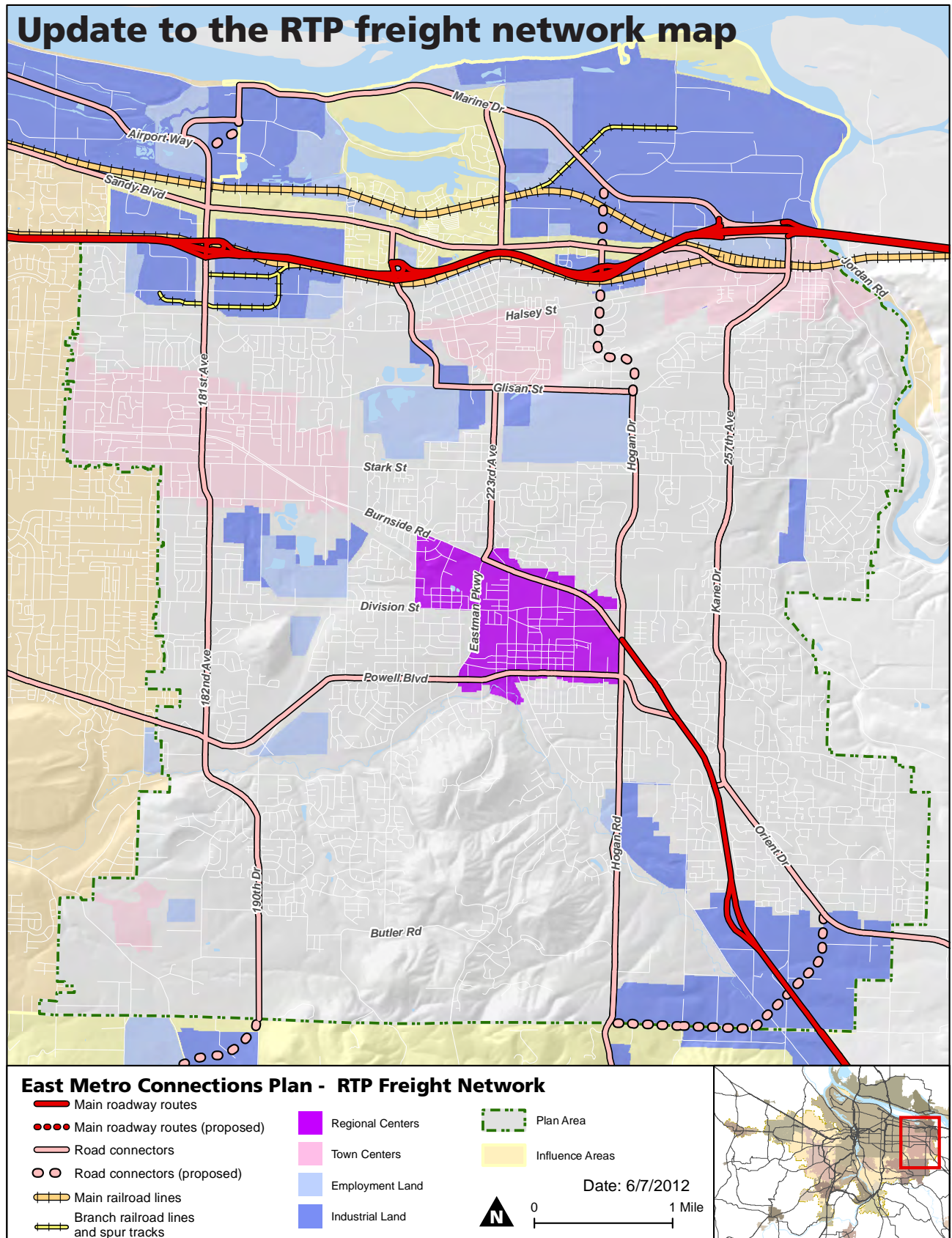
- Provides local and regional perspective to guide the development of projects within the action plan.
- Provides local and regional perspective to inform changes to the Regional Transportation Plan.





# Update to the RTP freight network

As reviewed in December 2011, The Regional Transportation Plan freight network map (RTP figure 2.20) should be amended to reflect the proposed East Metro Connections Plan "Freight Grid", including main roadway routes and road connectors. Projects developed on the "freight grid" will be designed for safe freight movement. This page shows the recommended update to the freight network map based on the decision on June 6, 2012.





# East Metro Policy Updates

## What is the regional freight network?

The Regional Transportation Plan (RTP) has two types of freight designations:

- Main roadway routes are the “trunk” of the freight system - higher volume, major connectors with other regions.
- Road connectors have lesser volumes, provide connectivity to industrial/employment land and connect those more significant main roadway routes.

## What changes are proposed?

- Remove, from the RTP freight network, Burnside between 181st and 223rd to reflect its actual usage and resolve safety issues.
- Broaden the RTP freight network to include the following routes as road connectors: 223rd between Glisan and Burnside; 257th/Kane from I-84 to US 26 (Note: projects would not include major improvements that connect Kane to US 26 which might attract more through trips).
- Update the US 26/Hogan connector to be consistent with Springwater Plan.
- EMCP is not proposing changes to the National Highway System (NHS) at this time. However, a more detailed review of these networks has been conducted to ensure consistency with plans and policies.

## Why propose changes to the freight network?

Proposed changes to the RTP freight network would bring the use and function of plan area roads more in line and resolve land use conflicts.

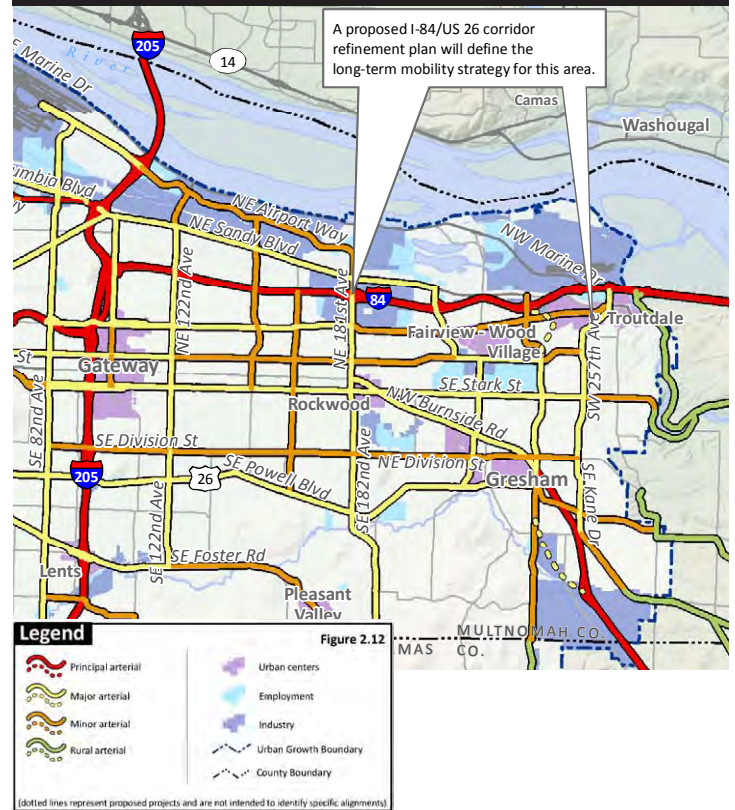
- Proposed freight network roads could see projects that increase their mobility (reducing stops/starts and travel time), that increase safety of other users and projects that accommodate trucks.
- The RTP freight network map (figure 2.20) should be amended to reflect the proposed East Metro Connections Plan “freight grid”, including main roadway routes and road connectors. Projects developed on the “freight grid” will be designed for safe freight movement.

## Updates to other RTP road networks

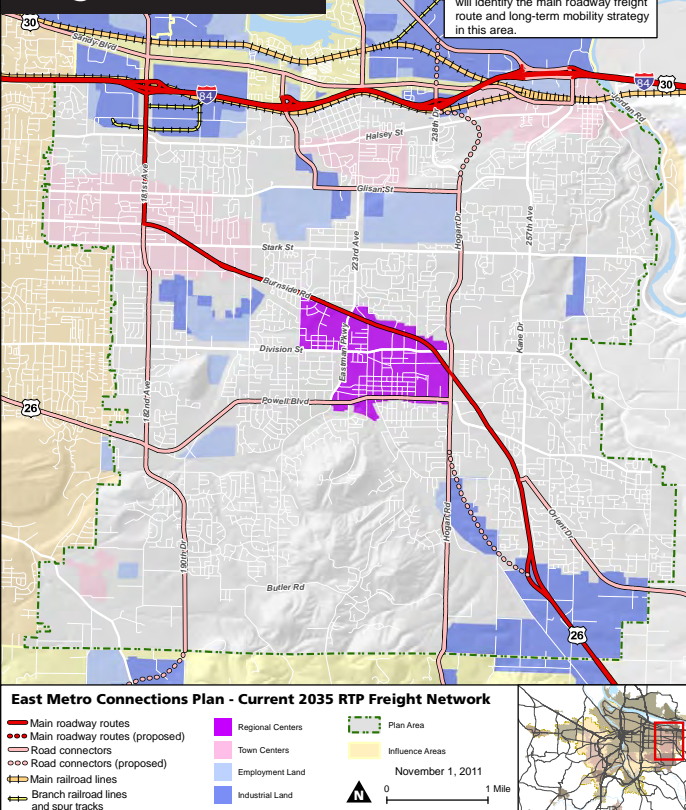
Consistent with the updated Freight Network, updates will also occur to the Arterial and Throughway Network and the System Design Network.

- Update the 238th/242nd link north of Glisan pending steering committee decision.
- Update the US 26/Hogan connector to be consistent with Springwater Plan (identified as a proposed link on the proposed freight network).

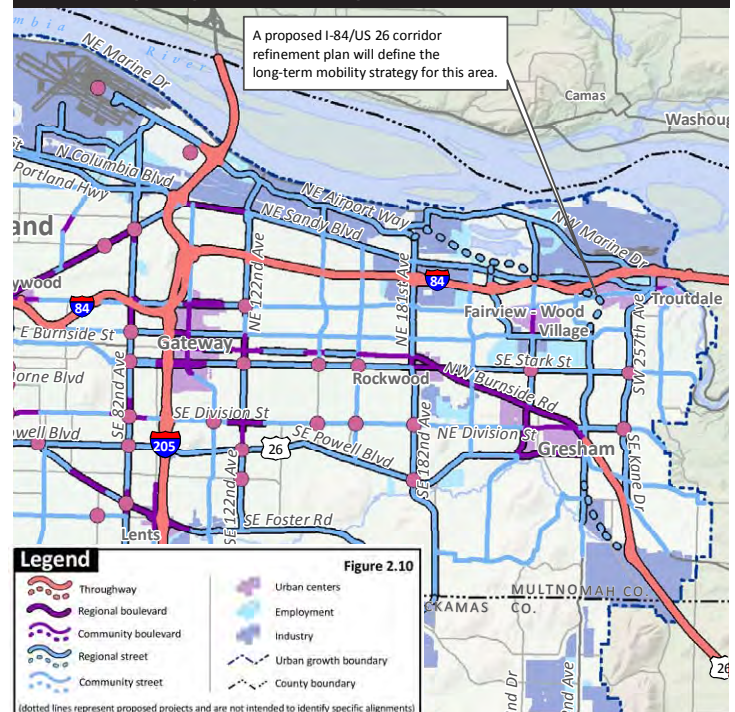
## Existing arterial and throughway network



## Existing freight network



## Existing regional design classifications





# Endorsement Schedule

Following the steering committee's final meeting on June 6, 2012, the action plan will go to local elected councils for endorsement. The public is invited to attend.

## Troutdale City Council

7 p.m. on Tuesday, June 26  
104 SE Kibling, Troutdale

## Wood Village City Council

6 p.m. on Tuesday, July 10  
2055 NE 238th Drive, Wood Village

## Multnomah County Board of Commissioners

9:30 a.m. on Thursday, July 12  
501 SE Hawthorne Blvd., Portland

## Gresham City Council

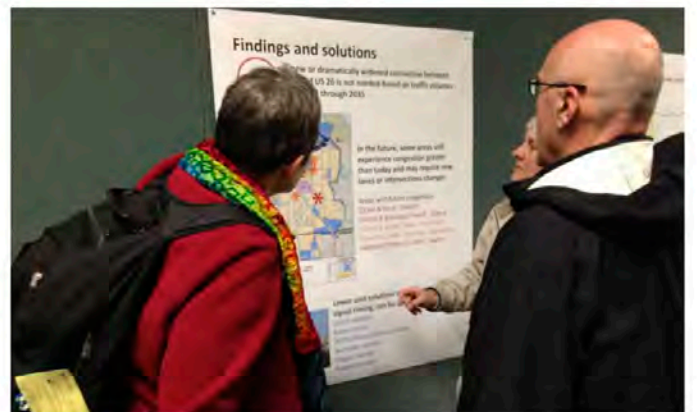
3 p.m. on Tuesday, July 17  
1333 NW Eastman Parkway, Gresham

## Fairview City Council

7 p.m. on Wednesday, July 18  
1300 NE Village St., Fairview

## Metro Council

2 p.m. on Thursday, August 9  
600 NE Grand Ave., Portland



# Regional Transportation Plan amendment process

Consistent with the outcomes based planning framework of the Regional Transportation Plan and the mobility corridor strategy, the East Metro Connections Plan will be advancing updated policy elements to support project development in the Action Plan.

## Amended Regional Transportation Plan

FINDINGS – Updates to projects and policies

- The East Metro Connections Plan will be recommending refinements to the Regional Transportation Plan policies and projects.
- The Regional Transportation Plan project list will be updated with projects identified in the action plan.
- These changes will include updates to the Regional Freight Network Map. Updates to the Arterial and Through Network and Regional Design Classifications will update the “proposed connectors” identified on those maps.
- Through the identification of a “freight grid” through the plan area, changes will allow for policy consistency with the Arterial and Through Network Map and the System Design Map. The proposed “freight grid” and associated regional system policy map changes proposed for the Regional Transportation Plan recognize that projects developed on freight routes will be designed for safe freight movement. The action plan and recommendation will also be reflected in updates to Chapter 4: Mobility Corridor Strategy for Mobility Corridor #15 as well as Chapter 6: Implementation.

PROCESS – Regional Transportation Plan amendment process to being in fall of 2012.

- After the local jurisdictional actions and Metro Council Resolution endorsing the findings of the East Metro Connection Plan, Metro will initiate the Regional Transportation Plan amendment process, scheduled for fall of 2012.
- The process includes the following actions:
  - o Project lists (as identified in the Action Plan)
  - o System maps (as in the changes to the Freight Network and associated Arterial and Through Network and System Design Maps)
  - o Updated chapter 4 (summary changes to mobility corridor per recommendation)
  - o Updated or deleted chapter 6 (change from corridor refinement to implementation)
- Steps included in amending the RTP include:
  - o Consultation with air quality partners
  - o Regional model run with air quality
  - o Conformity determination (based on model results)
  - o Removal of other financially constrained projects (delete/replace)
  - o 30-day public comment period
  - o TPAC recommendation to JPACT
  - o JPACT recommendation to Metro Council
  - o Metro council action
- Changes to the state project list identified in the RTP also include:
  - o 45-day public comment period
  - o MPAC recommendation as well as JPACT action
- Local Transportation system plans will be updated to reflect changes to the Regional Transportation Plan.

## Updates to local transportation system plans

PROCESS – Update local transportation system plans (TSP).

- Gresham Transportation System Plan process is currently underway.

Changes to RTP will be coordinated with Gresham TSP.

- Wood Village Transportation System Plan process is currently underway. Changes to RTP will be coordinated with Wood Village TSP.
- Changes to Fairview TSP will be initiated after EMCP recommendation.
- Changes to Troutdale TSP will be initiated after EMCP recommendation.





# Funding East Metro

## Next steps

### Find funding. Build projects.

- How do we reduce competition, and increase cooperation among projects for funding?
- How can certainty in efforts to fund and implement projects be increased?

Effectively securing funding for the action plan and other east Multnomah County priorities will require jurisdictions to be both strategic and opportunistic.

**Strategic.** There is an opportunity to clarify how projects can be funded, i.e., which projects can go after specific sources of money. This effort will produce two important results. Clarity will illuminate where prioritization among projects will need to occur, and there is an opportunity to strategically align projects with sources of funds. The action plan has begun to identify funding sources.

**Opportunistic.** Having projects ready for development, prior to identifying or securing a funding source, increases opportunities to apply for new or unexpected funding sources. For example, projects that were most successful in securing ARRA funds were those that were ready to implement immediately. Some projects are local and will use local sources of funds. Others require collaboration and partnerships to unlock funds.

## What are current sources of revenue?

### Federal

**Highway Trust Fund.** For road-related projects, Congress provides these revenues to the Metro region through the Federal Highway Administration (FHWA) to the Oregon Department of Transportation (ODOT) and then to Metro and the region's local cities and counties. The original source of these monies is primarily the federal gas tax, various truck taxes and funding from the federal general fund. Allocation and distribution of federal funds, other than routine maintenance, are accounted for in the Metropolitan Transportation Improvement Program (MTIP).

**Transit Discretionary Funds.** These funds are for major new transit capital projects. In this region, these funds have primarily been used to provide the federal portion of capital cost construction of the light rail system. Other eligible uses include bus purchases, bus rapid transit and system capital improvements. As the regional transportation planning agency, Metro determines which large transit capital projects will be given priority in the region to receive these funds.

### State

State revenues for transportation projects are distributed by the Oregon Transportation Commission, in accordance with state statutes, from the State Highway Trust Fund. The fund primarily derives its revenues from:

- Statewide gas taxes;
- Vehicle registration fees; and
- Weight mile taxes on trucks.

### Local

Many of the cities and counties in the region raise other sources of revenue for the operation, maintenance and preservation (OMP) and new construction. The amount of revenue applied to the system is controlled by each jurisdiction and is spent within their boundaries.

- **Local Portion of State Highway Trust Fund.** Historically 40 percent of state trust fund revenues are distributed to the cities and counties of Oregon; although there is anticipation that 50 percent of new trust fund revenues would be distributed to cities and counties by formula.
- **Local Gas Tax.** Multnomah County levies a three-cent per gallon gas tax and Washington County levies a one-cent per gallon gas tax. Both counties share these revenues with the cities within their boundaries. Recently gas taxes have been approved for the cities of Milwaukie and Tigard. These revenues may be used for road maintenance and road expansion.

### Development based sources

Development-based sources of transportation funding are fees collected by local governments based on the development of or use of land. These fees provide funding for transportation and other public investments as deemed appropriate by the local government that collects the fees and allocates the revenue. In some cases, the projects receiving these funds are transportation projects of regional significance and, therefore, a portion of these revenues estimated to be spent on regional projects is assumed in this forecast based on historical trends. These include:

- Transportation system development charges (SDCs) levied on new development
- Traffic impact fees (TIFs) on commercial properties
- Urban renewal funding in designated districts
- Developer contributions

## Strategic Partnerships

- **Coordination with Columbia Cascade River District Strategic Plan:** Project development for investments such as Sandy Boulevard and Marine Drive are critical for economic development in east Multnomah County.

- **Establishing principals of partnership:** How do we, through a detailed understanding of financing mechanisms, combined with a strategic understanding of future project opportunities, unlock funds that would not otherwise be available?

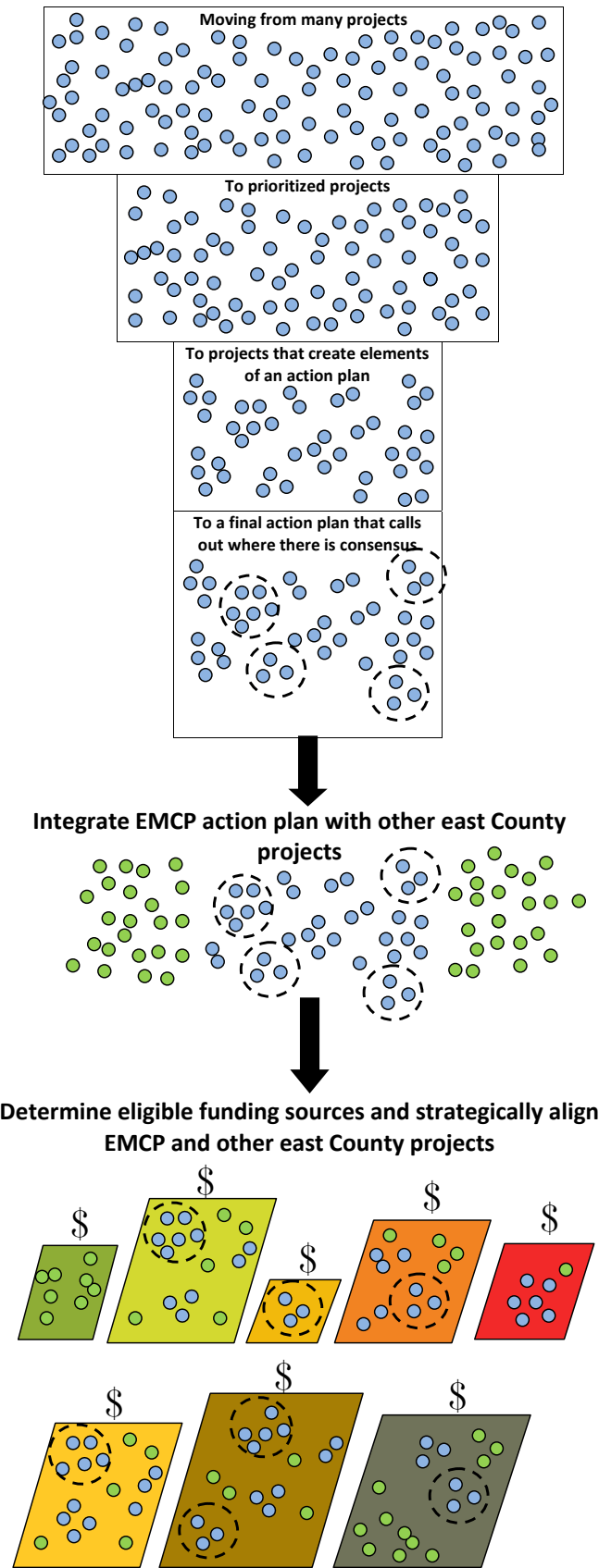
- **Partnerships:** There are opportunities to continue the momentum that began with the 2007 Memorandum of Understanding (MOU) and the East Metro Connections Plan. The development of partnerships with business groups such as the East Metro Economic Alliance (EMEA), the Gresham Chamber and West Columbia Gorge Chamber of Commerce, Mount Hood Community College, and the Port of Portland will create opportunities that public agencies cannot develop alone.

# Future Project Development

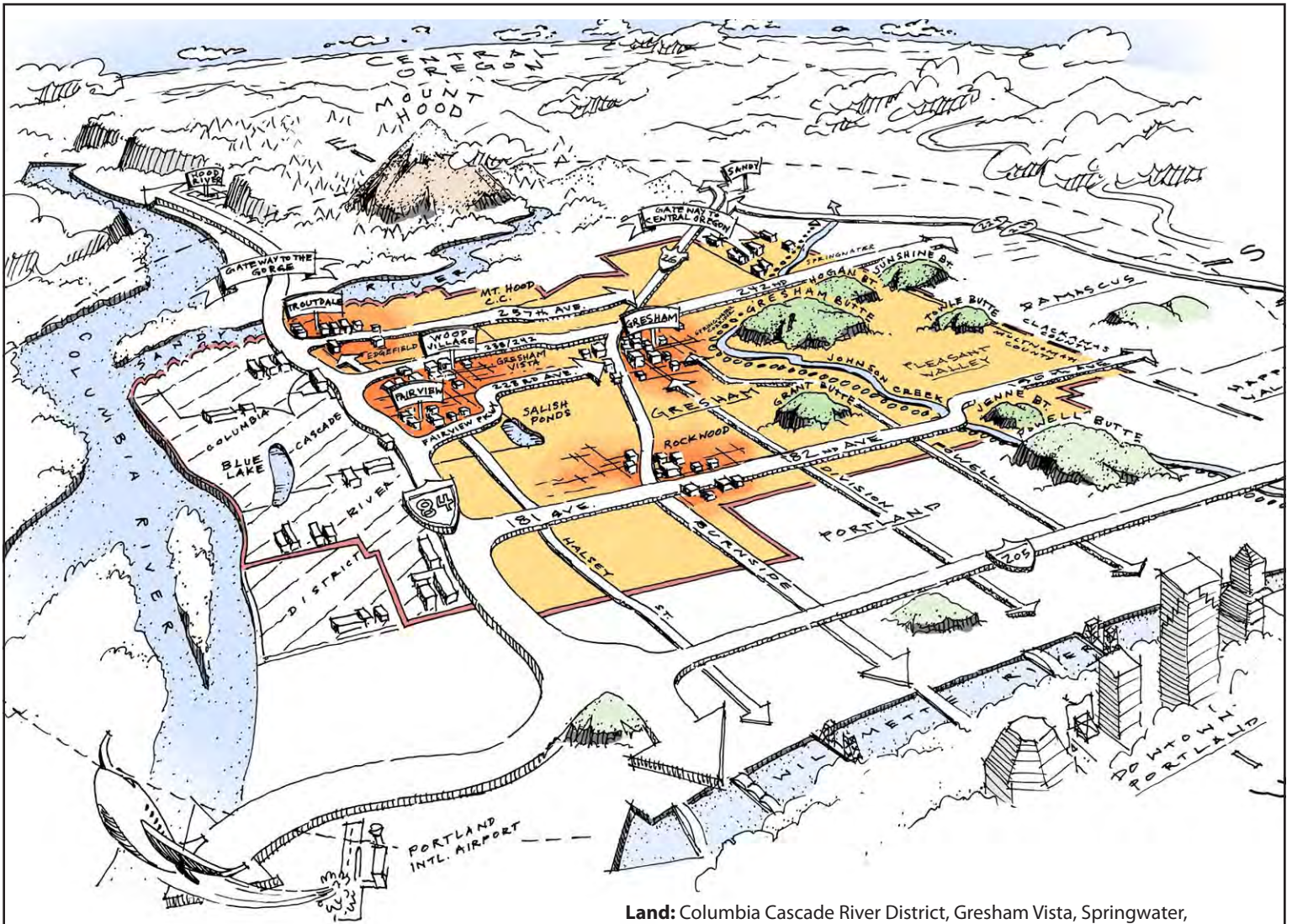
## Moving from the action plan to project development

East Metro Connections Plan will conclude with the identification of transportation projects bundled into an effective action plan. Following East Metro Connections Plan, efforts to clarify potential funding sources will (1) move projects to implementation, (2) help integrate projects outside the scope of EMCP, and (3) narrow where prioritization will need to take place. These three outcomes should facilitate cooperation among east County jurisdictions.

Dec 14 2011	<p style="text-align: center;"><b>Initial strategies</b></p> <p>Ties anticipated future conditions to potential solutions and local aspirations and identifies framework for evaluating tradeoffs.</p> <p><b>Steering committee decision: Provide input on the evaluation framework, list of candidate projects to be developed and options for study at 238th/242nd.</b></p>
April 2 2012	<p style="text-align: center;"><b>Preferred strategies</b></p> <p>Narrows solutions based on technical evaluation and steering committee weighting of evaluation factors. Begins to prioritize investments.</p> <p><b>Steering committee decision: Establish how projects will be prioritized through weighting of evaluation factors. Establish an approach the preliminary action plan.</b></p>
April 18 2012	<p style="text-align: center;"><b>Preliminary action plan</b></p> <p>Identifies investment opportunities in the plan area. It will include projects, their likely timeline, partnerships, implementation actions and funding status. Reflects input from steering committee, local councils and public.</p> <p><b>Steering committee decision: Refine and confirm projects and other components of action plan.</b></p>
June 6 2012	<p style="text-align: center;"><b>Final action plan and steering committee recommendation</b></p> <p>Identifies investment opportunities -- highlighting those with a significant degree of consensus -- in the plan area. It will include projects, their likely timeline, partnerships, implementation actions and funding status. Reflects input from steering committee, local councils and public. The recommendation will go to elected councils for endorsement.</p> <p><b>Steering committee decision: Refine and confirm action plan. Recommend action plan for endorsement by local and regional elected councils.</b></p>
Summer 2012 and beyond	<p style="text-align: center;"><b>Following East Metro Connections Plan</b></p> <p>How do we reduce competition for funding among projects? How do we increase certainty in our efforts to implement projects?</p> <p>It may seem that EMCP projects are competing for funds with each other and other projects in the influence area, such as Sandy Blvd and the Columbia Cascade River District.</p> <p>By understanding which projects are eligible for specific sources of funding, we reduce the number of projects competing against each other. Aligning projects with eligible sources will clarify where prioritization needs to take place.</p> <p>A process to clarify funding sources and financing mechanisms could be conducted with public and private partners to form a strategic development partnership. This effort has the potential to yield long-lasting and fruitful results. East County leaders would serve as a model for the rest of the region.</p>







**Access and Mobility:** Adjacency to I-84, network of north-south and east-west arterials, future improved connections to Clackamas County

**Location:** Proximity to Portland airport, Columbia Cascade River District, 20 minutes to downtown Portland, connections to Eastern and Central Oregon

**Land:** Columbia Cascade River District, Gresham Vista, Springwater, Edgefield, downtowns in Troutdale, Fairview, Wood Village and Gresham

**Natural Resources:** Sandy River, Johnson Creek and East Buttes, Gateway to Mount Hood and Columbia River Gorge

## East Metro Connections Plan Steering Committee

Councilor Shirley Craddick, Metro  
 Mayor Mike Weatherby, City of Fairview  
 Mayor Jim Kight, City of Troutdale  
 Mayor Patricia Smith, City of Wood Village  
 Mayor Shane Bemis, City of Gresham  
 Councilor Diana Helm, City of Damascus  
 Commissioner Jamie Damon, Clackamas County  
 Commissioner Diane McKeel, Multnomah County  
 Rian Windsheimer, Oregon Department of Transportation  
 Steve Entenman, East Metro Economic Alliance  
 Mark Garber, East Metro Economic Alliance

Carol Rulla, Coalition of Gresham Neighborhoods  
 Greg Olson, Multnomah County  
 Bicycle & Pedestrian Citizen Advisory Committee  
 Alan Lehto, TriMet  
 Michelle Gregory, Mount Hood Community College  
 Susie Lahsene, Port of Portland  
 Hector Osuna, El Programa Hispano  
 Dwight Unti, Tokola Properties  
 Ron Cazares, FedEx  
 Jane Van Dyke, Columbia Slough Watershed

• June 2012 •

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



## STAFF REPORT

### IN CONSIDERATION OF RESOLUTION NO.12-4362, FOR THE PURPOSE OF ENDORSING THE EAST METRO CORRIDOR REFINEMENT PLAN

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Date: July 31, 2012

Prepared by: Brian Monberg,  
Project Manager, Metro  
(503) 797-1621

The East Metro Connections Plan identifies transportation and other investments that advance economic and community development. Working within the cities of Gresham, Fairview, Troutdale, Wood Village and Multnomah County, the East Metro Connections Plan has relied on coordination across jurisdictional boundaries to advocate for results that ensure prosperity of the East Metro area.

Advocacy for regional, state, and federal funding for the investments identified in the Action Plan will require collaboration among public and private partners in East Multnomah County. Jurisdictions will continue this advocacy through the local endorsement process.

The final recommendation and action plan has identified the needs, transportation mode, function, and scope and general location of solutions needed for the East Metro Plan Area between now and the year 2035.

## PROJECT OVERVIEW

The East Metro Connections Plan is a Metro-led corridor refinement plan that will identify transportation improvements in East Multnomah County that support the following goals:

- Access and mobility
- Safety
- Economic vitality
- Transportation system efficiency
- Support the City's vision for land use and livability
- Enhance the natural environment
- Distribute the benefits and burdens of growth.

Attachment A shows the scope of the project area and Attachment B lists project stakeholders as well as public outreach completed to date. The final result of this project includes list of transportation projects along key regional arterials in East Multnomah County. The list of projects will support the project goals and be incorporated into the Regional Transportation Plan as well as local Transportation System Plans (TSP). These projects will be coordinated with priorities in the Columbia Cascade River District, which is just north of the plan area. These projects are included into an action plan, which was unanimously accepted by the project steering committee.

Working within the cities of Gresham, Fairview, Troutdale, Wood Village and Multnomah County, the East Metro Connections Plan relied on collaboration across jurisdictional boundaries to advocate for results that ensure prosperity of the East Metro area.

## BACKGROUND

The East Metro Connections Plan (EMCP) is the first “mobility corridor refinement” plan identified in the 2035 Regional Transportation Plan to be implemented in our region. A mobility corridor refinement plan aims to better integrate land use, community and economic development, environmental and transportation goals when identifying projects along major transportation corridors. EMCP project partners include the cities of Fairview, Gresham, Troutdale and Wood Village, Multnomah County, ODOT, and Metro. Additional participating entities include Damascus, Portland, Clackamas County, the Port of Portland and TriMet.

This two year effort has analyzed present and future transportation needs and opportunities and is has prioritized solutions/project for updates to the Regional Transportation Plan and project implementation.

The following are major milestones of the EMCP project process:

- **April 2011: Project Goals Defined** - Developed project goals consistent with those identified in a 2009 Memorandum of Understanding signed by Gresham, Fairview, Troutdale, Wood Village, and Multnomah County and goals adopted in the Regional Transportation Plan.
- **Summer – Fall 2011: Problem Statement and Identification of Existing Needs** - A problem statement was developed that reflects current needs and opportunities for improvements to the transportation network that also support the project goals. Examples include areas where congestion exceeds roadway capacity, where pedestrian and bicycle facilities are missing, e.g.
- **Fall 2011 – Early 2012: Initial Strategies to Address Future Needs** - Identified potential solutions (i.e., capital projects) to address transportation needs and opportunities that support local aspirations, and developed quantitative and qualitative criteria to evaluate those solutions/projects. Projects were then “rated” based on the criteria (see Attachment C for further detail about the criteria).
- **March 2012: Strategies for Improvements Identified** - The list of possible transportation solutions/projects was narrowed and refined based on how they “rated” per the evaluation criteria and steering committee feedback. The technical advisory committee developed a set of projects based on the steering committee priorities that were further refined during technical work sessions.
- **March – May 2012: Corridor Themes and Preliminary Action Plan** - Projects were “bundled” together along segments of the primary north-south and east-west corridors within the plan area. Based on this, “themes” have been identified for those segments of corridors. The bundled projects along these corridors are referred to as “investment packages” (see Attachment D and text below for further detail). These resulting set of priorities meet the current and future needs within the plan area and support the project goals.
- **June-July 2012: Final Action Plan and Steering Committee Recommendation** - The final action plan identifies project bundles, or “investment packages” to advance as priorities in the short, mid, or long-term, highlighting those with high degree of consensus from EMCP stakeholders. The recommendation is going to local city councils and the Multnomah County Commission for endorsement.

## Transportation Projects as Investment Packages

Proposed bundles of projects, or “investment packages”, defined through the process noted above, have been grouped by the following three primary themes:

1. **North/south connections** - Proposed projects improve the arterial road network connecting I-84 and US 26 and provide for regional mobility needs as well as access to key destinations in the plan area. Projects developed on designated freight routes will be developed to accommodate freight, and be designed accordingly.
2. **Downtowns and employment areas** - Proposed projects improve way-finding, mobility and access to downtowns and jobs.
3. **Regional mobility** - Proposed projects capitalize on previous investments by making the existing system smarter and more efficient through changes to signal timing, signage, enhanced transit service, and multimodal connections. Consistent with the Regional High Capacity System Plan, EMCP recommends advancing an alternative analysis for the Powell/Division transit corridor. EMCP also recommends the designation of a new regional multimodal connection between the Sandy River and the Springwater Corridor Trail.

Attachment D provides a image of these recommended investments. The following summarizes the intent and overview of types of projects for each of the corridor segments based on the primary theme that they support.

### 1. North/south connections

**181st/182nd safety corridor:** 181st/182nd is an important community street. Projects will provide safety improvements in known areas of high crash rates and improve safe routes to schools in the Centennial School District. Consistent with transit analysis, this includes a recommendation to improve transit consisting of frequent service between Sandy and Powell boulevards and the elimination of the need to transfer between bus routes along this road.

**182nd/190th connections to Clackamas County:** Pleasant Valley is an important area for future residential and commercial development. Additionally, future population and employment growth in Clackamas County, including Happy Valley and Damascus means that road connections to the south are important connections. Leveraging Clackamas County’s 172nd/190th Corridor Project, targeted improvements to the road network in Pleasant Valley along Highland/190th will create opportunity for economic and residential development.

**Eastman/223rd connections:** Projects address future traffic growth with targeted north-south roadway capacity investments along 223rd/Eastman, including at Stark/223rd and Eastman and Powell. This area connects to existing industrial employment sites, including the Port of Portland’s Gresham Vista (former LSI site) site. Projects will also address future needs on Glisan between 201st and Fairview Parkway. For example, projects to better coordinate the signal timing at intersections along Eastman/223rd will provide needed capacity improvements.

**242nd connections to Clackamas County:** Hogan/242nd is an important north/south connection from employment hubs in the Columbia Cascade River District, north central Gresham industrial, the Gresham Regional Center, and Springwater to Clackamas County and central Oregon. Projects along this arterial address future growth with additional roadway capacity, particularly south of Powell, along with opportunities for access and safety enhancements to the existing conditions. This includes intersection improvements at Glisan and Stark, including signal coordination.

**Southeast gateway:** The triangle of US 26, Burnside and Powell is an important gateway for the City of Gresham, east Multnomah County and the Portland Metropolitan region, providing an essential connection north to I-84, west to I-205, and south and east to Mt. Hood and central Oregon. Projects address several identified needs at

the gateway, including 242nd/Hogan/Burnside. Projects address future capacity needs, safety (this area is one of the highest crash areas), way-finding and needed pedestrian improvements (there are sidewalk gaps and challenging crossings in this area, particularly along US 26 ). Way-finding treatments should be integrated with the adopted Mt Hood Scenic Byway route to bring people into the Gresham Regional Center, a vital commercial area.

**257th safety, walking and biking connection:** Projects create safe and attractive pedestrian crossings along 257th, particularly along the stretch between Reynolds High School and Mt Hood Community College. They will complete the sidewalk improvements along Stark adjacent to the college.

## **2. Downtowns and employment areas**

**Rockwood/181<sup>st</sup>:** Projects include targeted bicycle and pedestrian improvements on 181st between I-84 and Stark, and Stark between 181st and Burnside to improve access to the important commercial areas in Rockwood. Projects improve safety and activate the arterial for businesses and walking.

**Gresham Vista Business Park:** The Port of Portland's November 2011 purchase of one of the area's largest shovel-ready employment sites is an immediate opportunity to bring jobs and revenue to East Metro communities. Projects increase mobility along the north/south and east/west arterials and improve access to industrial employment land.

**Downtown Gresham/Civic:** There are important public investments to support the vision of Downtown Gresham. Projects include boulevard treatments along all of Burnside and redevelopment opportunities along this important street. Projects better connect Main City Park, the Springwater Corridor Trail and Johnson Creek to Downtown Gresham. Sidewalk and streetscape projects in Downtown improve walking, window shopping and branding of Downtown Gresham as a unique place. Consider an urban renewal area for Downtown.

**Pleasant Valley:** Projects develop the necessary public infrastructure for development of Pleasant Valley town center consistent with the Pleasant Valley Community Plan.

**Catalyst for Springwater District:** Projects help develop the necessary public infrastructure for private investment and jobs in this regionally significant employment area. Projects include a new interchange on US 26 and an extension of Rugg Road to connect US 26 and Hogan, as well as collector street improvements to provide needed access for future jobs and employment.

**Edgefield/Halsey main street implementation:** Halsey is an important main street that connects the downtowns of Fairview, Wood Village and Troutdale. Projects implement features of the Halsey Street Concept Design Plan (2005), a joint effort of Fairview, Wood Village, Troutdale, and Multnomah County. Projects include realizing Halsey as a 2-lane road with median/turn lane, full bike lanes, sidewalks and pedestrian crossings. Projects support the downtown visions for the three cities and help attract commercial development.

**Downtown Troutdale:** Projects support future development of the urban renewal area in Downtown Troutdale, creating local road connections to the urban renewal area site and extending the regional trail system along the Sandy River from Troutdale Reynolds Industrial Park into Downtown Troutdale. Projects allow for future private investment and job growth in Downtown.

**Downtown Fairview and Wood Village:** Projects on Fairview Avenue between I-84 and Arata Road improve access provide needed safety and multi-modal improvements. Projects also improve connections between Arata Road and Halsey.

### 3. Regional mobility

**Sandy River to Springwater multi-modal connection:** Projects provide multi-modal connections from Downtown Troutdale to Mt Hood Community College and the Springwater Corridor Trail. Projects connect neighborhoods to commercial areas and Mt Hood Community College. This area is one of the most significant gaps in the 40-mile loop regional trail network, and connections will encourage tourism to areas along the Springwater Corridor Trail and Sandy River.

**Managing the existing system (Transportation Systems Management and Operations/ Intelligent Transportation System Tools):** There are opportunities to improve the current roadway network and enhance the performance of the transportation system using technology that coordinates signal timing and provides “real-time” information. Projects address congestion at intersections through the coordination of signal timing. Improvements to adaptive signal timing along 181st/182nd, Burnside, and Kane Drive. Other projects include signage, messaging and other techniques that improve way-finding and traffic flow. Signal coordination projects can provide as much as a 10% capacity increase to the roadway. Other projects include signage, messaging and other techniques that improve way-finding and traffic flow. Near-term investments include better signage and messaging on US 26 and coordinated signal improvements along all north-south arterials.

**Regional east-west transit link:** Projects improve east-west transit that connects Mt Hood Community College, Downtown Gresham, Portland and South Waterfront’s Innovation Quadrant. Division is one of the top transit corridors for ridership in the region. Projects include enhanced bus/bus rapid transit and safety, and pedestrian and bike improvements (sidewalks, medians, crossings, access management) to make Division a great street for transit and walking. Enhancements along this corridor create the potential for even greater ridership demand. Enhanced bus service can provide additional service to Downtown Gresham and the Civic Neighborhood, a vital commercial area. Gresham will continue street improvements for sidewalks and other features to make walking and access to transit easier. The phase I recommendation is to pursue a transit alternative analysis along the Powell/Division Corridor.

### UPDATED POLICY ELEMENTS

Consistent with the outcomes based planning framework of the Regional Transportation Plan and the mobility corridor strategy, the East Metro Connections Plan will be advancing updated policy elements to support project development in the Action Plan.

#### ***Amended Regional Transportation Plan***

#### **FINDINGS – Updates to projects and policies**

- The East Metro Connections Plan will be recommending refinements to the Regional Transportation Plan policies and projects. See Attachments E and F.
- The Regional Transportation Plan project list will be updated with projects identified in the Action Plan and Recommendation. See Attachment A for recommendation.
- The RTP freight network map (RTP figure 2.20) should be amended to reflect the proposed East Metro Connections Plan “freight grid”, including main roadway routes and road connectors. Projects developed on the “freight grid” will be designed for safe freight movement.
- These changes will include updates to the Regional Freight Network Map. Updates to the Arterial and Through Network and Regional Design Classifications will clarify the ‘proposed connectors’ identified on those maps. See Attachment F for recommendation.
- Through the identification of a ‘freight grid’ through the plan area, changes will allow for policy consistency with the Arterial and Through Network Map and the System Design Map. See Attachment F for changes.



- The Action Plan and recommendation will also be reflected in updates to Chapter 4: Mobility Corridor Strategy for Mobility Corridor #15 as well as Chapter 6: Implementation.

PROCESS – RTP Amendment process to being in fall of 2012.

- After the local jurisdictional actions and Metro Council Resolution endorsing the findings of the East Metro Connection Plan, Metro will initiate the Regional Transportation Plan amendment process, scheduled for fall of 2012.
- The process includes the following actions:
  - Project lists
  - System maps
  - Updated chapter 4 (summary changes to mobility corridor per recommendation)
  - Updated or deleted chapter 6 (change from corridor refinement to implementation)
- Steps included in amending the RTP include:
  - Consultation with air quality partners
  - Regional model run with air quality
  - Conformity determination (based on model results)
  - Removal of other financially constrained projects (delete/replace)
  - 30-day public comment period
  - TPAC recommendation to JPACT
  - JPACT recommendation to Metro Council
  - Metro council action
- Changes to the state project list identified in the RTP also include:
  - 45-day public comment period
  - MPAC recommendation in addition to JPACT action
- Local Transportation system plans will be updated to reflect changes to the Regional Transportation Plan.

***Updates to Regional Trail System***

FINDINGS – Gresham-Fairview and MAX Trails are priorities, Sandy River to Springwater to be added to Regional Trail System.

- The Gresham-Fairview Trail is a significant regional trail. Current and future project development work will connect the existing trail north from Halsey to the Columbia River. This is currently identified in the Regional Trail System Map.
- The future MAX Trail will connect to the Ruby Junction MAX Station at S.E. 197th Avenue and to points to the east in downtown Gresham. This is currently identified in the Regional Trail System Map.
- The East Metro Connections Plan recommends adding a new proposed trail alignment to the Regional Trail Plan. The Sandy River to Springwater Trail concept would connect the “Sandy River Connections Plan” Trail work to Mt. Hood Community College, Springwater District, and Springwater Corridor Trail. Future master planning would identify route and design.

PROCESS – Regional Trail System updates to begin winter of 2012.

- Metro will initiate changes to the Regional Trail System in the winter of 2012. These changes are anticipated to be complete in April 2013.
- Metro’s Regional Active Transportation Plan will coordinate the regional trail system changes with policy changes to the bicycle and pedestrian system. The Active Transportation Plan recommendation and amendments are anticipated for summer of 2013.

### ***Updates to National Highway System (NHS) route and location***

FINDINGS – There is no need to initiate a request for revision to the National Highway System at this time—either to accommodate the needs of freight movements into or through the plan area, or to enable local jurisdictions to implement desired urban and roadway design plans.

- There is a mismatch between the designated policy routes and actual freight movement through the plan area. EMCP findings show that current and projected freight traffic is distributed among the north/south arterials in the plan area, which suggests a grid approach to the designated routes to reflect usage.
- There is no evidence that the NHS designation attracts through-trucks to a route. Both truck counts and regional modeling point to the fact that the current NHS route designation on I-84/Burnside does not do so. There is no basis for the concern expressed by some that truck drivers cannot find the best routes between I-84 and US 26, or that NHS is used as the primary basis for route selection.
- The proposed “freight grid” and associated regional system policy map changes proposed for the Regional Transportation Plan recognize that all arterials should accommodate freight traffic safely.
- Local and regional system needs and concerns can be addressed through changes to transportation system plans and the Regional Transportation Plan. EMCP recommends adding north/south routes (designated as road connectors) to the RTP freight network to complete the freight grid in East Metro. Current and projected traffic also lead to a recommendation to remove the higher volume designation (main roadway connector) from I-84/Burnside. EMCP also recommends local transportation system plans be amended to be consistent with the RTP.
- Amendments to the RTP and local transportation system plans would be more effective if supported by a comprehensive system management plan that includes better wayfinding for trucks and passenger cars traveling to destinations within and outside of the plan area.
- Amending roadway and freight policy designations in the RTP and local transportation system plans prior to state or federal action will ensure that local and regional priorities are clarified and supported.

Future changes to the National Highway System routes will be pursued to correct a mapping error and clarify the local, regional, state, and federal system designations. However, the process, described below, can take as long as two years:

- Federal guidelines spell out the process for revising NHS route maps. Requests must be initiated by the state, should be developed in consultation with local and regional officials, and are directed to the FHWA division office. FHWA has approval authority. In Oregon, ODOT’s consideration of system revisions includes input from ODOT’s roadway classification specialists and Motor Carrier division, which represents freight interests.
- Other key factors in considering NHS revisions include information on the type of traffic using the route (e.g. truck volumes, average trip length, cal/commuter/interregional/interstate trips), and the impact the proposed revision would have on the surrounding NHS system. Proposed additions to the NHS system should connect at either end with other NHS routes or serve a major traffic generator. EMCP findings and analysis can support potential changes.
- More information regarding NHS and a functional classification change request form are located at <http://www.oregon.gov/ODOT/TD/TDATA/rics/FunctionalClassification.shtml>

PROCESS – Engage FHWA, ODOT, Metro and local jurisdictions and stakeholders to design and implement a coordinated wayfinding and system management program.

- Effective signage will direct travelers to the best route accessing their destination, whether inside or outside the EMCP plan area. This program could be enhanced by cost-effective system management techniques such as adaptive signal timing, coordination and safety signalization on selected corridors.

### ***Updates to local transportation system plans***

PROCESS – Update local transportation system plans (TSP).

- Gresham Transportation System Plan process is currently underway. Changes to RTP will be coordinated with Gresham TSP.
- Wood Village Transportation System Plan process is currently underway. Changes to RTP will be coordinated with Wood Village TSP.
- Changes to Fairview TSP will be initiated after EMCP recommendation.
- Changes to Troutdale TSP will be initiated after EMCP recommendation.

## ANALYSIS/INFORMATION

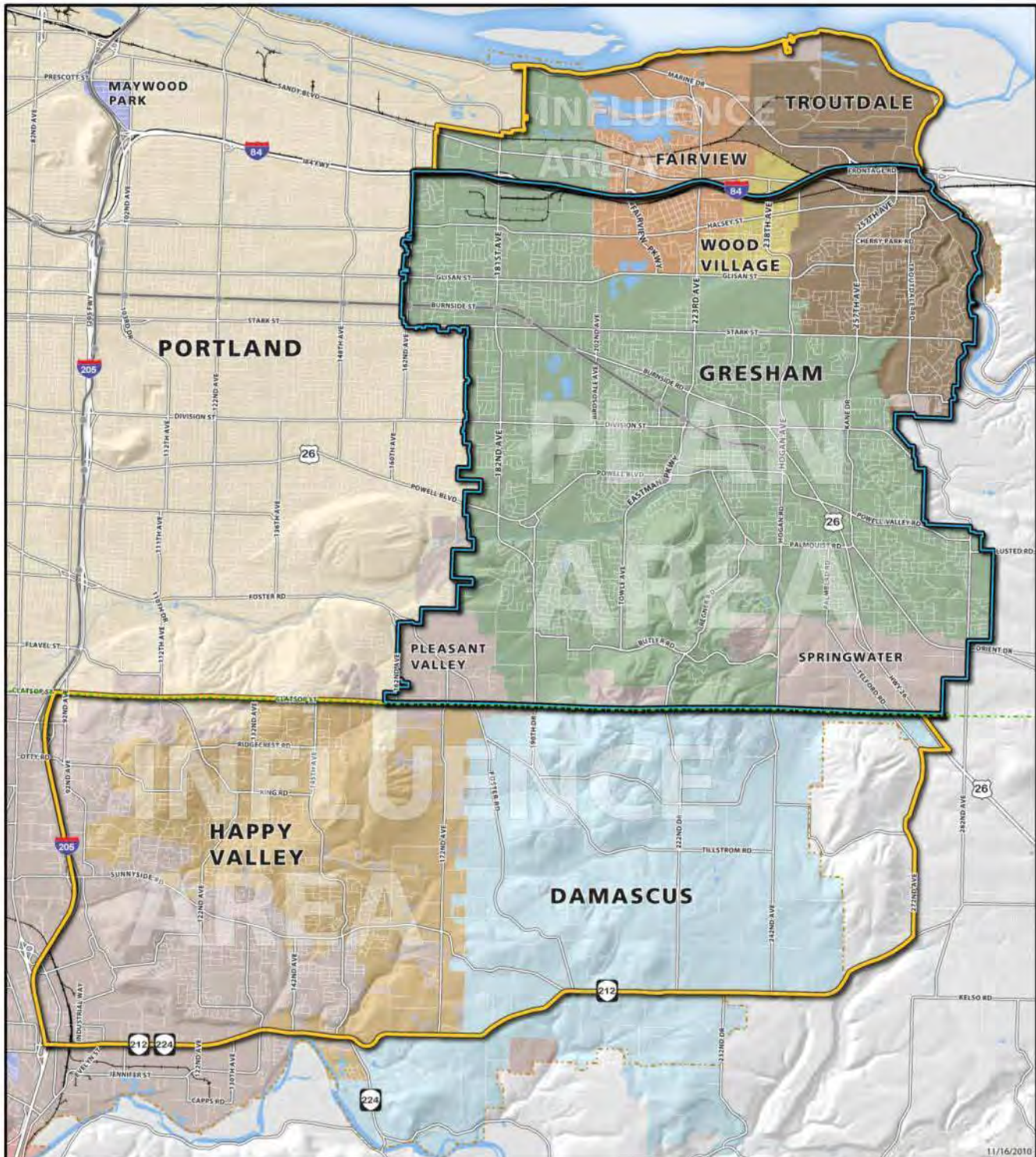
1. **Known Opposition:** None.
2. **Legal Antecedents:** Ordinance No. 10-1241B (“For the Purpose of Amending the 2035 Regional Transportation Plan (Federal Component)”); Resolution No. 10-4119 (“For the Purpose of Updating the Work Program for Corridor Refinement Planning through 2020 and Proceeding with the Next Two Corridor Refinement Plans in the 2010-2013 Regional Transportation Plan cycle”).
3. **Anticipated Effects:** Council directs staff to begin process to amend Regional Transportation Plan; local jurisdictions to amend local Transportation System Plans.
4. **Budget Impacts:** Refinement of the Regional Transportation Plan is a Metro responsibility and will be done with existing staff as part of the annual work plan. No additional resource will be required. Metro will assist the local jurisdictions in identifying and seeking funding for the recommended investment packages. No Metro resources other than staff time are committed to this activity.

## RECOMMENDED ACTION

Endorse the Resolution

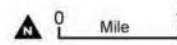


# Attachment A: Project Area Map



## East Metro Connections Plan and Influence Areas

- Plan Area
- Influence Area
- County Line
- Urban Growth Boundary
- Light Rail
- Railroad



Plan Area (Area for which improvements will be proposed): East Multnomah County, which includes the four city area of Gresham, Fairview, Wood Village, Troutdale and the unincorporated Pleasant Valley and Springwater areas between I-84 (north) and the County Line (south).  
 Influence Area: Comprises two areas within two county/six city area (including Happy Valley and Damascus): 1) The portions of the 4 city area between the Columbia River (north) to I-84 (south) and 2) Between the County Line (north) and HWY 212 (south), and I-205 (west) to 272nd Avenue (east). The Influence Area will include a level of analysis sufficient to assess connectivity and land use relationships with the Plan Area.



# Attachment B: Project Team Members and Outreach

## East Metro Connections Plan Steering Committee

Councilor Shirley Craddick, Metro  
Mayor Mike Weatherby, City of Fairview  
Mayor Jim Kight, City of Troutdale  
Mayor Patricia Smith, City of Wood Village  
Mayor Shane Bemis, City of Gresham  
Commissioner Diane McKeel, Multnomah County  
Rian Windsheimer, Oregon Department of Transportation  
Steve Entenman, East Metro Economic Alliance  
Mark Garber, East Metro Economic Alliance  
Carol Rulla, Coalition of Gresham Neighborhoods

Greg Olson, Multnomah County Bicycle & Pedestrian Citizen Advisory Committee  
Councilor Diana Helm, City of Damascus  
Commissioner Jamie Damon, Clackamas County  
Alan Lehto, TriMet  
Michelle Gregory, Mount Hood Community College  
Susie Lahsene, Port of Portland  
Hector Osuna, El Programa Hispano  
Dwight Unti, Tokola Properties  
Ron Cazares, FedEx  
Jane Van Dyke, Columbia Slough Watershed

## East Metro Connections Plan Technical Advisory committee

Karen Buehrig, Clackamas County  
Larry Conrad, Clackamas County  
Steve Gaschler, City of Damascus  
Carrier Brennecke, City of Damascus  
Allan Berry, City of Fairview  
Steve Kautz, TriMet  
Katherine Kelly, City of Gresham  
Jeff Shelley, City of Gresham  
Kelly Clarke, City of Gresham  
Jim Gelhar, City of Gresham  
Stuart Gwin, City of Portland  
John Gillam, City of Portland  
Phil Healy, Port of Portland  
Richard Faith, City of Troutdale  
Bridget Wieghart, Metro

Betsy Clapp, Multnomah County  
Jane McFarland, Multnomah County  
Joanna Valencia, Multnomah County  
Jennifer Moore, Multnomah County Health Department  
Ross Kevlin, ODOT  
Kirsten Pennington, ODOT  
Kelly Brooks, ODOT  
Ric Vrana, TriMet  
Randy Jones, Wood Village  
Michael Walter, Happy Valley  
Jennifer Donnelly, DLCD  
Brian Monberg, Metro  
Deborah Redman, Metro

## PUBLIC OUTREACH

There has been extensive public outreach for this project. The following outlines primary outreach to date:

- 2011 -2012: 8 visits to Gresham neighborhood associations, 2 visits to the Coalition of Gresham Neighborhoods and one neighborhood information fair
- Summer and Fall 2011: Co-created and administered joint EMCP/Gresham TSP online survey about travel challenges; published summary of responses (December steering committee materials)
- 2010 – 2012: 4 articles in Neighborhood Connections, Gresham’s e-newsletter
- 2010 - 2012: Engagement of experts including school districts, parks and natural environment, freight, and equity
- March, 2012: Project update presentation to Gresham City Council; upcoming presentations to Planning Commission and City Council, May – July, 2012
- Spring, 2012: Presentations and discussions with community and business groups including Gresham Area Chamber of Commerce (April 17, 2012), East Metro Economic Alliance (March 8, 2012), Mt Hood Community College (April 11, 2012)
- 2011 – 2012: Joint outreach with Gresham’s Healthy Eating Active Living program, including open houses
- March 2012: EMCP Open House
- 2011 – 2012: Regular updates to East Multnomah County Transportation Committee (EMCTC) by Metro Councilor Shirley Craddick and Metro staff
- 2010 -2012: Regular email updates to interested parties list
- Sept. 2011 and April 2012: Oregonian coverage (Sept 2011 and April 2012)

# Attachment C: Evaluation Criteria Factors & Objectives

The following is an outline of the factors that were used to evaluate transportation projects for the EMCP. For additional detailed information about the definition of each of the objectives listed below, the East Metro Connections Plan has a detailed methodology report available.

## Factor 1: Access and Mobility

**Related Goals:** Support north/south connectivity between I-84 and US 26, as well as east/west connectivity in the East Metro Plan Area; Make the best use of the existing transportation system; Develop multiple solutions that encompass all transportation modes.

### Objectives:

- 1) Maximize Freight Operational Efficiency
- 2) Improve mobility/travel time for vehicle trips
- 3) Improves intersection level of service on 181<sup>st</sup>, Fairview Parkway/223<sup>rd</sup>, 238<sup>th</sup>/242<sup>nd</sup>/Hogan Road, and 257<sup>th</sup>/Kane Road
- 4) Improves intersection level of service on Halsey, Glisan, Stark, Burnside, Division, and Powell
- 5) Improve mobility/travel time and consistency for transit trips
- 6) Improves transit ridership
- 7) Improves pedestrian access
- 8) Improves pedestrian service
- 9) Improve bicycle access
- 10) Improve bicycle service

## Factor 2: Economic Development

**Related Goals:** Foster economic vitality

### Objectives:

- 11) Improves access to industrial land, employment land and/or 2040 Centers
- 12) Protects existing employment areas
- 13) Builds on or leverages private investment
- 14) Builds on or leverages public investment

## Factor 3: Safety and Security

**Related Goals:** Enhance the livability and safety of East Metro communities. Ensure that East Metro is a place where people want to live, work, and play.

### Objectives:

- 15) Addresses a high crash intersection or corridor
- 16) Increases safe travel to nearby school, vital services, or commercial area (within ¼ mile)
- 17) Reduces intermodal conflict

## Factor 4: Healthy Communities

**Related Goals:** Enhance the livability and safety of East Metro communities. Ensure that East Metro is a place where people want to live, work, and play.

### Objectives:

- 18) Improves people's network connections to healthful food
- 19) Increases number of people with connections to walking, biking, access to transit
- 20) Increases the number of people within 1/2 mile network walking access to recreational facilities
- 21) Minimizes exposure to transportation related emissions and noise

# Attachment C: Evaluation Criteria Factors & Objectives

## Factor 5: Equity

**Related Goals:** Distribute the burdens and benefits of growth

**Objectives:**

- 22) Improves network connections to vital services (healthful food, medical care and health services, social services, schools and civic institutions, jobs) in low-income, minority, non-English speaking, youth, elderly or disabled communities
- 23) Increases the number of people within ½ mile network walking access to recreation in low-income, minority, non-English speaking, youth, elderly or disabled communities
- 24) Increases number of people with connections to walking, biking, access to transit, in low-income, minority, non-English speaking, youth, elderly or disabled communities
- 25) Minimizes exposure to transportation related emissions and noise in low-income, minority, non-English speaking, youth, elderly or disabled communities
- 26) Improves safety in low-income, minority, non-English speaking, youth, elderly or disabled communities

## Factor 6: Natural Environment

**Related Goals:** Enhance the natural environment

**Objectives:**

- 27) Increases access to public natural area (e.g., Gorge, Columbia River, regional trails, Mt. Hood)
- 28) Improves integrity of parklands and natural areas.
- 29) Improves wetlands
- 30) Improves flooding or poor storm water flow/drainage
- 31) Improves water quality
- 32) Improve and increase native or non-invasive vegetation
- 33) Improves riparian, fish and wildlife habitat
- 34) Improves fish passage and/or wildlife crossings or corridors
- 35) Protects strategy species and/or habitats identified in the Oregon Conservation Strategy.

## Factor 7: Feasibility

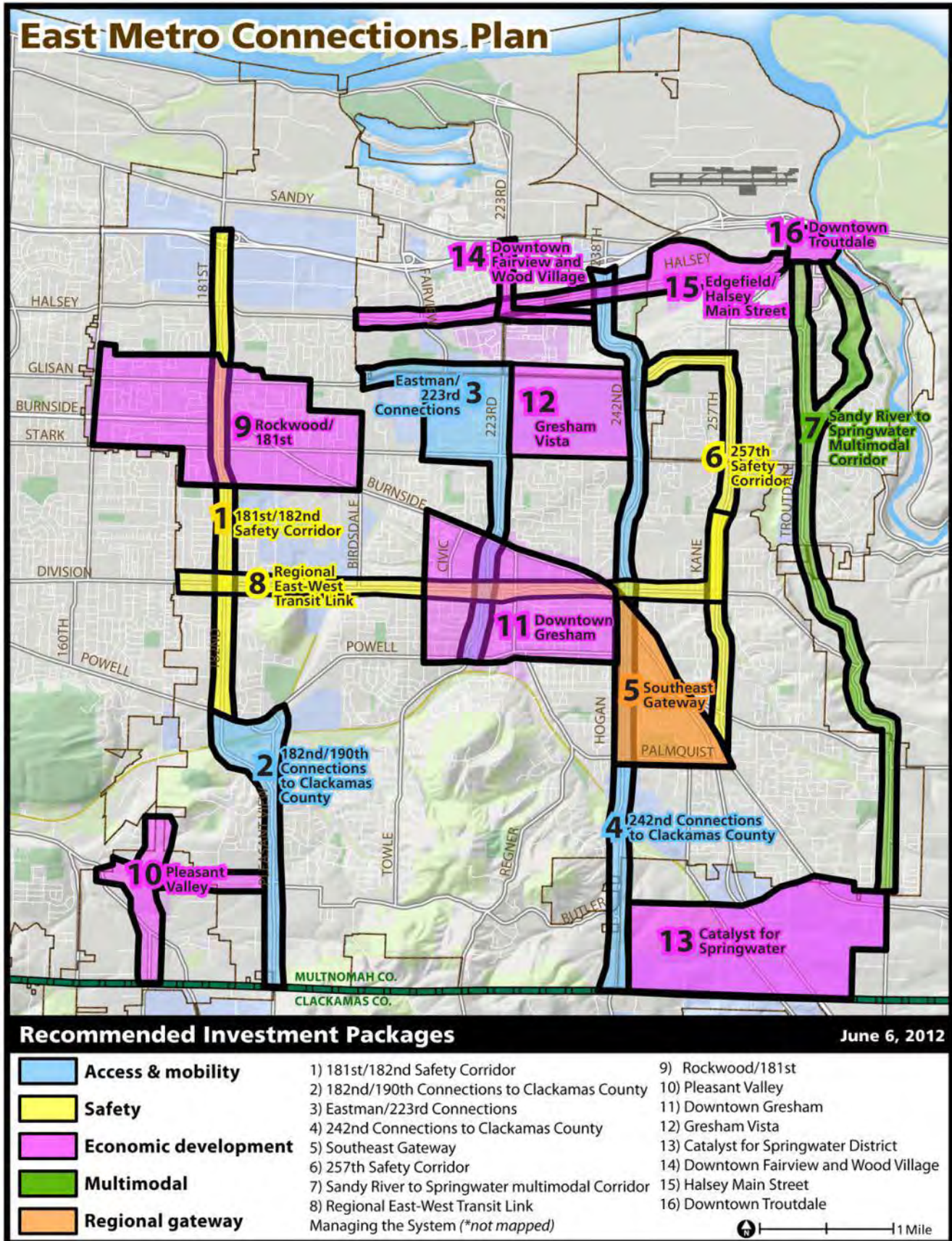
**Related Goals:** Support the local land use vision of each community; Distribute both benefits and burdens of growth; Make the best use of the existing transportation system.

**Objectives:**

- 36) Changes, if proposed, to official route designations (e.g., RTP, or 40-Mile Loop) are reasonably likely to be approved by regulatory or permitting agencies.
- 37) Minimizes estimated right-of-way impacts.
- 38) Project cost and complexity is commensurate with benefits.
- 39) Project is consistent with local plans and aspirations.
- 40) Project is consistent with natural resource agency, watershed council, and parks plans.
- 41) Project is consistent with state plans.
- 42) Project is consistent with Congestion Management Process.
- 43) Local jurisdictional support for funding.



# Attachment D: Recommended Investments





# Attachment E: Project List

Investment	RTP ID	Actions	catalyst?	Timeline			cost
				Phase I	Phase II	Phase III	
<b>(1) 181st/182nd safety corridor</b>							
	10454	181st Ave. improvements Glisan - Yamhill - complete blvd design		X			\$\$\$
	99107	Complete sidewalk connections (181st - I-84 - San Rafael)			X		\$
	99136	Safety corridor: 181st/Rockwood (I-84 - Stark)		X			\$
	99137	Safety corridor: Halsey (182nd-181st)		X			\$\$
<b>(2) 182nd/190th connections to Clackamas County</b>							
	10431	Highland/190th Rd. widening			X		\$\$\$
	10859	Pleasant View Dr., Powell Loop - Highland Dr (widen, curb, gutter, sw, bike)			X		\$\$
	99105	190th Ave / Pleasant View widening (Butler-190th extension - all modes)			X		\$\$\$
	99141	System management: 181st/182nd (I-84 - Powell)		X			\$
<b>(3) Eastman/223rd connections</b>							
	10386	Glisan St. multi-modal (4-lanes, 201st - Fairview Parkway)			X		\$\$\$
	10473	223rd/Stark (intersection improvements) new turn lanes			X		\$
	99150	Powell and Eastman (additional southbound left turn)				X	\$
	99131	207th new collector extension				X	\$\$\$
	99153	Eastman & 25th pedestrian crossing		X			\$
	99142	System management: Fairview Pkwy/Glisan/223rd/Eastman (I-84 - Powell)		X			\$
<b>(4) 242nd connections to Clackamas County</b>							
	99118	238th bike facilities			X		\$\$
	99132	238th/242nd improvements (3 lane with multimodal)		X			\$\$
	10420	Palmquist Rd. improvements (including culvert replacement)		X			\$\$
	10425	Bull Run Rd. Reconstruction (242nd - 257th)			X		\$\$
	10485	Hogan (Palmquist to Rugg Road)			X		\$\$\$\$
	10511	Hogan Rd. at Stark St. (Stark - add RT lanes, 2nd NB and SB turn lanes)			X		\$\$
	99154	Hogan at Glisan			X		\$
	99155	Hogan/Butler new signal			X		\$\$
	99143	System management: 238th/242nd/Hogan (I-84 - Powell)		X			\$
<b>(5) Southeast Gateway</b>							
	10512	Hogan: Powell to Burnside (blvd improvements + 3 intersection improvs)		X			\$\$
	10522	Burnside, Hogan to Powell (safety improvements and reconstruction)		X			\$\$
	10527	Hogan, Powell Blvd to Palmquist (improve to arterial - 4 lanes +center)		X			\$\$
	99103	US 26 multimodal improvements (Burnside to Palmquist; sidewalks)			X		\$
	99139	Safety Corridor: Hogan/Burnside/Powell (Division - Palmquist)		X			\$
	10420	Palmquist Rd. improvements (including culvert replacement)		X			\$\$
	10425	Bull Run Rd. reconstruction (242nd - 257th)			X		\$\$
	10429	Powell Valley improvements (Burnside to 282nd ped and bike facilities)			X		\$\$\$
	99156	US 26/Southeast Gateway system management improvements		X			\$
<b>(6) 257th safety, walking, biking connections</b>							
	10403	257th Ave. Pedestrian improvements at intersections and mid-block crossings		X			\$
	10422	Division St improvements (257th - 268th)				X	\$\$
	99138	Safety corridor: Cherry Park/257th (Cherry Park - Division)		X			\$\$
	10382	Reconstruct Stark St. to arterial standards		X			\$\$
	99125	17th Ave/Cochran pedestrian improvements (257th to Troutdale Rd)		X			\$\$
	99144	System management: 257th/Kane (I-84 - Palmquist)		X			\$
<b>(7) Sandy River to Springwater multi-modal connections</b>							
	99151	Sandy to Springwater master plan		X			\$
	99100	Troutdale Road improvements (ped btwn 21st - Stark)			X		\$
	99101	Troutdale Road improvements (bike btwn Buxton-Stark)			X		\$\$
	10390	Reconstruct Troutdale Rd. (Stark to Division)				X	\$\$
	10409	Beaver Creek Trail				X	\$
	99149	40-Mile Loop extension: Orient to Troutdale Rd.			X		\$\$\$
<b>(8) Regional east-west transit link</b>							
	99152	Transit alternative analysis		X			\$
	10440	Division St. multimodal improvements (Wallula - west city limits)		X			\$\$
	99112	Complete bicycle facilities (Division - Birdsedale to Wallula)		X			\$
	99115	Division pedimps - widen sidewalks, improve crossings 212th-242nd		X			\$

### Planning-level cost estimate

\$ - less than \$2 million  
 \$\$ - \$2-10 million  
 \$\$\$ - \$11-25 million  
 \$\$\$\$ - greater than \$25 million

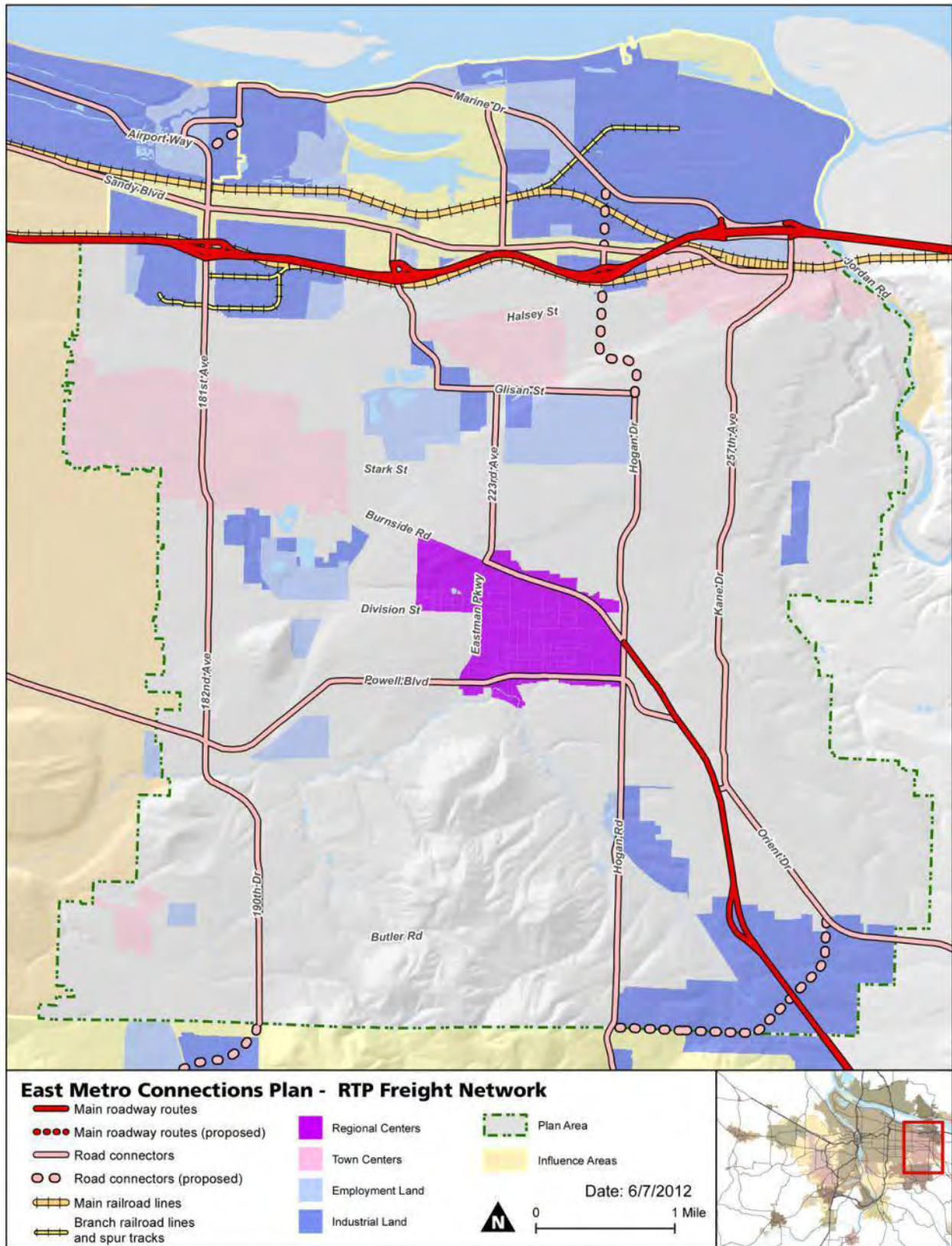
**A catalyst project** is defined as a necessary project to begin implementation of a package. These include projects needed for year 2035 system performance standards, needed economic development investments, and critical safety corridors.

# Attachment E: Project List

Investment	RTP ID	Actions	catalyst?	funded	Timeline			cost
					Phase I	Phase II	Phase III	
<b>Managing the existing system</b>								
	99141	System management: 181st/182nd (I-84 - Powell)				X		\$
	99142	System management: Fairview Pkwy/Glisan/223rd/Eastman (I-84 - Powell)				X		\$
	99143	System management: 238th/242nd/Hogan (I-84 - Powell)				X		\$
	99144	System management: 257th/Kane (I-84 - Palmquist)				X		\$
	99145	System management: Burnside (Eastman - Palmquist)				X		\$
	99146	System management: Division St. transit priority (162nd - 257th)		X				\$
<b>(9) Rockwood/181st</b>								
	10454	181st Ave. improvements Glisan - Yamhill - complete blvd design				X		\$\$\$
	10459	Burnside SC pedestrian imps. 172,197, Glisan, Stark +intersecting sts				X		\$
	10519	Pedestrian enhancements (Burnside: 162nd-181st)				X		\$
	99109	Widen and buffer sidewalks and improve crossings (Stark: 181st-Burnside)					X	\$
	99110	Widen and buffer sidewalks, add bicycle facilities (Burnside: 181st-197th)					X	\$
	99111	Widen and buffer sidewalks, add bicycle facilities (Burnside: 171st-181st)					X	\$
<b>(10) Pleasant Valley</b>								
	10460	SE 174th N/S Improvements Giese - 174/Jenne					X	\$\$\$\$
	10463	Foster Rd. Extension (north) Jenne - 172nd					X	\$\$\$
	10464	Giese Rd. Extension (162 - 172)					X	\$\$\$
	10465	172nd Ave. Improvements (Giese to Foster)					X	\$\$\$
	10466	172nd Ave. Improvements (Foster to Cheldelin)					X	\$\$
<b>(11) Downtown Gresham/Civic</b>								
	10423	Cleveland Ave. reconstruction (Powell - Stark)		X				\$
	10434	Burnside Rd. improvements (Wallula to Hogan)					X	\$\$\$\$
	10436	Max Trail (Rockwood to Gresham downtown)		X				\$
	10504	Ped to Max: Hood Ave. (Powell - Division on Hood Ave.)		X				\$
	10505	Civic collector streets, new signal Eastman/16th (Civic Drive - Eastman Prkwy)				X		\$\$
	99115	Division ped imps - widen sidewalks, improve crossings (Wallula - Hogan)				X		\$
	99116	Powell ped imps - widen sidewalks, improve crossings (Eastman - Main)					X	\$
	99117	Powell ped imps - widen sidewalks, improve crossings (Hood - Hogan)					X	\$
	99152	Eastman bikelane/stormwater improvements (Division - Powell)				X		\$
<b>(12) Gresham Vista</b>								
	10473	223rd/Stark (intersection improvements) new turn lanes					X	\$
	10511	Hogan Dr. at Stark St. (Stark - add RT lanes, 2nd NB and SB turn lanes)					X	\$\$
	99154	Hogan at Glisan					X	\$
<b>(13) Catalyst for Springwater District</b>								
	10864	New interchange on US 26 to serve industrial area.					X	\$\$\$\$
	10474	Rugg Rd. ext. (new arterial per Springwater plan) Orient to US 26					X	\$\$\$\$
	10475	Rugg Rd. ext. (new arterial per Springwater plan) US 26 to 252nd					X	\$\$\$\$
	10476	Rugg Rd. ext. (new arterial per Springwater plan) 252nd -242nd					X	\$\$\$
	10477	Springwater Road section 4 242nd - 252nd					X	\$\$\$
	10478	252nd Ave. (Springwater to Palmquist collector)					X	\$\$\$\$
	10479	252nd Ave. (Rugg Road to new collector)					X	\$\$
	10480	Springwater Road Section 7 (new collector Hogan-Orient) 242nd					X	\$\$
	10481	Springwater Road Section 8 (new collector Hogan-Orient) 242nd					X	\$\$
	10482	Springwater Road Section 9 (new collector Hogan-Orient) 252nd					X	\$\$
	10483	Springwater Road Section 10 (new collector Hogan-Orient) 252-Telford					X	\$\$\$
	10484	Springwater Road Section 11 (new collector Hogan-Orient) Telford-Orient					X	\$\$\$
<b>(14) Downtown Fairview &amp; Wood Village</b>								
	10387	Reconstruct Arata Rd.		X				\$\$
	10398	Wood Village Blvd extension					X	\$
	99129	Wood Village extension - multi use path		X				\$
	99130	Fairview Ave multi-modal improvements (I-84 to Arata)				X		\$\$
<b>(15) Edgefield / Halsey main street implementation</b>								
	11287	Halsey St improvements (223rd to 238th)				X		\$
	10385	Reconstruct Halsey St. with improvements				X		\$
<b>(16) Downtown Troutdale</b>								
	10408	40 Mile Loop Trail (Reynolds to downtown Troutdale)				X		\$\$
	99148	Troutdale urban renewal access				X		\$



# Attachment F: Recommended Freight Network Map







# Proposed Administrative Rules for Portland Area Land Use and Transportation Scenario Planning

## Background

House Bill 2001, adopted by the 2009 Legislature, directs the Land Conservation and Development Commission (LCDC) to adopt administrative rules to guide Metro and local governments in the Portland metropolitan area as they conduct land use and transportation scenario planning to reduce greenhouse gas emissions from light vehicle travel. LCDC is required to adopt the scenario planning rules by January 1, 2013. The proposed rules would apply only to the Portland metropolitan area.

Scenario planning by the Portland metropolitan area is one part of a statewide effort to reduce greenhouse gas emissions from all sources. Scenario planning considers other efforts to reduce emissions from the transportation sector including expected changes to the transportation system, and improvements to vehicle and fuel technologies as well as other factors

## Why is the rule needed?

In 2007, the Oregon Legislature affirmed that global warming poses a serious threat to the economic well-being, public health, natural resources and environment of Oregon. The legislature set a statewide goal of reducing greenhouse gas emissions by 75% below 1990 levels by 2050.

Light vehicles – passenger cars, vans and pickup trucks - are responsible for 20% of Oregon’s greenhouse gas emissions, and much of that comes from travel within Portland metropolitan area. Changes to land use and transportation patterns in metropolitan areas that reduce the distances people need to drive and that expand transportation options are an important and effective way to reduce greenhouse gas emissions. Through scenario planning the region can explore and develop an approach to reduce greenhouse gas emissions that best meets a range of regional and local needs – for economic growth, livable communities, clean air, and other values.

## What will this rule do?

The proposed rules would require Metro - in coordination with area local governments and other agencies – to develop, evaluate and cooperatively select a preferred land use and transportation scenario for meeting state adopted targets for reducing greenhouse gas emissions from light vehicle travel by 20% by the year 2035.

The proposed rules:

- describe how Metro is to conduct scenario planning, including the factors Metro is required to consider in developing and selecting a preferred scenario.
- require that Metro adopt a preferred scenario by December 2014 as an amendment to the regional framework plan.
- describe the process by which LCDC will review and approve Metro’s preferred scenario
- outline the process for Metro and local governments to make necessary amendments to other regional and local plans to carry out the preferred scenario.

The proposed rules would also require that Metro monitor and report on progress in carrying out the preferred scenario, and to update the preferred scenario at regular intervals.

## How does the proposed rule relate to existing plans and other planning requirements?

The proposed rules would integrate requirements for scenario planning into the existing framework for land use and transportation planning in the Portland metropolitan area. As much as possible, the proposed rules are intended to use existing plans and avoid creating new procedures or requirements for Metro, and area local governments. For example, monitoring and updates to the preferred scenario are to be done as part of reports and updates that region is already scheduled or required to conduct – such as urban growth boundary updates.

Metro and area local governments are already in the process of exploring the region’s options for reducing GHG emissions and meeting other important regional goals through the region’s Climate Smart Communities project. Initial findings from the project – available on the project website – indicate that the state targets can be met, and that existing plans move the region in the right direction, but that additional efforts will be needed.

Through scenario planning, local governments will consider a range of actions to reduce emissions, including new programs or investments which support changes to land use patterns which reduce the distances people need to drive, expanding transportation options and encouraging the use of electric vehicles or other low-emission technologies.



## Who may be affected?

As provided in HB 2001, the proposed rules would apply only to the Portland metropolitan area. While the Eugene-Springfield metropolitan area is also required to conduct scenario planning, it would not be subject to these rules. The state's other metropolitan areas (Salem, Bend, Corvallis, and the Rogue Valley) are encouraged, but not required, to conduct scenario planning, and are also unaffected by the proposed rules.

## How was this proposal developed?

The department developed the proposed rule with the assistance of a Rulemaking Advisory Committee (RAC). The department and the RAC developed the rule based on the requirements in HB 2001. The RAC met four times between February and May 2012 to advise the department on the details of the proposed rule.

## Rulemaking materials available

The proposed rule and other supporting documents, including the Statement of Need and Fiscal Impact, provide additional information about this proposed rulemaking. The documents can be viewed at:

<http://www.oregon.gov/LCD/rulemaking.shtml>

The principal documents the Department used to develop the proposed rules include the relevant provisions of House Bill 2001, and supporting materials provided to the Rulemaking Advisory Committee (RAC). These documents, including the RAC meeting summaries and the supporting documents are available on the Department's website at:

<http://www.oregon.gov/LCD/meetings.shtml> -  
[SB 1059 and HB 2001 Rulemaking](#)

The public can also view copies of these documents at the Department's Salem office at 635 Capitol St. NE, Suite 150.

## Further Information about Metro's Climate Smart Communities Project

As discussed above, Metro and area local governments are already in the process of developing and evaluating possible ways for the region to reduce greenhouse gas emissions, and to meet other regional goals and objectives through the Climate Smart Communities project. Detailed information about the options being considered and the methods for evaluating different options is available on Metro's website at:

<http://www.oregonmetro.gov/index.cfm/go/by.web/id=3694>

[5](#)

## Public hearings

Two public hearings on the proposed rules are scheduled:

- September 19<sup>th</sup> in Portland at the Metro Council Chambers (800 NE Grand Avenue, Portland)
- September 20<sup>th</sup> at 9:00 am in Salem at the state [Agriculture Building](#), 635 Capitol St. NE, in the Basement Hearing Room.

LCDC will consider adopting the proposed rule at its November 2012 meeting in Newberg. (See DLCD website for details.)

## How to comment

Interested persons may submit comments on the proposed rulemaking in writing via mail, fax, or email at any time prior to the close of the hearing on September 20.

Please address written comments to the Chair of the Land Conservation and Development Commission care of Casaria Taylor at the Department of Land Conservation and Development, 635 Capitol St, NE, Suite 150, Salem, OR 97301-2540 or email comments to Casaria Taylor at [casaria.taylor@state.or.us](mailto:casaria.taylor@state.or.us). You may also fax comments to (503) 378-5518.

Interested persons may testify during the public hearings on September 19<sup>th</sup> or 20<sup>th</sup>, or submit written comments at the hearing by providing 20 copies to the commission's assistant.

If you have questions about the proposed rule or would like additional information, contact Bob Cortright at (503) 373-0050 ext. 241 or by email to [bob.cortright@state.or.us](mailto:bob.cortright@state.or.us).



## Summary of Proposed Scenario Planning Process for Portland Metropolitan Area

*(Objective: Integrate scenario planning required by HB 2001 into existing process for coordinated regional and local planning in the Portland metropolitan area)*

	<b>Selection of Preferred Scenario</b>	<b>Regional Implementation</b>	<b>Local Implementation</b>			<b>Monitoring</b>	<b>Update</b>
<b>Responsible Agency</b>	Metro		Cities & Counties			Metro	
<b>Action</b>	Amendment to Regional Framework Plan; Growth Concept	Adopt or amend Functional Plans, including the Regional Transportation System Plan	Update / Amend Comprehensive Plans	Update /Amend Transportation System Plans	Other Plan Amendments	Performance Measure Report to LCDC	Amendment to Regional Framework Plan
<b>Timing</b>	By December 2014	Within 1 year of LCDC Approval of Preferred Scenario (Early 2016)	Within two years of Metro adoption of Functional Plan amendments or as otherwise specified in Metro's Functional Plans (Early 2018)	Starting 1 year from Metro adoption of preferred scenario (December 2015)	Every two years (December 2017)	In conjunction with Urban Growth Report, UGB review (2020)	
<b>Standards</b>	Land use and transportation concept map, policies programs that achieves GHG reduction targets; sets performance measures and targets for implementation	Amendments consistent with and adequate to implement relevant parts of the preferred scenario including requirements and timelines for local comp plan and TSP amendments	Consistent with regional functional plan requirements adopted by Metro	Consistent with preferred scenario	<ul style="list-style-type: none"> <li>- Evaluates progress in implementing preferred scenario and performance measures</li> <li>- Assesses whether additional or corrective actions are needed</li> </ul>	<ul style="list-style-type: none"> <li>-Revise preferred scenario to meet updated targets</li> <li>-Focus on additional actions and programs to implement growth concept in the preferred scenario</li> </ul>	
<b>Review</b>	By LCDC "in manner of periodic review"		Local amendments reviewable as provided by Metro in functional plans. (Appeals to LUBA)			Reports to LCDC	
<b>Link to existing regional process</b>	Scenario planning is new, but Regional Framework Plan is to be updated every 7 years.	Functional plans are Metro's method to implement framework plan, provide direction to locals	Process for local implementation corresponds with existing arrangement for implementation of functional plan amendments			Expands scope of report currently required by ORS 197.301	Ties review and update of preferred scenario to UGB monitoring and update required by ORS 197.299



# PROPOSED RULE AMENDMENTS AND NEW RULES

August 1, 2012

## DIVISION 44

### METROPOLITAN GREENHOUSE GAS REDUCTION TARGETS AND PORTLAND METROPOLITAN AREA SCENARIO PLANNING

660-044-0000

#### Purpose

- (1) This division implements provisions of section 37 (6), chapter 865, Oregon Laws 2009, and section 5 (1), chapter 85, Oregon Laws 2010, that direct the Land Conservation and Development Commission (“commission”) to adopt rules setting targets for reducing greenhouse gas emissions from light vehicle travel for each of the state’s metropolitan areas for the year 2035 to aid in meeting the state goal in ORS 468A.205 to reduce the state’s greenhouse gas emissions in 2050 to 75 percent below 1990 levels.
- (2) **This division also implements provisions of Oregon Laws 2009, chapter 865, Section 38 regarding land use and transportation scenario planning to reduce greenhouse gas emissions in the Portland metropolitan area. The commission’s intent and expectation is that the requirements set forth in this rule will be integrated into and addressed as part of existing procedures for coordinated regional planning in the Portland metropolitan area. The requirements set forth in this division for scenario planning apply only to the Portland metropolitan area. Nothing in this division is intended to require scenario planning be conducted by other metropolitan areas, or provide for commission or department review or approval of scenario plans developed or adopted by other metropolitan areas. While a preferred scenario may include assumptions about state or federal policies, programs or actions that would be put in place to reduce greenhouse gas emissions, nothing in this division or commission approval of a preferred scenario is intended to grant authority to the commission, Metro or local governments to approve or require implementation of those policies, programs or actions.**
- (3) ~~(2)~~The targets in this division provide guidance to local governments in metropolitan areas on the level of reduction in greenhouse gas emissions to achieve as they conduct land use and transportation scenario planning. Land use and transportation scenario planning to meet the targets in this division is required of the Portland metropolitan area and is encouraged, but not required, in other metropolitan areas. Success in developing scenarios that meet the targets will depend in large part on the state funding for scenario planning; on the state developing strategies and actions that reduce greenhouse gas emissions from light vehicle travel within metropolitan areas; and on state and local governments jointly and actively engaging the public on the costs and benefits of reducing greenhouse gas emissions.
- (4) ~~(3)~~Land use and transportation scenario planning is intended to be a means for local governments in metropolitan areas to explore ways that urban development patterns and transportation systems would need to be changed to achieve significant reductions in greenhouse gas emissions from light vehicle travel. Scenario planning is a means to address benefits and costs of different actions to accomplish reductions in ways that allow communities to assess how to meet other important needs, including accommodating economic development and housing needs, expanding transportation options and reducing transportation costs.

# PROPOSED RULE AMENDMENTS AND NEW RULES

August 1, 2012

- 1 (5) ~~(4)~~The expected result of land use and transportation scenario planning is information on  
2 the extent of changes to land use patterns and transportation systems in metropolitan areas  
3 needed to significantly reduce greenhouse gas emissions from light vehicle travel in  
4 metropolitan areas, including information about the benefits and costs of achieving those  
5 reductions. The results of land use and transportation scenario planning are expected to  
6 inform local governments as they update their comprehensive plans, and to inform the  
7 legislature, state agencies and the public as the state develops and implements an overall  
8 strategy to meet state goals to reduce greenhouse gas emissions.
- 9 (6) ~~(5)~~The greenhouse gas emissions reduction targets in this division are intended to guide an  
10 initial round of land use and transportation scenario planning over the next two to four  
11 years. The targets are based on available information and current estimates about key  
12 factors, including improvements in vehicle technologies and fuels. Pursuant to  
13 OAR 660-044-0035, the commission shall review the targets by June 1, 2015, based on the  
14 results of scenario planning, and updated information about expected changes in vehicle  
15 technologies and fuels, state policies and other factors.
- 16 (7) ~~(6)~~Success in meeting the targets will require a combination of local, regional and state  
17 actions. State actions include not only improvements in vehicle technology and fuels, but  
18 also other statewide efforts to reduce greenhouse gas emissions from light vehicle travel.  
19 These efforts—which are programs and actions to be implemented at the state level—are  
20 currently under review by the Oregon Department of Transportation as part of its Statewide  
21 Transportation Strategy to reduce greenhouse gas emissions. As metropolitan areas develop  
22 scenario plans to reduce greenhouse gas emissions and compare them to the targets in this  
23 division, it is incumbent that metropolitan areas and the state work as partners, with a shared  
24 responsibility of determining how local and statewide actions and programs can reach the  
25 targets.
- 26 (8) ~~(7)~~Nothing in this division is intended to amend statewide planning goals or administrative  
27 rules adopted to implement statewide planning goals.

28 Stat. Auth.: ORS 197.040; Chapter 865 Oregon Laws 2009 (House Bill 2001) §37(6) and (8); Chapter 85 Oregon  
29 Laws 2010 Special Session (Senate Bill 1059) §5

30 Stats. Implemented: Chapter 865 Oregon Laws 2009 (House Bill 2001) §37(6) and (8); Chapter 85 Oregon Laws  
31 2010 Special Session (Senate Bill 1059) §5

32 Hist.: LCDC 5-2011, f. 5-26-11, cert. ef. 6-1-11

## 33 **660-044-0005**

### 34 **Definitions**

35 For the purposes of this division, the definitions in ORS 197.015 and the statewide planning  
36 goals apply. In addition, the following definitions shall apply:

- 37 (1) “1990 baseline emissions” means the estimate of greenhouse gas emissions from light  
38 vehicle travel in each metropolitan area for the year 1990, as presented by the Department  
39 of Environmental Quality and the Oregon Department of Energy included in the Agencies’  
40 Technical Report.
- 41 (2) “2005 emissions levels” means an estimate of greenhouse gas emissions from light vehicle  
42 travel in a metropolitan area for the year 2005.

# PROPOSED RULE AMENDMENTS AND NEW RULES

August 1, 2012

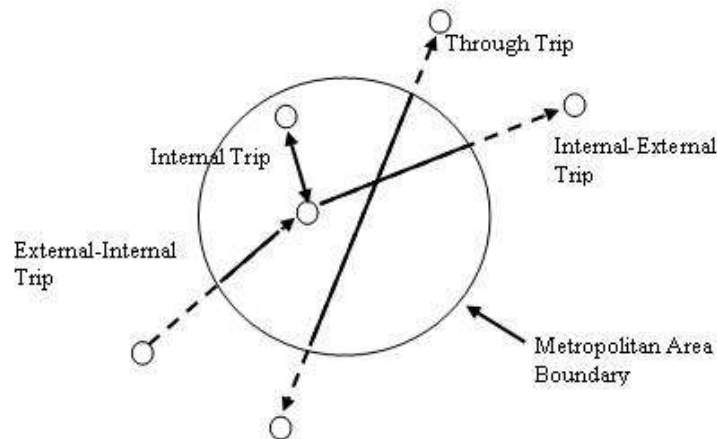
- 1 (3) “2035 greenhouse gas emissions reduction goal” means the percentage reduction in  
2 greenhouse gas emissions from light vehicle travel in a metropolitan area needed by the  
3 year 2035 in order to meet the state goal of a 75 percent reduction in greenhouse gas  
4 emissions from 1990 levels by the year 2050 as recommended by the Department of  
5 Environmental Quality and the Oregon Department of Energy in the Agencies’ Technical  
6 Report.
- 7 (4) “Agencies’ Technical Report” means the report prepared by the Oregon Department of  
8 Transportation, the Department of Environmental Quality and the Oregon Department of  
9 Energy and submitted to the commission on March 1, 2011, that provides information and  
10 estimates about vehicle technologies and vehicle fleet to support adoption of greenhouse gas  
11 reduction targets as required by section 37 (7), chapter 865, Oregon Laws 2009, and  
12 section 5 (2), chapter 85, Oregon Laws 2010.
- 13 (5) **“Design type” means the conceptual areas described in the Metro 2040 Growth**  
14 **Concept text and map in Metro’s regional framework plan, including central city,**  
15 **regional centers, town centers, station communities, corridors, main streets,**  
16 **neighborhoods, industrial areas and employment areas.**
- 17 (6) **“Framework plan” or “regional framework plan” means the plan adopted by Metro**  
18 **pursuant to ORS 197.015(17).**
- 19 (7) **“Functional plan” or “regional functional plan” means an ordinance adopted by**  
20 **Metro to implement the regional framework plan through city and county**  
21 **comprehensive plans and land use regulations.**
- 22 (8) ~~(5)~~“Greenhouse gas” means any gas that contributes to anthropogenic global warming  
23 including, but not limited to, carbon dioxide, methane, nitrous oxide, hydrofluorocarbons,  
24 perfluorocarbons and sulfur hexafluoride. ORS 468A.210(2). Greenhouse gases are  
25 generally measured in terms of CO<sub>2</sub> equivalents—CO<sub>2</sub>e—which means the quantity of a  
26 given greenhouse gas multiplied by a global warming potential factor provided in a state-  
27 approved emissions reporting protocol.
- 28 (9) ~~(6)~~“Greenhouse gas emissions reduction target” or “target” means the percent reduction in  
29 greenhouse gas emissions from light vehicle travel within a metropolitan area from 2005  
30 emissions levels that is to be met by the year 2035 through scenario planning. Greenhouse  
31 gas emissions reduction targets are expressed as a percentage reduction in emissions per  
32 capita, *i.e.*, total emissions divided by the population of the metropolitan area. Targets  
33 represent additional reductions from 2005 emissions levels beyond reductions in vehicle  
34 emissions that are likely to result by 2035 from the use of improved vehicle technologies  
35 and fuels and changes to the vehicle fleet. When determining whether a scenario meets a  
36 target, the reduction per capita is to be calculated as a percentage of the emissions per capita  
37 assuming 2005 light vehicle travel per capita and 2035 baseline assumptions for light  
38 vehicle technologies, fuels and fleet as set forth in Tables 1 and 2 of OAR 660-044-0010.  
39 The combined effect of the baseline assumptions for light vehicle technologies, fuels and  
40 fleet from 1990 to 2035, estimated changes to light vehicle travel from 1990 to 2005, and  
41 scenario planning to meet targets from 2005 to 2035 is to meet the greenhouse gas  
42 emissions reduction goal from 1990 to 2035.



# PROPOSED RULE AMENDMENTS AND NEW RULES

August 1, 2012

- 1 (10) ~~(7)~~ “Greenhouse gas emissions reduction toolkit” means the toolkit prepared by the Oregon  
2 Department of Transportation and the department to assist local governments in developing  
3 and executing actions and programs to reduce greenhouse gas emissions from light vehicle  
4 travel in metropolitan areas as provided in section 4, chapter 85, Oregon Laws 2010.
- 5 (11) ~~(8)~~ “Land use and transportation scenario planning” means the preparation and evaluation by  
6 local governments of two or more land use and transportation scenarios and the cooperative  
7 selection of a preferred scenario that accommodates planned population and employment  
8 growth while achieving a reduction in greenhouse gas emissions from light vehicle travel in  
9 the metropolitan area. Land use and transportation scenario planning may include  
10 preparation and evaluation of alternative scenarios that do not meet targets specified in this  
11 division.
- 12 (12) ~~(9)~~ “Light vehicles” means motor vehicles with a gross vehicle weight rating of 10,000  
13 pounds or less.
- 14 (13) ~~(10)~~ “Light vehicle travel within a metropolitan area” means trips made by light vehicles  
15 that begin and end within the same metropolitan planning area, and that portion of other  
16 trips made by light vehicles that occurs within the metropolitan planning area, including a  
17 portion of through trips (*i.e.*, trips that pass through the metropolitan planning area but do  
18 not begin or end there) and that portion within the metropolitan planning area of other light  
19 vehicle trips that begin or end within the metropolitan planning area. Trips and portions of  
20 trips that are within the metropolitan planning area are illustrated by solid lines as shown in  
21 Figure 1.



22  
23 **Figure 1. Light vehicle travel within a metropolitan area.** Circles indicate trip origins and  
24 destinations. Arrows indicate the direction of travel. Solid lines indicate the portion of each type of  
25 trip that is considered travel within a metropolitan area for purposes of this definition.

26 **(14) “Metro” means the metropolitan service district organized for the Portland**  
27 **metropolitan area under ORS chapter 268.**

28 (15) ~~(11)~~ “Metropolitan planning area” or “metropolitan area” means lands within the boundary  
29 of a metropolitan planning organization as of the effective date of this division.

# PROPOSED RULE AMENDMENTS AND NEW RULES

August 1, 2012

- 1 (16) ~~(12)~~“Metropolitan planning organization” means an organization located wholly within the  
2 State of Oregon and designated by the Governor to coordinate transportation planning in an  
3 urbanized area of the state pursuant to 49 U.S.C. 5303(c). ORS 197.629(7). Included are  
4 metropolitan planning organizations for the following areas: the Portland metropolitan area,  
5 the Bend metropolitan area, the Corvallis metropolitan area, the Eugene-Springfield  
6 metropolitan area, the Salem-Keizer metropolitan area and the Rogue Valley metropolitan  
7 area.
- 8 (17) **“Planning period” means the period of time over which the expected outcomes of a**  
9 **scenario plan estimated, measured from a base year, typically 2005, to a future year**  
10 **that corresponds with greenhouse gas emission targets set forth in this division.**
- 11 (18) **“Preferred land use and transportation scenario” means a generalized plan for the**  
12 **Portland metropolitan area adopted by Metro through amendments to the regional**  
13 **framework plan that achieves the targets for reducing greenhouse gas emissions set**  
14 **forth in OAR 660-044-0020 as provided in OAR 660-044-0040**
- 15 (19) ~~(13)~~“Scenario planning guidelines” means the guidelines established by the Oregon  
16 Department of Transportation and the department to assist local governments in conducting  
17 land use and transportation scenario planning to reduce greenhouse gas emissions from light  
18 vehicle travel in metropolitan areas as provided in section 3, chapter 85, Oregon Laws 2010.
- 19 (20) ~~(14)~~“Statewide Transportation Strategy” means the statewide strategy adopted by the  
20 Oregon Transportation Commission as part of the state transportation policy to aid in  
21 achieving the greenhouse gas emissions reduction goals set forth in ORS 468A.205 as  
22 provided in section 2, chapter 85, Oregon Laws 2010.

23 Stat. Auth.: ORS 197.040; Chapter 865 Oregon Laws 2009 (House Bill 2001) §37(6) and (8); Chapter 85 Oregon  
24 Laws 2010 Special Session (Senate Bill 1059) §5

25 Stats. Implemented: Chapter 865 Oregon Laws 2009 (House Bill 2001) §37(6) and (8); Chapter 85 Oregon Laws  
26 2010 Special Session (Senate Bill 1059) §5

27 Hist.: LCDC 5-2011, f. 5-26-11, cert. ef. 6-1-11

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# PROPOSED RULE AMENDMENTS AND NEW RULES

August 1, 2012

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**No amendments are proposed to the following rules in this division:**

**660-044-0010**  
**Target Setting Process and Considerations**

**660-044-0020**  
**Greenhouse Gas Emissions Reduction Target for the Portland Metropolitan Area**

**660-044-0025**  
**Greenhouse Gas Emissions Reduction Targets for Other Metropolitan Areas**

**660-044-0030**  
**Methods for Estimating Greenhouse Gas Emissions and Emissions Reductions**

**660-044-0035**  
**Review and Evaluation of Greenhouse Gas Reduction Targets**

**660-044-0020**  
**Greenhouse Gas Emissions Reduction Target for the Portland Metropolitan Area**

(The text of this rule is included for information only. No amendments are proposed to this rule.)

(1) Purpose and effect of targets

(a) Metro shall use the greenhouse gas emissions reduction targets set forth in section (3) of this rule as it develops two or more alternative land use and transportation scenarios that accommodate planned population and employment growth while achieving a reduction in greenhouse gas emissions from light vehicle travel in the metropolitan area as required by section 37 (6), chapter 865, Oregon Laws 2009.

(b) This rule does not require that Metro or local governments in the Portland metropolitan area select a preferred scenario or amend the Metro regional framework plan (as defined in ORS 197.015(16)), functional plans, comprehensive plans or land use regulations to meet targets set in this rule. Requirements for cooperative selection of a preferred land use and transportation scenario and for implementation of that scenario through amendments to comprehensive plans and land use regulations as required by section 37 (8), chapter 865, Oregon Laws 2009, shall be addressed through a separate rulemaking that the commission is required to complete by January 1, 2013.

(2) This rule applies to the Portland metropolitan area.

(3) The greenhouse gas emissions reduction target, as set forth in OAR 660-044-0005(6), for the Portland metropolitan area is a 20 percent reduction per capita in greenhouse gas emissions in the year 2035 below year 2005 emissions levels.

# PROPOSED RULE AMENDMENTS AND NEW RULES

August 1, 2012

- 1 (4) The greenhouse gas emissions reduction target in section (3) of this rule identifies the level  
2 of greenhouse gas emissions reduction to be met through land use and transportation  
3 scenario planning consistent with baseline assumptions and guidance in  
4 OAR 660-044-0010(2)(b)(A) to (C), including reductions expected to result from actions  
5 and programs identified in the Statewide Transportation Strategy.

6 Stat. Auth.: ORS 197.040; Chapter 865 Oregon Laws 2009 (House Bill 2001) §37(6); Chapter 85 Oregon Laws  
7 2010 Special Session (Senate Bill 1059) §5

8 Stats. Implemented: Chapter 865 Oregon Laws 2009 (House Bill 2001) §37(6); Chapter 85 Oregon Laws 2010  
9 Special Session (Senate Bill 1059) §5

10 Hist.: LCDL 5-2011, f. 5-26-11, cert. ef. 6-1-11

11



# PROPOSED RULE AMENDMENTS AND NEW RULES

August 1, 2012

## 1 Proposed New Rules

2 660-044-0040

### 3 Cooperative Selection of a Preferred Scenario; Initial Adoption

4 (1) Metro shall by December 31, 2014, amend the regional framework plan and the  
5 regional growth concept to select and incorporate a preferred land use and  
6 transportation scenario that meets targets in OAR 660-044-0020 consistent with the  
7 requirements of this division.

8 (2) In preparing and selecting a preferred land use and transportation scenario Metro  
9 shall:

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41  
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43

(a) Consult with affected local governments, the Port of Portland, TriMet, and the Oregon Department of Transportation;

(b) Consider adopted comprehensive plans and local aspirations for growth in developing and selecting a preferred land use and transportation scenario;

(c) Use assumptions about population, housing and employment growth consistent with the coordinated population and employment projections for the metropolitan area for the planning period;

(d) Use evaluation methods and analysis tools for estimating greenhouse gas emissions that are:

(A) Consistent with the provisions of this division;

(B) Reflect best available information and practices; and,

(C) Coordinated with the Oregon Department of Transportation.

(e) Make assumptions about state and federal policies and programs expected to be in effect in over the planning period, including the Statewide Transportation Strategy, in coordination with the responsible state agencies;

(f) Evaluate a reference case scenario that reflects implementation of existing adopted comprehensive plans and transportation plans;

(g) Evaluate at least two alternative land use and transportation scenarios for meeting greenhouse gas reduction targets and identify types of amendments to comprehensive plans and land use regulations likely to be necessary to implement each alternative scenario;

(h) Develop and apply evaluation criteria that assess how alternative land use and transportation scenarios compare with the reference case in achieving important regional goals or outcomes;

(i) If the preferred scenario relies on new investments or funding sources to achieve the target, evaluate the feasibility of the investments or funding sources including:

(A) a general estimate of the amount of additional funding needed;

(B) identification of potential/likely funding mechanisms for key actions, including local or regional funding mechanisms; and,

(C) coordination of estimates of potential state and federal funding sources with relevant state agencies (i.e. the Oregon Department of Transportation for transportation funding); and,

# PROPOSED RULE AMENDMENTS AND NEW RULES

August 1, 2012

- 1                   **(D) Consider effects of alternative scenarios on development and travel**  
2                   **patterns in the surrounding area (i.e. whether proposed policies will**  
3                   **cause change in development or increased light vehicle travel between**  
4                   **metropolitan area and surrounding communities compared to reference**  
5                   **case)**
- 6 **(3) The preferred land use and transportation scenario shall include:**
- 7       **(a) A description of the land use and transportation growth concept providing for**  
8       **land use design types;**
- 9       **(b) A concept map showing the land use design types;**
- 10       **(c) Policies and strategies intended to achieve the target reductions in greenhouse**  
11       **gas emissions in OAR 660-044-0020;**
- 12       **(d) Planning assumptions upon which the preferred scenario relies including:**
- 13               **(A) assumptions about state and federal policies, programs;**
- 14               **(B) assumptions about vehicle technology, fleet or fuels, if those are different**  
15               **than those provided in OAR 660-044-0010;**
- 16               **(C) assumptions or estimates of expected housing and employment growth by**  
17               **jurisdiction and land use design type; and**
- 18               **(D) assumptions about proposed regional programs or actions other than**  
19               **those that set requirements for city and county comprehensive plans and**  
20               **land use regulations, such as investments and incentives.**
- 21 **(e) Performance measures and targets to monitor and guide implementation of the**  
22 **preferred scenario. Performance measures and targets shall be related to key**  
23 **elements, actions and expected outcomes from the preferred scenario. The**  
24 **performance measures shall include performance measures adopted to meet**  
25 **requirements of OAR 660-012-0035(5).**
- 26 **(f) Recommendations for state or federal policies or actions to support the preferred**  
27 **scenario.**
- 28 **(4) When amending the regional framework plan, Metro shall adopt findings**  
29 **demonstrating that implementation of the preferred land use and transportation**  
30 **scenario meets the requirements of this division and can reasonably be expected to**  
31 **achieve the greenhouse gas emission reductions as set forth in the target in OAR 660-**  
32 **044-0020. Metro's findings shall:**
- 33       **(a) Demonstrate Metro's process for cooperative selection of a preferred**  
34       **alternative meets the requirements in (2)(a)-(j);**
- 35       **(b) Explain how the expected pattern of land use development in combination with**  
36       **land use and transportation policies, programs, actions set forth in the**  
37       **preferred scenario will result in levels of greenhouse gas emissions from light**  
38       **vehicle travel that achieve the target in 660-044-0020;**
- 39       **(c) Explain how the framework plan amendments are consistent with and adequate**  
40       **to carry out the preferred scenario, and are consistent with other provisions of**  
41       **the Regional Framework Plan; and,**
- 42       **(d) Explain how the preferred scenario is or will be made consistent with other**  
43       **applicable statewide planning goals or rules.**
- 44 **(5) Guidance on evaluation criteria and performance measures.**
- 45       **(a) The purpose of evaluation criteria referred to in subsection (2)(h) is to**  
46       **encourage Metro to select a preferred scenario that achieves greenhouse gas**  
47       **emissions reductions in a way that maximizes attainment of other community**

# PROPOSED RULE AMENDMENTS AND NEW RULES

August 1, 2012

1 **goals and benefits. This rule does not require the use of specific evaluation**  
2 **criteria. The following are examples of categories of evaluation criteria that**  
3 **Metro might use:**

- 4 (A) **Public health;**
- 5 (B) **Air quality;**
- 6 (C) **Household spending on energy or transportation;**
- 7 (D) **Implementation costs;**
- 8 (E) **Economic development;**
- 9 (F) **Access to parks and open space; and,**
- 10 (G) **Equity**

11 **(b) The purpose of performance measures and targets referred to in subsection**  
12 **(3)(e) is to enable Metro and area local governments to monitor and assess**  
13 **whether key elements or actions that make up the preferred scenario are being**  
14 **implemented, and whether the preferred scenario is achieving the expected**  
15 **outcomes. This rule does not establish or require use of particular**  
16 **performance measures or targets. The following are examples of types of**  
17 **performance measures that Metro might establish:**

- 18 (A) **Transit service revenue hours;**
- 19 (B) **Mode share;**
- 20 (C) **People per acre by 2040 Growth Concept design type;**
- 21 (D) **Percent of workforce participating in employee commute options**  
22 **programs; and,**
- 23 (E) **Percent of households and jobs within one quarter mile of transit**  
24

25 Stat. Auth.: ORS 197.040; Chapter 865 Oregon Laws 2009 (House Bill 2001) §37(8)

26 Stats. Implemented: Chapter 865 Oregon Laws 2009 (House Bill 2001) §37(8)

27 Hist.:

28  
29 **OAR 660-044-0045**

## 30 **Adoption of Regional Plans to Implement the Preferred Scenario**

31 **(1) Within one year of the commission's approval of Metro's amendments to the regional**  
32 **framework plan to select and incorporate a preferred land use and transportation**  
33 **scenario, Metro shall adopt or amend regional functional plans to implement the**  
34 **framework plan amendments.**

35 **(2) The regional functional plans or amendments shall set requirements, deadlines and**  
36 **compliance procedures for local comprehensive plans, including for amendments to**  
37 **local comprehensive and local transportation system plans needed to carry out the**  
38 **framework plan amendments. The functional plan amendments shall require that**  
39 **affected cities and counties adopt implementing amendments to comprehensive plans**  
40 **and land use regulations within two years of acknowledgement of Metro's functional**  
41 **plan amendments or by a later date specified in the adopted functional plan.**

42 **(3) The regional functional plans or amendments shall require local governments to**  
43 **amend local comprehensive plans, transportation system plans and land use**  
44 **regulations to:**

- 45 **(a) Use population, housing and employment allocations to specific areas and land use**  
46 **design types that are consistent with estimates in framework plan including**  
47 **assumptions about densities, infill, and redevelopment;**



# PROPOSED RULE AMENDMENTS AND NEW RULES

August 1, 2012

- 1 (b) Apply comprehensive plan designations and zoning districts that are consistent with  
2 land use design type, including allowing uses and densities that are consistent with  
3 land use design type; and limiting uses that would be incompatible with the design  
4 type specified in the preferred scenario; and,  
5 (c) Include other provisions needed to implement the amended framework plan.  
6

7 (4) As part of its adoption, Metro shall adopt findings which demonstrate that actions  
8 required by functional plans or amendments are consistent with and adequate to carry  
9 out the relevant portions of the preferred land use and transportation scenario set  
10 forth in the adopted framework plan amendments. The findings shall demonstrate  
11 that assumptions or allocations of housing and employment growth to specific areas  
12 are consistent with the estimates or assumptions in the framework plan amendments.  
13 In the event Metro's allocations or assumptions vary from those upon which the  
14 framework plan amendments are based, Metro shall demonstrate that the revised  
15 assumptions or allocations, in combination with other measures adopted to as part of  
16 the functional plans or amendments will meet the GHG reduction target in OAR 660-  
17 044-0020.

18 (5) Those portions of the preferred scenario in the framework plan that Metro chooses to  
19 implement by setting requirements for city and county comprehensive plans and land  
20 use regulations shall be set forth in amendments to the appropriate functional plan.  
21 The amendments shall meet the following minimum planning standards:

22 (a) The Council shall follow the process set forth in the Metro Charter for adoption of  
23 amendments to the Regional Framework Plan;

24 (b) To adopt or amend a functional plan, the Council shall follow the process set forth in  
25 the Metro Charter for adoption of ordinances;

26 (c) The Council shall strive for flexibility when establishing new requirements for cities  
27 and counties, and shall consider offering optional compliance paths to cities and  
28 counties, such as adoption of a model ordinance developed by Metro;

29 (d) Amendments to a functional plan that establish new requirements for cities and  
30 counties shall be made enforceable in the functional plan pursuant to ORS  
31 268.390(6);

32 (6) When it adopts an updated regional transportation system plan required by required  
33 by OAR 660-012, Metro shall demonstrate that the updated plan is consistent with  
34 framework plan amendments adopting a preferred scenario as provided in (3) above.

35  
36 Stat. Auth.: ORS 197.040; Chapter 865 Oregon Laws 2009 (House Bill 2001) §37(8)

37 Stats. Implemented: Chapter 865 Oregon Laws 2009 (House Bill 2001) §37(8)

## 39 OAR 660-044-0050

### 40 Commission Review of Regional Plans

41 (1) The commission shall review Metro's framework plan amendments adopting a  
42 preferred land use and transportation scenario and amendments to functional plans to

# PROPOSED RULE AMENDMENTS AND NEW RULES

August 1, 2012

1 implement the framework plan amendments in the manner provided for periodic  
2 review under ORS 197.628 to 197.650.

3 (2) The commission's review of framework plan amendments adopting a preferred land use  
4 and transportation scenario shall determine whether the preferred scenario can  
5 reasonably be expected to achieve greenhouse gas emission reductions as set forth in  
6 the targets in OAR 660-044-0020, other requirements of this division, and any  
7 applicable statewide planning goals.

8 (3) The commission's review of amendments to functional plans shall determine whether  
9 the adopted functional plans are consistent with and adequate to carry out relevant  
10 portions of the framework plan amendments.

11 (4) The commission may conduct review of Metro's framework plan amendments  
12 adopting a preferred scenario in conjunction with review of a UGB update or an  
13 update to the regional transportation system plan.

14  
15 Stat. Auth.: ORS 197.040; ORS 197.274(2); Chapter 865 Oregon Laws 2009 (House Bill 2001) §37(8)  
16 Stats. Implemented: ORS 197.274(2); Chapter 865 Oregon Laws 2009 (House Bill 2001) §37(8)  
17  
18  
19

## 20 OAR 660-044-0055

### 21 Adoption of Local Plans to Implement the Preferred Scenario

22 (1) Local governments shall amend comprehensive plans, and use regulations, and  
23 transportation system plans to be consistent with and implement relevant portions of  
24 the preferred land use and transportation scenario as set forth in Metro's functional  
25 plans or amendments. "Consistent" for the purpose of this section means city and  
26 county comprehensive plans and implementing ordinances, on the whole, conforms  
27 with the purposes of the performance standards in the functional plan and any failure  
28 to meet individual performance standard requirements is technical or minor in  
29 nature.

30 (2) Beginning one year from Metro's adoption of a preferred scenario, local governments  
31 shall, in adopting an amendment to a comprehensive plan or transportation system  
32 plan, other than a comprehensive plan or transportation system plan update or  
33 amendment to implement the preferred scenario, demonstrate that the proposed  
34 amendment is consistent with the preferred land use and transportation scenario.

35 Stat. Auth.: ORS 197.040; ORS 197.274(2); Chapter 865 Oregon Laws 2009 (House Bill 2001) §37(8)  
36 Stats. Implemented: ORS 197.274(2); Chapter 865 Oregon Laws 2009 (House Bill 2001) §37(8)  
37  
38

## 39 OAR 660-044-0060

### 40 Monitoring

41 (1) Metro shall as part of reports required by ORS 197.301 prepare a report monitoring  
42 progress in implementing the preferred scenario including status of performance  
43 measures and performance targets adopted as part of the preferred scenario.  
44

# PROPOSED RULE AMENDMENTS AND NEW RULES

August 1, 2012

- 1 (2) **Metro's report shall assess whether the region is making satisfactory progress in**  
2 **implementing the preferred scenario; identify reasons for lack of progress, and identify**  
3 **possible corrective actions to make satisfactory progress.**  
4
- 5 (3) **The commission shall review the report and shall either find Metro is making**  
6 **satisfactory progress or provide recommendations for corrective actions to be**  
7 **considered or implemented by Metro prior to or as part of the next scheduled update**  
8 **of the preferred scenario.**  
9

10  
11 Stat. Auth.: ORS 197.040; ORS 197.301; ORS 197.274(2); Chapter 865 Oregon Laws 2009 (House Bill 2001)  
12 §37(8)

13 Stats. Implemented: ORS 197.301, Chapter 865 Oregon Laws 2009 (House Bill 2001) §37(8)  
14



July 16, 2012



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Pat Egan, Chair  
Oregon Transportation Commission  
c/o Oregon Dept. of Transportation  
Planning Unit, Attn: Kristina Evanoff  
555 13th Street NE, Suite 2  
Salem, OR 97301  
Submitted via email: [OregonSTS@odot.state.or.us](mailto:OregonSTS@odot.state.or.us)

**Subject: City of Wilsonville Comments on Draft Statewide Transportation Strategy (STS)**

Dear Chair Egan and Members of the Oregon Transportation Commission (OTC):

The Wilsonville City Council appreciates the opportunity to provide comment on the Draft Statewide Transportation Strategy (STS), dated May 2012. The STS seeks to identify the most effective greenhouse gas (GHG) emissions reduction strategies in transportation systems, vehicle and fuel technologies, and urban land use patterns.

The City Council met on July 2 to review and discuss components of the draft STS, and has the following specific issues for consideration by the OTC to improve the STS:

1. **Urban Land-Use Patterns — Siting Jobs Near Housing:** The Draft STS appears to only casually note that urban land-use patterns contribute to GHG emissions. The *Draft STS Summary and Next Steps* document, pp. 61-62, states:

“Oregon needs to continue to manage how land is developed to limit sprawl, and should look for opportunities to provide transportation, jobs, and amenities where they will facilitate more walkable, mixed-use communities.”

The City Council suggests adding a related land-use planning strategy to Recommendation G4 that addresses the relationship between new employment areas and housing. Such a strategy can provide valuable benefits that result in both a potential reduction in vehicle miles traveled (VMT) and GHG emissions by encouraging policies to site residential living opportunities near where jobs are located in employment areas. In particular, new urban growth boundary (UGB) expansion areas should seek to place employment areas in close proximity to residential living areas in order to provide shorter-distance work commutes that more easily accommodate active transportation and transit options. We should avoid land-use planning that “institutionalizes” cross-region commuting from where people live to where they work.

2. **Increasing transit and job connections:** The *Draft STS Summary and Next Steps* document contains a series of recommendations under “G9 – Transit Growth,” pp. 35-37. While these policy recommendations are fine, they fall short of a critical component for a successful transit policy: increasing transit and job connections.

As the operator of a growing urban-area transit system, South Metro Area Regional Transit (SMART), in a job-rich municipality, the City of Wilsonville has extensive

*“Serving the community with pride”*

experience gained over two decades in transit operations. One of the key components that the City has found in a successful transit program is to increase transit and job connections.

In particular, one of the most important elements for increasing the use of transit options for commuting workers as way to reduce VMT and GHG emissions is to focus on the “last-mile” connection; that is, getting from home to the transit connection and getting from the transit connection to the worksite. Studies and experience have demonstrated that resolving the “last-mile” connection can greatly encourage the use transit alternatives as a regular transportation mode. To this end, for example, SMART buses meet incoming Tri-Met Westside Express Service (WES) commuter trains in order to deliver commuting employees to their worksites within 10 minutes of arrival on the train.

3. **Promoting multi-modal systems and connectivity:** The *Draft STS Summary and Next Steps* document, pp. 36-37, outlines a number of practical, effective policies pertaining to “Intra-city” and “Inter-city” public transportation. The City Council supports proposed policies:

“Element G9.8: Promote increased transit service between MPO areas and between population and job centers.”

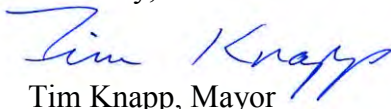
“Element G9.9: Focus public transportation investments in high-volume corridors with potential for modal diversion.”

“Element G9.10: Utilize existing infrastructure where possible (e.g., bus-rapid transit [BRT]) for transit passenger service.”

Not only do these kinds of policies result in potential reductions in VMT and GHG emissions, they also have the added benefit of removing commuter vehicles from congested arterials, and thereby improving the capacity of existing roadways for trucks and the movement of freight. Again, the City’s experience as the operator of the SMART transit system, which connects the Salem and Canby “labor sheds” with the greater Wilsonville and Portland metro region’s employment areas, illustrates that promoting multi-modal systems and connectivity can make a significant difference in transit utilization and corresponding reductions in VMT and GHG emissions.

The Wilsonville City Council appreciates the time and consideration by the OTC of our comments on the Draft STS. Thank you.

Sincerely,



Tim Knapp, Mayor

cc: Wilsonville City Council  
French Prairie Forum  
Metro Council, JPACT and MPAC  
Clackamas County Coordinating Committee  
Washington County Coordinating Committee

Materials following this page were distributed at the meeting.



JOINT POLICY ADVISORY COMMITTEE ON TRANSPORTATION

July 12, 2012

Metro Regional Center, Council Chamber

MEMBERS PRESENT

Sam Adams  
Rex Burkholder  
Jack Burkman  
Carlotta Collette, Chair  
Shirley Craddick  
Nina DeConcini  
Craig Dirksen  
Deborah Kafoury  
Ann Lininger  
Neil McFarlane  
Roy Rogers  
Jason Tell  
Bill Wyatt

AFFILIATION

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

MEMBERS EXCUSED

Shane Bemis  
Donna Jordan  
Steve Stuart  
Don Wagner

AFFILIATION

City of Gresham, representing Cities of Multnomah Co.  
City of Lake Oswego, representing Cities of Clackamas Co.  
Clark County  
Washington State Department of Transportation

ALTERNATES PRESENT

Tim Knapp

AFFILIATION

City of Wilsonville, representing Cities of Clackamas Co.

STAFF: Andy Cotugno , Kim Ellis, Maria Ellis, Elissa Gertler, Kathryn Harrington, Ted Leybold, Robin McArthur, Kelsey Newell, Ramona Perrault, Dylan Rivera, Mike Hoglund, Marc Week.

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

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

**2. CITIZEN COMMUNICATIONS ON JPACT ITEMS**

There were none.

**3. COMMENTS FROM THE CHAIR & COMMITTEE MEMBERS**

Ms. Nina DeConcini provided an overview of the Oregon Clean Fuels Program(OCFP). The OCLP is part of an integrated strategy the state is conducting in respect to energy, climate change and transportation. The project will have 2 phases, with phase-1 starting in January 2013, which would require importers of fuels to begin documenting volumes and carbon intensities of the fuel they have. Phase 2, which would



involve legislation and advisory committees, would begin at later time. Sometime in the next few weeks DEQ will begin a public comment period though the end of August.

Chair Collette provided an update on the Climate Smart Communities project. As work with local staff continues, Metro Staff have provided a document, which clearly explains what the project is and how the project will take into account local community's goals. Chair Collette stated that over the summer she hoped local plans could be pulled together that will be aggressive enough to meet the green house gas goals but also benefits all our communities.

Chair Collette invited the committee to attend a presentation by Dr. Manuel Pastor on Monday July 30, 2012 at 5pm at the metro regional center. Dr. Pastor melds issues like the environmental justice, economy business and how to address these issues to our benefit.

Mr. Andy Cotugno provided an update to the recently passed Transportation Reauthorization Bill. Overall, the level of funding stayed flat. The bill is only for two years. Intentions to eliminate transit funds did not happen. The Transportation Infrastructure Finance and Innovation Act (TIFIA) funding were substantially improved which will benefit the Colombia River Crossing funds from tolling. Safer routes to school program, the transportation enhancement and recreation trails programs were merged into the transportation alternatives program which overall was reduced by 40%. Congestion Mitigation and Air Quality Improvement (CMAQ) funds were reduced 5%. There were new changes to diesel particulate procedures in the CMAQ funds, which may also spread out CMAQ funding. The bridge program was combined into the Surface Transportation Program (STP) program and the National Highway System (NHS) program, which may change the way the region funds bridges. There was a significant addition to the bill about performance standards, which will require state and MPO's to set performance targets.

#### **4. CONSENT AGENDA**

- **Consideration of the JPACT Minutes for June 14, 2012**
- **Amendments to the 2012-15 Metropolitan Transportation Improvement Program (MTIP) to Add:**
  - **Resolution No. 12-4357:** The Kellogg Lake Multi-Use Bridge Project;
  - **Resolution No. 12-4358:** The Construction Phase of the I-84 Eastbound to I-205 Northbound Auxiliary Lane Project; and
  - **Resolution No. 12-4359:** The Crescent Connection – Cedar Hills Boulevard to Denny Road Bicycle, Pedestrian and Transit Access Project.

MOTION: Mr. Jason Tell moved, Commissioner Ann Lininger seconded, to approve the Consent Agenda.

ACTION TAKEN: With all in favor and one abstain (C. Dirksen), the motion passed.

Mayor Dirksen noted he was absent at the last meeting and could not vote on the minutes.

#### **4. COMMUNITY INVESTMENT INITIATIVE (CII) STRATEGIC PLAN**

Chair Collette introduced the CII strategic plan. Chair Collette explained the history of CII and mission of the CII leadership council. Current resources can only pay for only half of the needed infrastructure investments. CII was formed to extract the knowledge and expertise of leaders from the private sector to help fill this gap. Chair Collette introduced the Co-Chair of the CII leadership council Ms. Karen Williams along with Mr. Bill Wyatt who is also on the council. Ms. Williams overviewed the CII

strategies to include: Increase resources for transportation investments; establish an infrastructure investment vehicle for the region; create a ‘development-ready’ pilot program for local communities; Support infrastructure planning for school districts. Ms. Williams noted that CII would not have political authority instead, the organization would give leaders tools to provide needed infrastructure.

The committee discussed the following items:

- Some members of the committee expressed concern that CII could be perceived as propionate for tax increases. Ms. Williams noted that CII is a politically diverse organization. This group would encourage better use current funds before advocating for new resources.
- Members recommended looking at projects of national significance and the National Freight Strategic Plan.
- Members were concerned that state efforts to develop a Partnerships B.C. model in Oregon and the tri-state effort on the West Coast Infrastructure Exchange \ could eclipse the work of CII. They encouraged the Regional Infrastructure Enterprise program to move forward focusing on regional needs.

## **5. COMMENT LETTER ON DRAFT OREGON STATEWIDE TRANSPORTATION STRATEGY**

Mr. Mike Hoglund of Metro discussed the Comment Letter on Draft Oregon Statewide Transportation Strategy (STS). The STS is the Oregon transportation Commission’s (OTC) response to Senate Bill 1059, which requires that the state develop and approve a STS that addresses Greenhouse Gas reductions. The draft STS is currently in a public comment period until July 20. The State is in Phase One, testing strategies to see how the state can reduce Carbon Dioxide emission levels by 75% from 1990 by 2050. The works is broader than Metro’s Climate Smart Communities in that it includes air and freight movement. Metro’s staff comment letter recommends the OTC to approve the STS, immediately move to Phase Two, and identifies two thematic areas for GHG reduction strategies that should be carried into Phase Two.

The committee discussed the following items:

- Mayor Tim Knapp expressed concerned that the nexus between land use and transportation was not directly addressed in the comment letter. Mayor Knapp recommended emphasizing the connection between housing and job location

**MOTION:** Mr. Neil McFarlane moved, Mayor Craig Dirksen seconded, to approve the Comment Letter on Draft Oregon Statewide Transportation Strategy with the friendly amendment.

### *Discussion:*

Mayor Dirksen caution against getting involved in strategic details and criteria before Phase Two of the project. Mayor Knapp stated that, based on prior experience, if the issues he addressed were not cited they may be over looked and suggested verbiage he stated be added into a friendly amendment.

**ACTION TAKEN:** With all in favor and one abstain (J. Tell), the motion passed.

## **6. STATE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)**

Mr. Jason Tell discussed the Oregon Transportation Commission's (OTC) consideration of updates to the STIP process. The OTC is considering a different project selection process than it has in the past. The Oregon Department of Transportation staff has issued a proposal to the Oregon Transportation Commission (OTC) for updating the funding allocation and project selection process for funding programs led by the DOT. The attached proposal would consolidate several separate funding programs into two funding categories: "Fix-It", concentrating on maintaining existing assets, and "Enhance" to expand or modernize transportation facilities. Mr. Tell further discussed options for an Area Commission of Transportations for Region one which includes areas outside of the JPACT area. Mr. Ted Leybold of Metro explained the comment letter developed by Metro Staff and reviewed by TPAC. The letter consisted of three main points: Encourage the OTC to slow down the adoption process to allow better review. Work with local stakeholders to develop prioritization criteria for projects, and clarify that JPACT would be entity responsible for project selection within its boundaries.

The committee discussed the following items:

- Members expressed concern that the STIP changes are happening too fast.
- Members stated that they did not see a problem with the current system and the changes would be significant. Putting all funds in one large source could make project prioritization difficult for local communities and make it difficult for the region to reach its goals.
- Some members expressed concern that the rural areas of counties are not well represented outside the JPACT area.
- Some members expressed concern from the impact of moving some decisions to administrators from elected officials.
- Committee members stated that without knowing the criteria for project prioritization it would be difficult to support the changes.

Metro staff will create a memo for the OTC that will capture the concerns from JPACT members.

**7. ADJOURN**

Chair Collette adjourned the meeting at 8:30 a.m.

Respectfully submitted,



Marc Week  
Recording Secretary

ATTACHMENTS TO THE PUBLIC RECORD FOR JULY 12, 2012

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

ITEM	Document type	Doc Date	Document Description	Document No.
3	Flyer	7/2012	Manuel Pastor Speaking event	071212j-01
3	Handout	7/2012	Portland Region Policy Positions MAP-21 Results	071212j-02
3	Handout	7/2012	MAP-21 Estimated Oregon Apportionments	071212j-03

<b>3</b>	PPT	12/07/2012	CII overview	071212j-04
<b>4</b>	Handout	05/07/12	OTC STIP review	071212j-05



# East Metro Connections Plan

*Investing in East Metro*

JPACT  
August 9, 2012



## TODAY

- Policy background
- Process & Findings
- Recommendation & Implementation



## East Metro Connections Plan

- Project Partners  
Gresham, Fairview, Troutdale,  
Wood Village, Multnomah  
County

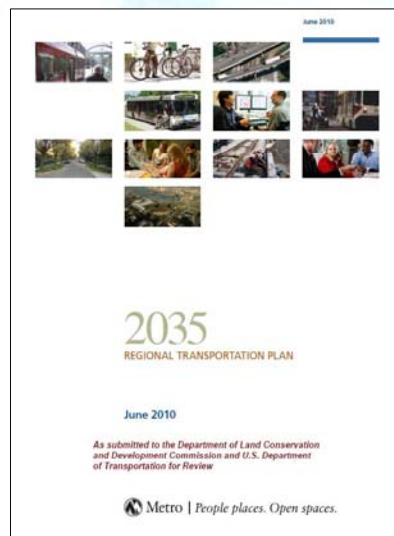
- Multiple Stakeholders  
Citizens of East Multnomah  
County, Clackamas County and  
Cities, ODOT, Port of Portland,  
TriMet



## First plan from the 2035 Regional Transportation Plan

EMCP recommendation will lead to an **amended** Regional Transportation Plan

**Collective advocacy** for regional, state, and federal funding for the action plan.



## Updates to local TSPs

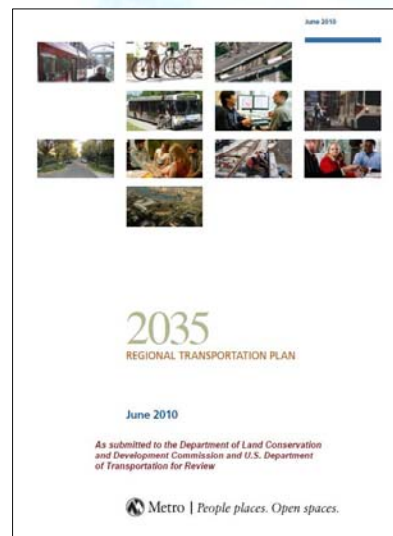
- Transportation System Plan (TSP)
  - Policies
  - Functional Classifications
  - Transportation Projects List
  - Funding Mechanisms
  
- East Metro Connections Plan
  - Addresses *regionally significant* north-south, east-west arterials and collectors
  - Results in a prioritized list of transportation projects for inclusion in Transportation System Plans

Project No.	Project Name	Project Description	Cost Estimate
32	Neighborhood Traffic Control	Install neighborhood traffic control devices, and traffic calming features	\$1,100,000
191	Dak St., 165th Ave. to 168th Ave.	Construct new street	\$194,265
99	Orient Dr. at Chase Rd.	Signalize intersection	\$150,000
100	Orient Dr., Kane Dr. to Trousdale Rd.	Upgrade to arterial standards	\$2,000,000
197	Pacific St., 174th Ave. to 177th Ave.	Improve substandard street	\$523,875
101	Palmquist Rd., Hogan Rd. to Hwy 20	Upgrade to collector standards	\$1,889,710
33	Palmquist Hwy. to Orient Rd.	Realign and reconstruct Palmquist	\$1,000,000
198	Pine St., 169th Ave. to 172nd Ave.	Construct new street	\$150,110
34	Pleasant Valley Transportation Plan	Develop and implement plan	\$55,500
102	Pleasant View Dr., Highland Cr. to Butler Rd.	Upgrade to arterial standards	\$2,000,000
	Pleasant View Cr., Powell Loop to Birchford Lake Pkwy.	Widen roadway and construct curb and gutter, sidewalks, bike lanes and storm drainage	\$754,441
35	Powell Blvd., 174th Ave. to Eastman Pkwy.	Widen Powell to five lanes and add bike lanes, sidewalks, curbs, gutters, street lighting, center medians	\$6,466,020
104	Powell Blvd. at Walters Rd.	Traffic signal safety improvements	\$150,000
36	Powell Blvd., Eastman Pkwy. to Hogan Rd.	Complete boulevard design improvements	\$4,000,000
	Powell Valley Rd., Burnside Rd. to Kane Rd. (257th Ave.)	Construct arterial standards with four travel lanes, center turn lane, bike lanes and pedestrian facilities	\$1,185,000
105	Powell Valley Rd., Kane Dr. to Trousdale Rd.	Construct collector street standards with bike lanes and pedestrian facilities, realign intersection at Lindsey/Trousdale Rd.	\$2,000,000
38	Ragner Rd. Butler Rd. to County Line	Construct standard collector improvements	\$1,107,000
106	Ragner Rd. at Roberts	Construct traffic control circle and bike lanes	\$500,000
107	Ragner Rd., Butler Rd. to Gaabert Rd.	Widen roadway and construct curb and gutter, sidewalks, bike lanes, storm drainage and intersection improvements	\$6,306,000
108	Ragner Rd., Kelly Ave. to Gaabert Rd.	Widen roadway and construct curb and gutter, sidewalks, bike lanes, storm drainage and intersection improvements	\$1,076,700



## EMCP - RTP update

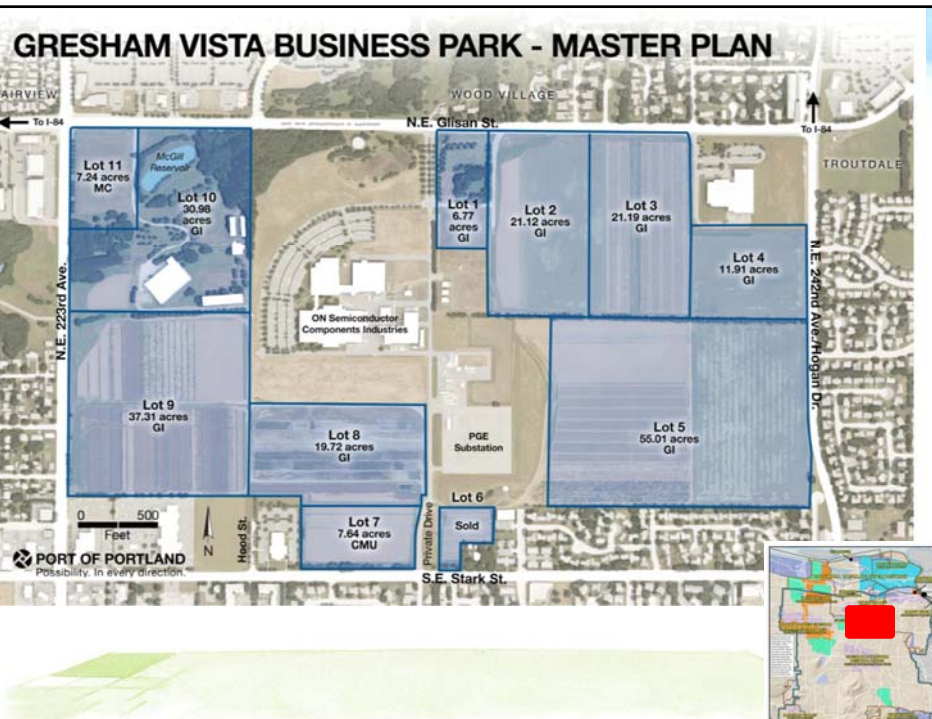
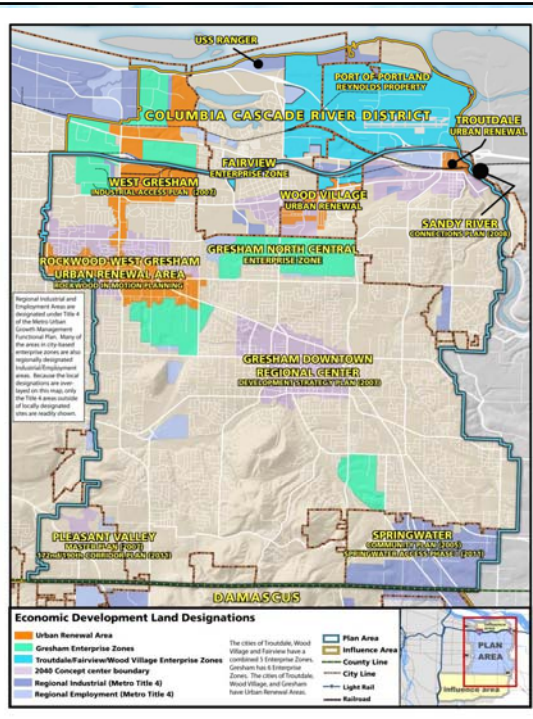
- August 9 Metro Resolution endorses the **projects** and **policies** of EMCP
  
- RTP amendment will be separate process beginning this fall



## Investments that serve key land uses

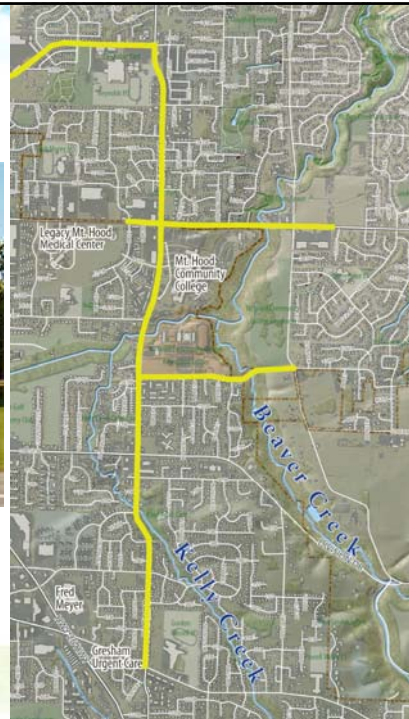
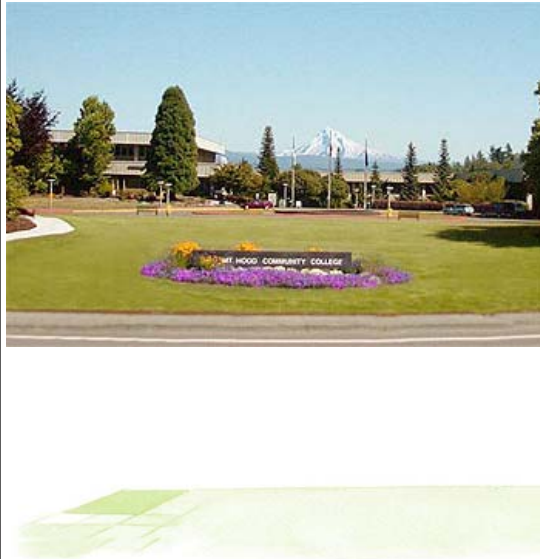
- Columbia Cascade River District
- Urban renewal areas
- Employment areas, including Gresham Vista and Springwater
- Downtown development

Project not recommending any changes to land use – what investments will activate current land uses?

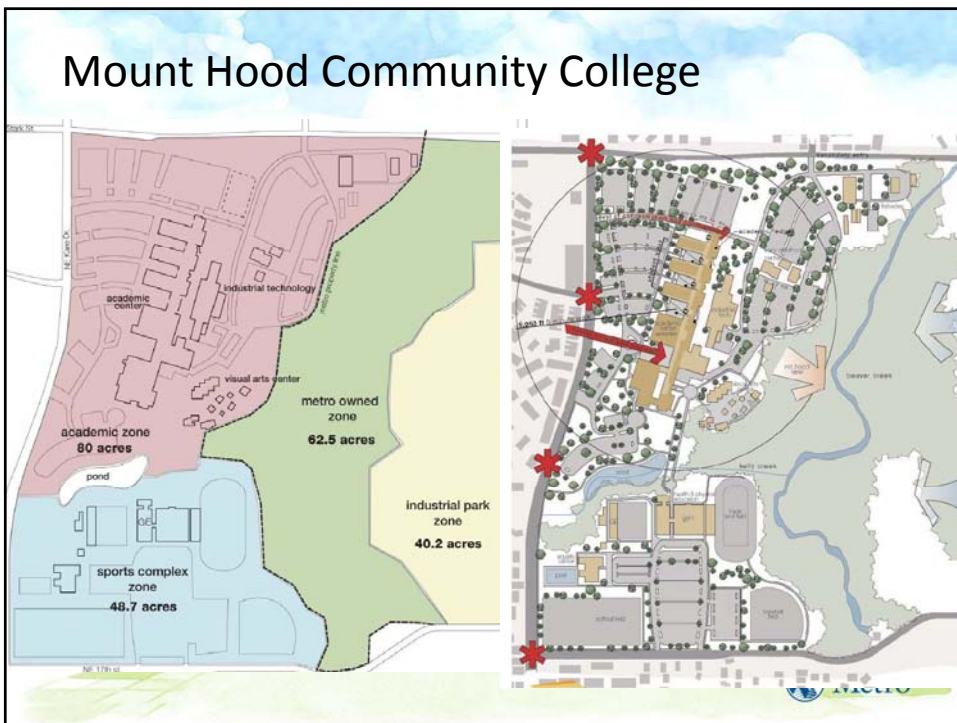




# Mount Hood Community College



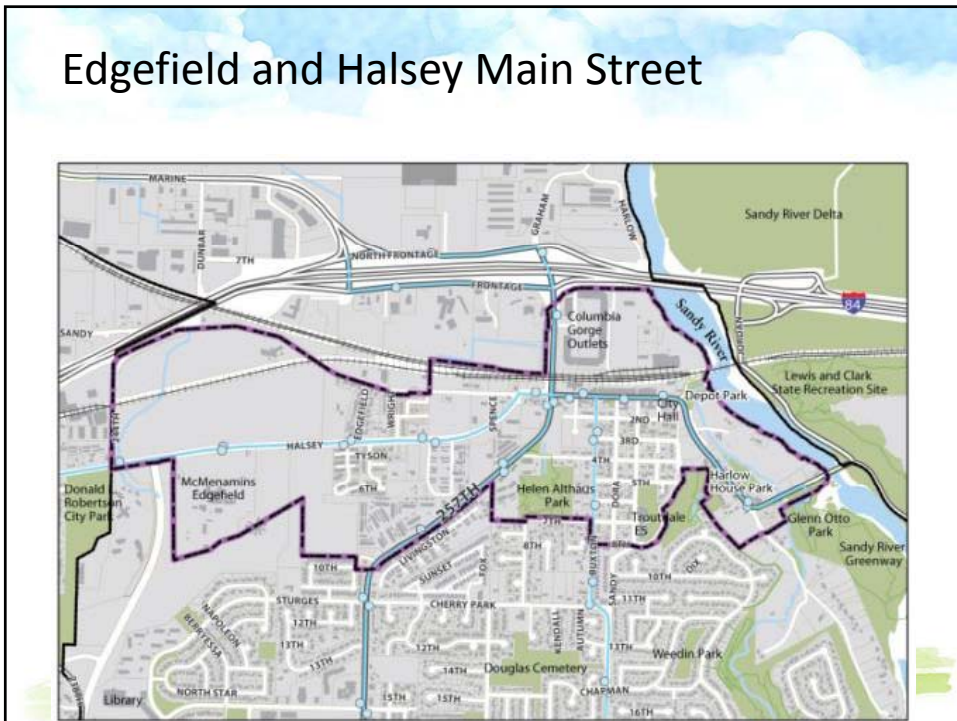
# Mount Hood Community College



## Edgefield and Halsey Main Street



## Edgefield and Halsey Main Street



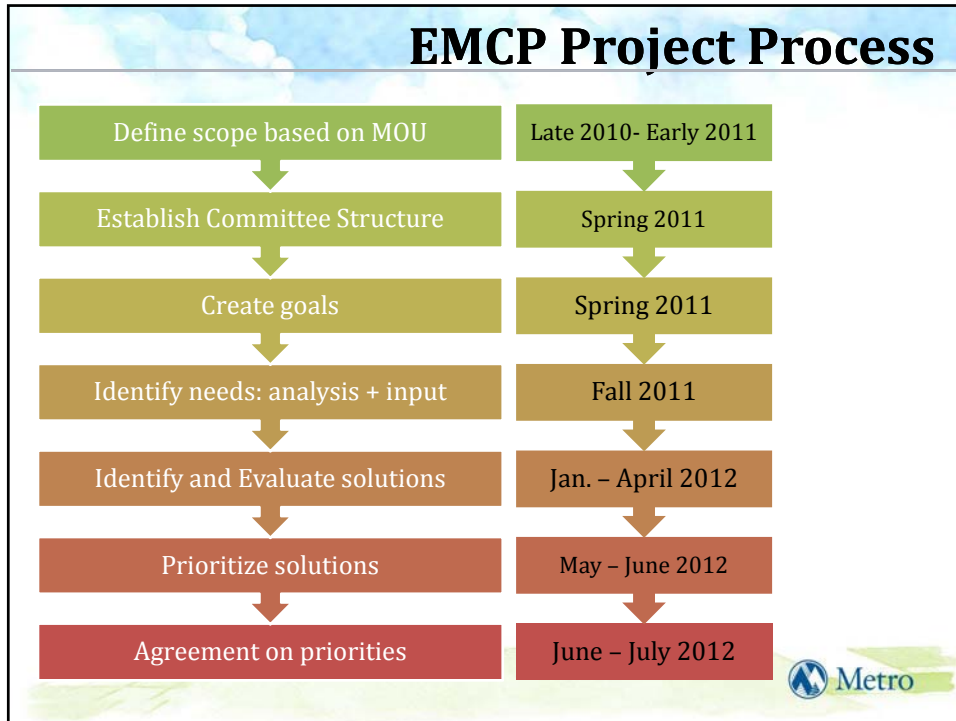



## Edgefield and Halsey Main Street



## EMCP - Process and Findings







### **Goals for East Metro Connections Plan**

- Support north/south connectivity between I-84 and US 26, as well as east/west connectivity and capacity in the East Metro plan area.*
- Make the best use of the existing transportation system.*
- Develop multiple solutions that encompass all transportation modes.*
- Foster economic vitality.*
- Distribute both benefits and burdens of growth.*
- Enhance the livability and safety of East Metro communities. Ensure that East Metro is a place where people want to live, work and play.*
- Support the local land use vision of each community.*
- Enhance the natural environment.*



# EMCP Project Overview

**This project is not**

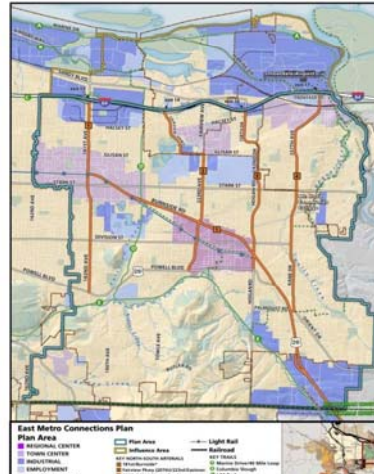
- A “single fix”
- One major road connector



**Mt. Hood Pkwy. Project Alternative (2002)**

**This project is**

- A regional network solution
- Corridor-based



**East Metro Connections Plan Network (2012)**



## Supporting the “regional grid”

- Balanced performance
- Arterials accommodate mobility
- Distributed system

“Silver buckshot” not “silver bullet”



# Public Outreach

- ↳ Steering Committee (6 meetings)
- ↳ Economic Development Committee (2 meetings)
- ↳ Technical Advisory Team (42 meetings)

- ↳ EMCP **Open House** March 2012
- ↳ Regular updates to **East Multnomah County Transportation Committee (EMCTC)**
- ↳ Oregon Truck Driving Championship (June 2011)
- ↳ Regular email updates to interested parties list

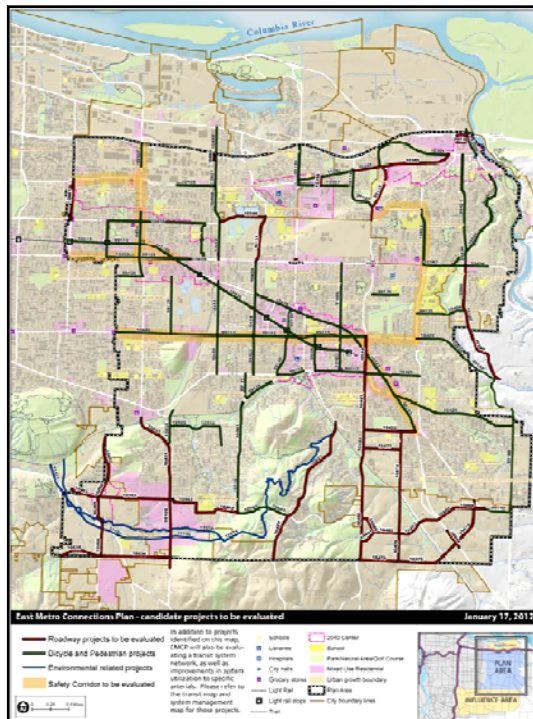
↳ Presentations to Gresham, Fairview, Troutdale, Wood Village City Councils and Planning Commissions plus Multnomah County Commission

- ↳ Gresham Neighborhood Associations = 8 visits
- ↳ Coalition of Gresham Neighborhoods = 2 visits
- ↳ Southwest Gresham Neighborhood Information Fair
- ↳ Joint outreach with Gresham's **Healthy Eating Active Living** program, including open houses summer 2011

- ↳ **Online survey** about travel in East County
- ↳ **Neighborhood Connections:** 4 articles
- ↳ **Oregonian:** 4 articles
- ↳ **Outlook Newspaper:** 2 articles
- ↳ **Daily Journal of Commerce**



- Engagement of:
- ✓ Gresham Area Chamber of Commerce
  - ✓ East Metro Economic Alliance
  - ✓ Mt Hood Community College
  - ✓ School districts
  - ✓ Parks & natural environment stakeholders
  - ✓ Freight stakeholders
  - ✓ Equity stakeholders



Investigate potential solutions (Dec to Mar)

Emerging priorities (Mar to April)

Agreement on priorities (May to July)

## Identifying Projects

Many **disparate** projects along primary corridors  
(Dec. 2011 to March 2012)

↓

**BUNDLES** of projects along each primary corridor  
(March to April 2012)

## Recommendation

Many **disparate** projects along primary corridors  
(Dec. 2011 to March 2012)

↓

**Bundles** of projects along each primary corridor  
(March to April 2012)

↓

**THEME** bundled projects = **“Investment Packages”**  
(April to May 2012)




## North-South Connectivity

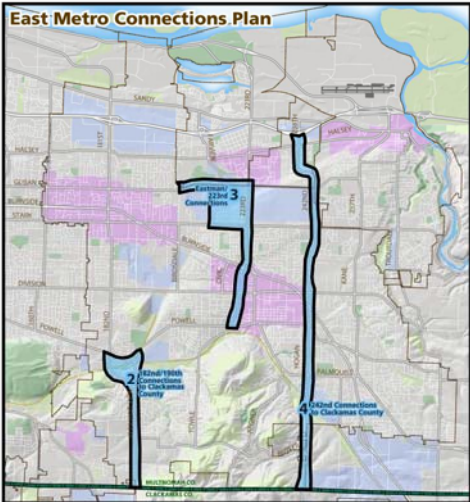
**ACCESS & MOBILITY**

Intersection improvements

Road widening



**East Metro Connections Plan**

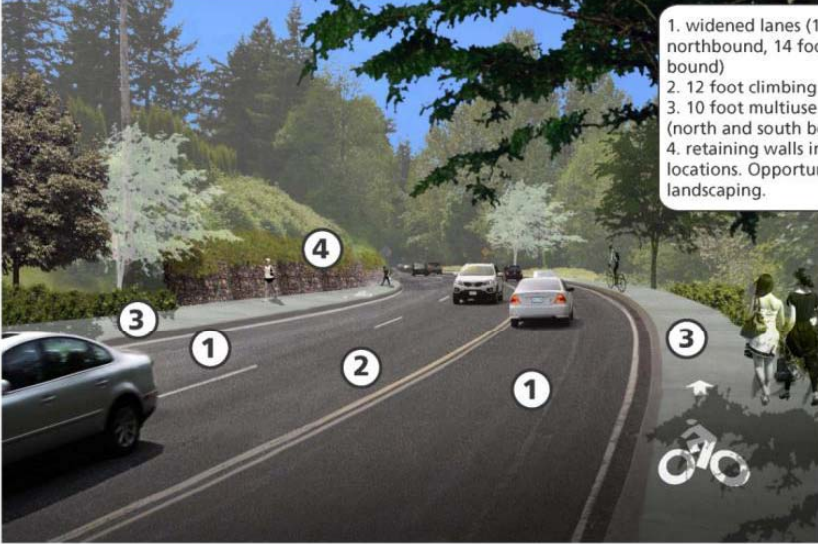


**Recommended Investment Packages** June 6, 2012

<ul style="list-style-type: none"> <li><span style="color: blue;">■</span> Access &amp; mobility</li> <li><span style="color: yellow;">■</span> Safety</li> <li><span style="color: magenta;">■</span> Economic development</li> <li><span style="color: green;">■</span> Multimodal</li> <li><span style="color: orange;">■</span> Regional gateway</li> </ul>	<ul style="list-style-type: none"> <li>11 181st/182nd Safety Corridor</li> <li>21 182nd/190th Connections to Clackamas County</li> <li>31 Eastman/223rd Connections</li> <li>41 242nd Connections to Clackamas County</li> <li>51 Southeast Gateway</li> <li>61 257th Safety Corridor</li> <li>71 Sandy River to Springwater multimodal Corridor</li> <li>81 Regional East West Transit Link</li> <li>Managing the System (Post mapped)</li> </ul>	<ul style="list-style-type: none"> <li>91 Rockwood 181st</li> <li>101 Pleasant Valley</li> <li>111 Downtown Gresham</li> <li>121 Gresham West</li> <li>131 Catalyst for Springwater District</li> <li>141 Downtown Fairview and Wood Village</li> <li>151 Hilary Main Street</li> <li>161 Downtown Troutdale</li> </ul>
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## Improvements to 238<sup>th</sup>/242<sup>nd</sup>

**Refined 238th - looking north**    widened travel lanes, widened bicycle and pedestrian facility for safety



1. widened lanes (15 foot northbound, 14 foot southbound)
2. 12 foot climbing lane
3. 10 foot multiuse facility (north and south bound)
4. retaining walls in two locations. Opportunities for landscaping.



## North-South Connectivity

**SAFETY**

- Safety improvements
- Multimodal improvements
- Crossings
- Safe routes to schools

**East Metro Connections Plan**

**Recommended Investment Packages** May 5, 2012

<ul style="list-style-type: none"> <li><span style="color: blue;">■</span> Access &amp; mobility</li> <li><span style="color: yellow;">■</span> Safety</li> <li><span style="color: purple;">■</span> Economic development</li> <li><span style="color: green;">■</span> Multimodal</li> <li><span style="color: orange;">■</span> Regional gateway</li> </ul>	<ul style="list-style-type: none"> <li>1) 18th/182nd Safety Corridor</li> <li>2) 182nd/190th Connections to Clackamas County</li> <li>3) Eastman/222nd Connections</li> <li>4) 242nd Connections to Clackamas County</li> <li>5) Southeast Gateway</li> <li>6) 257th Safety Corridor</li> <li>7) Sandy River to Springwater multimodal Corridor</li> <li>8) Regional East-West Transit Link</li> <li>Managing the System (not mapped)</li> </ul>	<ul style="list-style-type: none"> <li>9) Rockwood/181st</li> <li>10) Pleasant Valley</li> <li>11) Downstream Gresham</li> <li>12) Gresham Vista</li> <li>13) Catalyst for Springwater District</li> <li>14) Downstream Fairview and Wood Village</li> <li>15) Halley Main Street</li> <li>16) Downtown Troutdale</li> </ul>
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## North-South Connectivity

**REGIONAL GATEWAY**

- Intersection improvements and road widening
- Safety improvements
- Access to downtowns
- Promote Scenic Byway

**East Metro Connections Plan**

**Recommended Investment Packages** May 5, 2012

<ul style="list-style-type: none"> <li><span style="color: blue;">■</span> Access &amp; mobility</li> <li><span style="color: yellow;">■</span> Safety</li> <li><span style="color: purple;">■</span> Economic development</li> <li><span style="color: green;">■</span> Multimodal</li> <li><span style="color: orange;">■</span> Regional gateway</li> </ul>	<ul style="list-style-type: none"> <li>1) 18th/182nd Safety Corridor</li> <li>2) 182nd/190th Connections to Clackamas County</li> <li>3) Eastman/222nd Connections</li> <li>4) 242nd Connections to Clackamas County</li> <li>5) Southeast Gateway</li> <li>6) 257th Safety Corridor</li> <li>7) Sandy River to Springwater multimodal Corridor</li> <li>8) Regional East-West Transit Link</li> <li>Managing the System (not mapped)</li> </ul>	<ul style="list-style-type: none"> <li>9) Rockwood/181st</li> <li>10) Pleasant Valley</li> <li>11) Downstream Gresham</li> <li>12) Gresham Vista</li> <li>13) Catalyst for Springwater District</li> <li>14) Downstream Fairview and Wood Village</li> <li>15) Halley Main Street</li> <li>16) Downtown Troutdale</li> </ul>
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## North-South Connectivity

**ACCESS & MOBILITY**

182<sup>nd</sup>/ 190<sup>th</sup>  
Connections to/ from Clackamas

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Eastman/ 223<sup>rd</sup>  
Connections between Fairview Parkway /Downtown Gresham

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242<sup>nd</sup>/ Hogan Rd.  
Connections to / from Clackamas

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**REGIONAL GATEWAY CORRIDOR**

Southeast Gateway  
Regional Gateway to / from US 26

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**SAFETY CORRIDORS**

181<sup>st</sup>/ 182<sup>nd</sup>

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257<sup>th</sup>/ Kane Road

**East Metro Connections Plan**

Recommended Investment Packages June 6, 2012

Access & mobility	1) 181st/182nd Safety Corridor	9) Rockwood/181st
Safety	2) 182nd/190th Connections to Clackamas County	10) Pleasant Valley
Economic development	3) Eastman/223rd Connections	11) Downtown Gresham
Multimodal	4) 242nd Connections to Clackamas County	12) Gresham Vista
Regional gateway	5) Southwest Gateway	13) Catalyst for Springwater District
	6) 257th Safety Corridor	14) Downtown Fairview and Wood Village
	7) Sandy River to Springwater multimodal Corridor	15) Halsey Main Street
	8) Regional East West Transit Link	16) Downtown Troutdale
	Managing the System (not mapped)	

## Downtowns & Employment Areas

Rockwood/181st

---

Pleasant Valley

---

Downtown Gresham

---

Gresham / Vista Business Park

---

Catalyst for Springwater

---

Downtown Fairview & Wood Village

---

Halsey Main St. Implementation

---

Downtown Troutdale

**East Metro Connections Plan**

Recommended Investment Packages May 5, 2012

Access & mobility	1) 181st/182nd Safety Corridor	9) Rockwood/181st
Safety	2) 182nd/190th Connections to Clackamas County	10) Pleasant Valley
Economic development	3) Eastman/223rd Connections	11) Downtown Gresham
Multimodal	4) 242nd Connections to Clackamas County	12) Gresham Vista
Regional gateway	5) Southwest Gateway	13) Catalyst for Springwater District
	6) 257th Safety Corridor	14) Downtown Fairview and Wood Village
	7) Sandy River to Springwater multimodal Corridor	15) Halsey Main Street
	8) Regional East West Transit Link	16) Downtown Troutdale
	Managing the System (not mapped)	

## Downtowns & Employment Areas

**Fairview and Wood Village**

**Edgfield**

**Troutdale**

**SE Stark St.**

**Gresham Vista Business Park**

**Downtown Gresham**

**Rockwood**

**Pleasant Valley**

**SPRINGWATER COMMUNITY**

## Regional Mobility

**Complete 40-Mile Loop**

Improved connection to Mt. Hood Community College

Neighborhood connections

Access to parks and natural areas

Economic Development and Tourism

**East Metro Connections Plan**

**Recommended Investment Packages**

Package	Location
Access & mobility	1) 181st/182nd Safety Corridor
Safety	2) 182nd/190th Connections to Clackamas County
Economic development	3) Eastview/22nd Connections
Multimodal	4) 24th Connections to Clackamas County
Regional gateway	5) Southeast Gateway
	6) 257th Safety Corridor
	7) Sadye River to Springdale multimodal Corridor
	8) Regional East-West Transit Link
	9) Managing the System (not mapped)
	10) Rockwood/181st
	11) Pleasant Valley
	12) Downtown Gresham
	13) Gresham Vista
	14) Corridor for Springwater District
	15) Downtown Fairview and Wood Village
	16) Halley Main Street
	17) Downtown Troutdale

May 5, 2012



## Regional Mobility

**Projects to promote commercial development and jobs**

Improved transit to Mt. Hood Community College

Safety improvements to better connect to bus shelters

**Recommended Investment Packages** May 5, 2012

Category	Project	Project
Access & mobility	1) 18th/182nd Safety Corridor	9) Rockwood 18th
	2) 182nd/19th Connections to Clackamas County	10) Pleasant Valley
	3) Eastman/23rd Connections	11) Downtown Gearhart
	4) 242nd Connections to Clackamas County	12) Gearhart Vista
Economic development	5) Southeast Gateway	13) Catalyst for Springwater District
	6) 293rd Safety Corridor	14) Downtown Fairview and Wood Village
Multimodal	7) Safety River to Springwater multimodal Corridor	15) Halvay Main Street
	8) Regional East-West Transit Link Managing the System (not mapped)	16) Downtown Troutdale
Regional gateway		

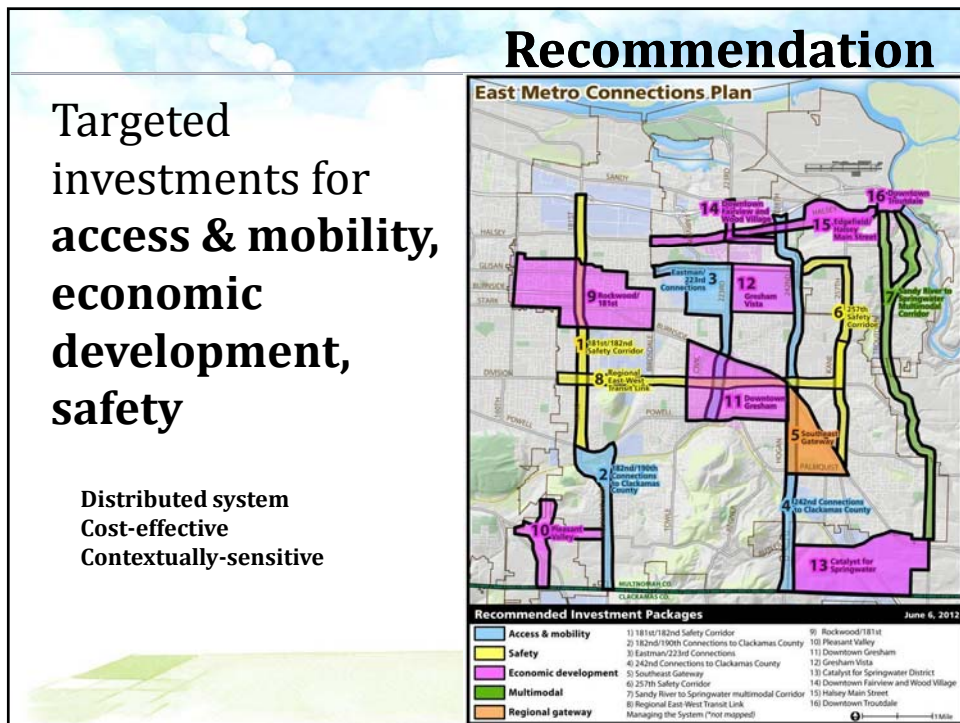
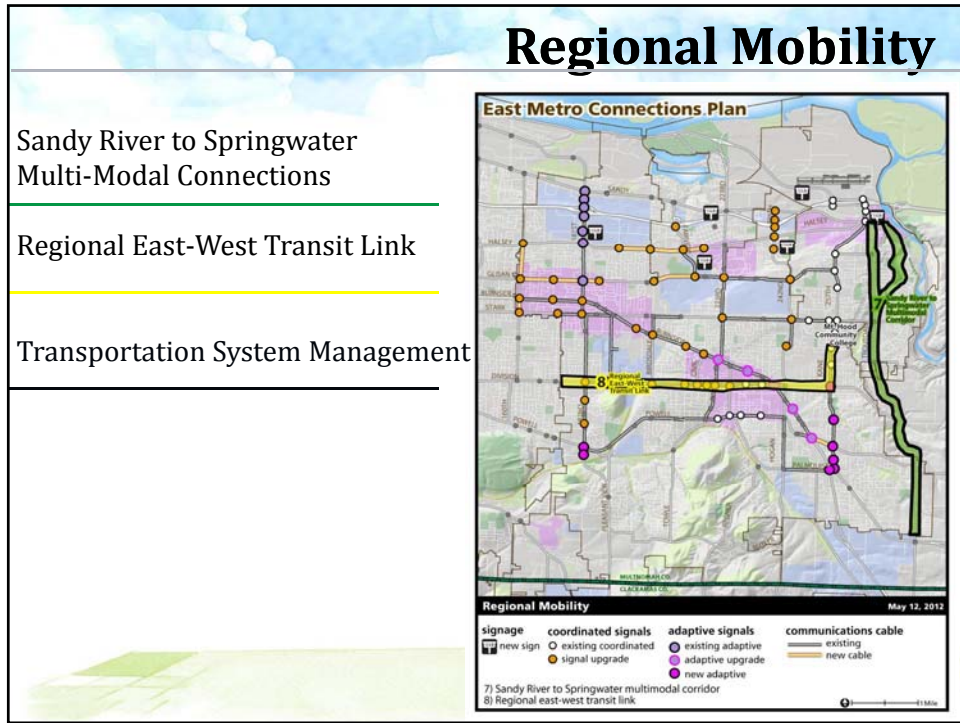
## Regional Mobility

**Improved Signal coordination and timing**

**Improvements to signals and communication** May 12, 2012

Category	Symbol	Description
signage	new sign	new sign
	coordinated signals	existing coordinated, signal upgrade
adaptive signals	existing adaptive	existing adaptive
	new adaptive	new adaptive
communications cable	existing	existing
	new cable	new cable





## Agreement

- June 6, 2012: **Steering Committee** Recommendation - unanimous support from all steering Committee Members
- June 11, 2012: **East Multnomah County Transportation Committee** endorsement
- June 14, 2012: **East Metro Economic Alliance Board** endorsement



## Agreement

### Four Cities and Multnomah County Agree

- Troutdale June 26
- Wood Village July 10
- Gresham July 17
- Fairview July 18
- Multnomah County July 12

Cross-jurisdictional **consensus** about the types of projects and investments needed in East Multnomah County



## Next Steps

- **August 9: JPACT and Metro Council**
- **Fall /Winter:** Update Regional Transportation Plan and local Transportation System Plans
- **Summer 2012 and ongoing to 2035: Implement** investment packages identified through the EMCP process
  - Working with jurisdictional, community, business partnerships
  - Coordinated with projects along the Columbia River in Columbia Cascade River District and Troutdale Reynolds Industrial Park
  - Coordinated with local projects



**Investments that serve key land uses**

**Investments that support mobility**





**Projects with**

- Performance
- Implementation
- Consensus

## Recommendation

### DISCUSSION

**East Metro Connections Plan**

**Recommended Investment Packages** June 6, 2012

Package Number	Description
1	181st/182nd Safety Corridor
2	182nd/190th Connections to Clackamas County
3	Eastman/223rd Connections
4	242nd Connections to Clackamas County
5	Springwater Gateway
6	257th Safety Corridor
7	Sandy River to Springwater multimodal Corridor
8	Regional East-West Transit Link
9	Rockwood/181st
10	Rockwood/181st
11	Downtown Gresham
12	Gresham Vista
13	Catalyst for Springwater
14	Downtown Fairview and Wood Village
15	Haley Main Street
16	Downtown Troutdale

Managing the System (not mapped)





# Oregon

John A. Kitzhaber, M.D., Governor

Oregon Transportation Commission

1158 Chemeketa Street NE

Salem, OR 97301-2528

April 26, 2012

The Honorable Shirley Kalkhoven  
Mayor, City of Nehalem  
ACT Chair  
PO Box 143  
Nehalem, OR 97131

Dear Chair Kalkhoven:

Governor Kitzhaber spoke to the Oregon Transportation Commission at its August 2011 meeting, and provided his direction for transportation policy and development.

The OTC brought all ACT chairs together in November 2011 for a vibrant discussion about the governor's direction, and the "current realities" of the transportation system and its future funding outlook.

The Oregon Transportation Commission recognizes there is need for a more comprehensive approach to transportation, including more efficient and effective system management. This is especially critical given the state's inadequate resources to continue doing business as usual. Increased ACT involvement will help evolve the way we manage and invest in the overall transportation system in Oregon. I would also like to take this opportunity to thank you and the members of your ACT personally for your service and dedication to these issues. Your expertise and input is invaluable, and your time is not taken for granted.

As you recall, Governor Kitzhaber challenged us to create a 21<sup>st</sup> century transportation system that best serves Oregonians. He envisions a transportation system that chooses the right projects for communities that will attract or grow business, provide mobility, reduce the carbon impacts of transportation, and transition into a truly multimodal and efficient transportation system for the State of Oregon.

Governor Kitzhaber further articulated principles that he wants us to apply when we prioritize investments and programs or begin conversations on policy direction. The following principles are keys to using our ACTs and their members' talents as we fully embrace being a multimodal transportation agency.

- *Do we have the right group of individuals at the table at the beginning of the process to define the problem and solution together?*
- *Are we creating programs that don't simply invest in the future of the transportation system but meet a multitude of community objectives?*

- *Does each decision move us closer to a sustainable, safe, lower-carbon, multimodal system?*
- *Does the decision maximize benefit for the least cost under the limited resources available?*

ODOT has made changes in organizational structure based on Governor Kitzhaber's direction and principles. The first key change was to create the *Active Transportation Section* within the Transportation Development Division in October 2011. There were three key reasons for this change:

- 1) *Active Transportation* is a hallmark of healthy, viable communities. By creating an Active Transportation Section, we embrace the message that walking, biking and transit are important transportation choices in Oregon communities.
- 2) This helps streamline project selection. Federal and state programs similar in function are now located in one section. Staff working on Transportation Enhancement, Congestion Mitigation and Air Quality (CMAQ), Bicycle/Pedestrian, Flex Funds, and Safe Routes to Schools programs now sits and works side-by-side.
- 3) Perhaps most important, ODOT is setting up the process to allocate funds for Active Transportation projects that make sense for communities more efficiently and strategically.

The ACTs have been invaluable in the selection and support of our highway-focused projects, ranging from Modernization to Bridges. We now want to challenge you to think beyond our state highways and local streets, to help us think in terms of function and to prioritize those projects that support a complete system, and include all transportation modes and community interests.

The commission recognizes that an expanded and different role for the ACTS will be an important part of any success in meeting Governor Kitzhaber's direction, and ODOT's ability to continue doing more with less.

The *Policy on Formation and Operation of Area Commissions on Transportation* continues to provide us with excellent guidance: *improve communication and interaction between the OTC and local stakeholders who share a transportation-focused community of interest.*

We want you to help us figure out the improved role for the ACTS. One of the ways you can do this is to reflect on Governor Kitzhaber's direction and in line with changes ODOT has made. For example, the "Membership" section of the ACT Policy states: *When establishing the voting membership, an ACT needs to consider all modes and aspects of the Transportation System.* The policy goes on to reference potential members as elected officials; tribal governments; port officials; transit offices; interested stakeholders, such as freight, trucking, bicycle, pedestrian, and public transportation; among other community interests.

We would like you to start this transition with a focus on the ACT membership. As Governor Kitzhaber asked: *Do we have the right group of individuals at the table at the beginning of the process to define the problem and solution together?*

ODOT's area managers will work with each ACT as it evaluates its composition, and as we move forward with discussions on policy, programs, and projects that go beyond the traditional role of the ACTS in the decision-making process.

While this is a transition time for the ACTs, it is also a transition time for the statewide modal committees, who have had the responsibility of selecting projects in the past. As their roles change they will want assurance that the ACTs have the capacity to step in and fulfill their new responsibilities with a full appreciation for the nuances of modal needs. I look forward to hearing about your progress when we meet again and when we renew your charter.

The department and the commission will continue discussions involving new ways of thinking about our transportation system over the next several commission meetings, leading up to our next engagement between the OTC and the ACT chairs, which we anticipate to occur on October 16-17. I encourage you or your representative to attend these monthly meetings to hear the background that will lead to the October OTC/ACT meeting.

The Transportation Commission looks forward to working with you as we evolve Oregon's transportation system. Look for contact from the ODOT area manager serving your ACT to discuss next steps.

Sincerely,

A handwritten signature in cursive script that reads "Pat Egan". The signature is written in black ink and is positioned to the left of the typed name and title.

Pat Egan  
Chair

# Introduction to *Enhance* and *Fix-It* for the 2015-2018 STIP

Draft August 6, 2012

## 1.0 Overview

The purpose of this paper is to provide the following information:

- Explain the rationale for the change in process
- Explain what types of projects are in the *Enhance* and *Fix-It* categories
- The framework in which the ACTs and MPOs should select the recommended projects to be funded in the *Enhance* category
- Outline the sequence of steps in the development of the 2015-2018 STIP

The expectation of the Oregon Department of Transportation (ODOT) is to identify and fund the best multimodal transportation project solution to address a problem. As the agency develops the 2015-2018 STIP, we have an opportunity to move toward an improved process that allows maximum flexibility in the use of limited funds. The Oregon Transportation Commission (OTC) needs the ability to apply the available funds in the broadest way possible.

The Oregon Transportation Plan and the supporting modal plan policies identify the need to maintain and preserve the existing transportation assets. With limited funds it is not possible to maintain the existing system, yet some expansion to develop a fully multimodal system is necessary. This process will provide an opportunity for the Oregon Transportation Commission to provide policy direction to balance maintenance and enhancement of the State of Oregon's multimodal transportation system.

The OTC and ODOT are changing how the State Transportation Improvement Program (STIP) is developed. The STIP will no longer be developed as a collection of programs tied to specific pools of funding dedicated to specific transportation modes or specialty programs. Beginning in the summer of 2012, the STIP will be divided into two broad categories: *Fix-It* and *Enhance*.

The primary objective of this change is to enable ODOT to take care of the existing transportation assets while still providing a measure of funding to enhance the state and local transportation system in a truly multimodal way.

There are a number of issues driving the need for this change. Perhaps most important, in a period of time revenue for transportation system maintenance and improvement is limited and declining, it is important that transportation investments effectively address a wide range of issues, from safety, mobility, and accessibility to economic development, sustainability, energy, health, and community livability. In short, the agency needs to identify the most effective projects based on community and state values, rather than those that fit best into prescribed programs. The new STIP

### Definitions:

***Enhance:*** Activities that enhance, expand, or improve the transportation system

***Fix-It:*** Activities that fix or preserve the transportation system



development process also aligns with ODOT's internal effort to "right-size" the agency and reorganize along functional lines (rather than modal or program lines) to adapt to continuing financial constraints.

At the core of this new approach is a single application process for all projects that will be funded under the **Enhance** side of the STIP. The OTC will select **Enhance** projects based on recommendations that are developed by local governments and agencies through a review and prioritization process conducted by the Metropolitan Planning Organizations (MPOs), where applicable, and the Area Commissions on Transportation (ACT). The **Fix-It** portion of this process will be discussed in Section 1.5 below.

The purpose of this guidance document is to provide some perspective and considerations for reviewers to use when evaluating and prioritizing **Enhance** project applications. Project activities that are eligible for **Enhance** category funds include:

- Bicycle and/or Pedestrian facilities on or off the highway right-of-way
- Development STIP (D-STIP) projects (development work for projects that will not be ready for construction or implementation within the four years of the STIP)
- Projects eligible for Flex Funds (the Flexible Funds program funded Bicycle, Pedestrian, Transit and Transportation Demand Management (TDM) projects, plans, programs, and services)
- Modernization
- Protective Right-of-Way purchases
- Public Transportation (capital projects only, not operations)
- Recreational Trails
- Safe Routes to Schools
- Scenic Byways
- Transportation Enhancement
- Transportation Demand Management

Because of the wide diversity of project applications that the department expects to receive, we do not advise a formal scoring process. This STIP development process will ultimately be subjective and largely driven by matching identified problems with cost-effective solutions that reflect local values and concerns. However, there are some practical sideboards that we can establish to help guide the decision-making process. The remainder of this document will provide those policy-based and practical parameters.

We note that these guidelines are not intended to be definitive or inclusive of all possible considerations. Other considerations of local or regional importance may be factored into any selection recommendation process. The only real requirements within the selection recommendation process are that the projects legitimately address at least one of the benefit areas included in the application (to address multiple areas generally makes for a stronger application) and whatever logic and rationale is used to make the decisions is clearly and thoroughly documented.

The OTC has also provided significant guidance over the last year about what will constitute a successful project as funding becomes more limited, and projects become more difficult to implement. As has been the case for many years, the OTC continues

to put a strong emphasis on preserving the existing transportation system first. This is evidenced by the funding split between the **Fix-It** portion of the proposed new STIP (76 percent) and the **Enhance** portion (24 percent).

In addition, this process applies primarily to projects for 2016 to 2018, because projects for 2015 are largely already selected. Because the STIP is updated every two years, there will be an opportunity to review the later projects in the STIP and to improve on the STIP selection process for the next STIP update cycle.

Note also that all legal obligations to develop the STIP, including any minimum expenditures, will continue to be honored in this STIP and all later STIPs. This includes any federal requirements that may change with updates to federal law, including the recent MAP-21 transportation authorization legislation, and any successor legislation. ODOT will try to mirror changes in law in the STIP process, where appropriate. For example, MAP-21 groups together several kinds of projects that were formerly in separate programs under one Transportation Activities program. Similarly, in Oregon's process, these kinds of projects are eligible to apply for funding under **Enhance**.

### **1.1 The Oregon Transportation Plan**

The Oregon Transportation Plan (OTP) set the stage for ODOT's transition to a more multimodal agency with multiple goals and policy objectives when it was adopted in 2006. Demonstrating how a project will meet or advance the OTP goals and objectives will be an asset to any **Enhance** application and will ultimately strengthen its chances of implementation.

#### The OTP Goals

1. Mobility and Accessibility
2. Management of the System
3. Economic Vitality
4. Sustainability
5. Safety and Security
6. Funding the Transportation System
7. Coordination, Communication and Cooperation

Embedded in these policies and actions are a set of priorities to be considered after maintaining and preserving the system. This includes recognizing some key priorities embedded both in the OTP and in OTC discussions: enhancing economic development opportunities; supporting compact mixed use development, integrating multimodal systems; maintaining the safety of the system and making strategic investments that contribute measurable benefits to the efficiency of the system. The direction of the OTC and the policy framework of the Oregon Transportation Plan are augmented by the governor's direction that provides more specific guidance.

### **1.2 Governor's Direction**

One excellent source of guidance to determine which project applications represent the best high-value, multimodal project opportunities comes from the office of Governor John Kitzhaber. The governor laid out a variety of principles about how to make

transportation system investments and how to conduct the investment decision-making process.

On August 24, 2011, the governor met with the OTC and talked about his direction and expectations. The governor laid out six principles he wants brought to the fore in transportation decision making. Those six principles are:

1. Have the right group of people at the table at the beginning of the process to define the problem and solution together
2. Determine who is best positioned to manage/own facilities
3. Create programs that invest in the transportation system AND meet a multitude of community objectives
4. Move us closer to a sustainable, safe, lower carbon, multi-modal system
5. Maximize benefit for the least cost under limited resources
6. Move us closer to a transportation funding mechanism for the future

Additionally, the governor stressed that to support sustainable communities, state agencies shall seek to help enable and encourage local communities to achieve the following objectives:

- Resilient local economies that provide a diversity of economic opportunities for all citizens
- Workers supported by lifelong education to ensure a globally competitive workforce
- An independent and productive citizenry
- Youth supported by strong families and communities
- Downtowns and main street communities that are active and vital
- Development that wisely and efficiently uses infrastructure investments and natural resources
- Affordable housing available for citizens in community centers
- Healthy urban and rural watersheds, including habitats for fish and wildlife
- Clean and sufficient water for all uses
- Efficient use and reuse of resources and minimization of harmful emissions to the environment

Project applications that demonstrate alignment with these various directives and principles will ultimately have an improved chance of being chosen for implementation.

The following bullet points summarize his key themes that provide not only guidance in the selection of projects, but also for other transportation issues that the Commission often addresses.

- Maximize and leverage investments by looking for:
  - projects with the potential to be both effective and efficient
  - projects that involve multiple funding sources
  - projects that are complementary to other projects or community development activities and offer the chance for the whole to be greater than the sum of the parts

- Investments must achieve multiple objectives
- Conduct proactive asset management (strategically take care of what we already have)
- Move toward a more multimodal transportation system by maximizing funding flexibility and consider a wider range of community issues and benefits
- As funding decreases, and projects become increasingly difficult to implement we need to transition and transform the way we work—to look for new ways of doing business
- Use Regional Solution Centers to reduce bureaucratic barriers and help identify opportunities to partner and leverage projects
- Look for projects that result in GHG emissions reductions
- Continue to develop a Rapid Passenger Rail Plan
- Implement least cost planning principles
- Incorporate practical design principles from planning to project development
- Weigh all the values we have – including energy, job creation and health – in final design

### **1.3 OTC Prospective**

In the past year the OTC has studied the existing funding and institutional realities facing ODOT and Oregon transportation system development, future challenges, and how other DOTs addressed financial limitations and achieved improved partnerships with transportation stakeholders and jurisdictions. The OTC Workshop in October 2011 highlighted several key points including:

- Funds are not keeping up with expenditures
- All modes are underfunded
- The transportation system will deteriorate from its current condition, both physically and operationally
- New strategies are being implemented to maximize our investments
- The organization is being reduced in size and services to match projected funding levels

The OTC has also reviewed the role of Area Commissions and identified that ACTs are underutilized, given the experience and commitment of the ACT members.

### **1.4 OTC Priorities**

The OTC commissioners identified the following thematic priorities during the October 2011 workshop:

- The need to achieve a truly multimodal system
- Work to integrate health into transportation discussions
- Improve transportation system efficiency by implementing technology solutions
- Look for ways to be innovative in project funding, packaging, and implementation
- Continue developing and seeking approval for sustainable funding mechanisms
- Look for creative ways to resolve intergovernmental transportation system problems cooperatively



In November 2011, the OTC invited the chairs of the Area Commissions on Transportation (ACTs) and other advisory committees to participate in presentations focused on some of the challenges that Oregon faces. A key theme was that now, more than ever, we need to engage transportation stakeholders to identify issues and to develop creative and sustainable multimodal transportation system solutions.

The presentations were followed by a roundtable discussion with the advisory committees on their perspectives on opportunities and challenges. The OTC and ODOT believe that ACTs have been underutilized given the experience and commitment of the ACT members, and many ACT members expressed desire to play a broader role. It was agreed that this would be the first meeting of this type and not just a one-time event.

The 2015-2018 STIP selection process will address these priorities by expanding the “universe” of potential transportation projects that are compared side by side. This will avoid the artificial separation of projects by funding source that existed up to this point. The overarching point of agreement that emerged in the past year was similar to some of the conclusions that emerged from the governor’s direction and the previous OTC work: ODOT no longer has the resources to keep doing what we have been doing and how we have been doing it, and neither do the local jurisdictions. While our collective years of experience still have value, in order to be successful, we will all need to evolve and adapt to the financial and institutional changes that have taken place over the last 20 years. Rather than viewing this as a negative situation, it should really be seen as an opportunity for all of us to improve the way we do things to manage the transportation system in Oregon.

## **1.5 Fix-It Program for STIP**

The **Fix-It** category includes all the capital funding categories that maintain or fix ODOT's portion of the transportation system. It is important to note that the capital funding categories do not include the noncapital maintenance and operations programs because these are not included in the STIP. Noncapital maintenance/ operations and other agency funding is addressed by the OTC via the state budget decisions.

Project activities eligible for the **Fix-It** category of funds include:

- Bicycle and pedestrian repair on state routes only
- Bridges (state owned)
- Culverts
- High Risk Rural Roads
- Illumination, signs and signals
- Landslides and Rockfalls
- Operations (includes ITS)
- Pavement Preservation
- Rail-Highway Crossings
- Safety
- Salmon (Fish Passage)
- Site Mitigation and Repair
- Stormwater Retrofit
- Transportation Demand Management (part of Operations)
- Work zone Safety (Project specific)

The selection of projects for the **Fix-It** category is intended to start with input from ODOT infrastructure management systems and be supported by consultation with ACTs and MPOs. Management systems are repositories of data about the system. They can identify problems and the general idea for a solution. Management system analysis is used, for example, for State Bridge, Pavement Preservation, and Safety projects. The systems provide asset management information and help prioritize needs. Each ODOT transportation region will then share the **Fix-It** project lists with its ACTs and MPOs in order to:

1. Identify opportunities to leverage funds
2. Identify opportunities to maximize projects' support of Oregon objectives, community goals and system asset management
3. Identify opportunities to coordinate project timing and outcomes better
4. Identify opportunities to coordinate safety improvements

At the July 18, 2012, OTC meeting the OTC directed ODOT to begin work on the **Fix-It** category project lists for the 2015-2018 STIP. The Commission requested ODOT prepare an expanded project list that will be available to the ACTs and other STIP contributors as they discuss potential **Enhance** projects, so there is opportunity to look

at linkages, leveraging resources, enhancing project benefits, etc. This will also provide an opportunity for ACTs to direct comments to ODOT program managers regarding proposed **Fix-It** projects in an area.

Below are the principles guiding the **Fix-It** category of STIP funding.

<b>Fix-It Category Funding Allocation and Project Selection Guiding Principles</b>	
Balance	Maintain relative balance between <b>Fix-It</b> programs while allowing route priority within individual programs, taking into account risks (safety), sustainability, and magnitude of investment.
Leverage	Leverage existing funding to attract more revenue opportunities to support a sustainable transportation system.
Maintenance	Focus investments on features that are difficult and expensive to maintain.
Safety	Maintain or improve transportation safety on the system within funding level availability.
Regulatory Compliance	Ensure minimum environmental, federal, state, and local compliance is maintained on the transportation system.
Economy	Maximize economic opportunities and minimize economic hardships as a result of transportation investments.
Cost Effectiveness	Allocate funding in a way that maximizes return on investment to support a sustainable transportation system.
System Continuity	Fund investments that minimize risk of transportation system failure.

When the initial proposed lists of **Fix-It** projects are developed, ODOT staff will report back to the OTC on how the proposed dispersal of funds will affect the overall condition of the system.

## **2.0 2015-2018 STIP Cycle Enhance Project Selection**

Described below are key steps in the 2015-2018 STIP update cycle. See the attached timeline for a list of all due dates and other key dates in this process. There is also an information and instructions document to accompany the **Enhance** application. All these documents are available on [ODOT's website](#).

### **2.1 OTC approval of 2015-2018 STIP Process**

Throughout the spring of 2012, ODOT has had discussions with the OTC about approaches to the 2015-2018 STIP funding and project selection. At the OTC's July 2012 meeting, the Commission decided to go ahead with the **Fix-It** and **Enhance** approach to the STIP. The Commission directed ODOT to begin the **Fix-It** project selection process and wait until September to provide the final decision on the proposed **Enhance** process.

The September approval target provides more opportunity for ODOT to reach out to ACTs, MPOs, and others, in order for stakeholders to better understand the process, and for ODOT and the OTC to hear concerns and make improvements to the **Enhance** process to respond to those concerns. During the summer of 2012, ODOT staff is discussing the new process with each ACT and others.

## **2.2 Application Available**

The **Enhance** projects application will be available in September 2012, shortly after the OTC meeting and provided the decision is to move forward. The application contains basic project information and it includes a section on benefit of the projects. These are organized in categories. First is benefits to the state system, then nine more categories mirror the categories of impacts that the STIP Stakeholder Committee designated as most important for Oregon's least cost planning process to evaluate. Least cost planning, now called Mosaic, is being developed and tested for use in the planning process, not for project-level decisions at this time. However, the nine Mosaic categories are basic categories of impacts of the transportation system and investments in that system and this application provides a qualitative way to respond to those same categories for project decisions.

The benefits section is also similar to the project selection criteria many individual STIP funding programs used for recent STIP cycles. The application does not use the term "criteria," because it is intended to be broader than any of the criteria used in the past to include a wide range of modes and possible investments. The benefits information will also be used to prioritize and compare projects.

Not all projects are expected to have impacts on all categories of benefit. Reviewers will need to discuss the different benefits of different projects and use a consensus process to develop their prioritized lists.

Regions, ACTs, and MPOs may not add to or alter the application or the benefit information requested. This is a change from prior STIP procedures. It is important that all **Enhance** projects are evaluated similarly across the state.

ODOT staff can provide assistance in answering questions about the application and about the application review process. Each region has designated a representative to lead this process for the region and they are the ones to whom to direct questions. See below for the list of region representatives. (If you are unsure about which region to direct questions to, see the online [ODOT Region Map](#).)



Region	Representative	Phone	Email
Region 1	Jeff Flowers	503.731.8235	<a href="mailto:Jeffrey.A.FLOWERS@odot.state.or.us">Jeffrey.A.FLOWERS@odot.state.or.us</a>
Region 2	Terry Cole	503.986.2674	<a href="mailto:Terry.D.COLE@odot.state.or.us">Terry.D.COLE@odot.state.or.us</a>
Region 3	Lisa Cortes	541.957.3643	<a href="mailto:Lisa.CORTES@odot.state.or.us">Lisa.CORTES@odot.state.or.us</a>
Region 4	Katie Parlette	541.388.6037	<a href="mailto:Katie.M.PARLETTE@odot.state.or.us">Katie.M.PARLETTE@odot.state.or.us</a>
Region 5	Dawn Hubble	541.963.1325	<a href="mailto:Dawn.L.HUBBLE@odot.state.or.us">Dawn.L.HUBBLE@odot.state.or.us</a>

### 2.3 Application Due

Applications should be sent to the appropriate ODOT region mailbox before **12:00 PM, noon, on November 27**. The region emails are listed below. See the application instructions for further details about how to use email to submit applications. Other key dates in this process are listed in the attached draft Timeline.

Region 1	<a href="mailto:STIPEnhanceAppsRegion1@odot.state.or.us">STIPEnhanceAppsRegion1@odot.state.or.us</a>
Region 2	<a href="mailto:STIPEnhanceAppsRegion2@odot.state.or.us">STIPEnhanceAppsRegion2@odot.state.or.us</a>
Region 3	<a href="mailto:STIPEnhanceAppsRegion3@odot.state.or.us">STIPEnhanceAppsRegion3@odot.state.or.us</a>
Region 4	<a href="mailto:STIPEnhanceAppsRegion4@odot.state.or.us">STIPEnhanceAppsRegion4@odot.state.or.us</a>
Region 5	<a href="mailto:STIPEnhanceAppsRegion5@odot.state.or.us">STIPEnhanceAppsRegion5@odot.state.or.us</a>

### 2.4 Region Staff Review of Applications

Applications received by the due date will be reviewed by ODOT region staff for general eligibility and completeness. Applications will be checked to verify that:

1. The sponsor is a public agency
2. The proposed project is of the type covered by **Enhance** funds
3. The application is complete. Information that must be included:
  - Item 1: Project sponsor
  - Item 3: Project name
  - Item 5: Project summary
  - Item 8: Project problem statement
  - Item 9: Project location
  - Item 11: Project description
  - Item 14: Timetable lines 1 and 8
  - Item 27: Estimated project costs
  - Item 28: Project participants and contributions
  - Item 29: Project sponsor signature

Regions will send applications for **Enhance** projects that include at least this information to ACTs and MPOs for review and prioritization in early December 2012.

## 2.5 ACT and MPO Application Reviews

Regions will send eligible, complete applications to the applicable ACT and MPO for review. The current long-standing STIP development processes, in which ACTs, MPOs, and region staff work together to prioritize projects, are expected to continue.

Generally, where an MPO is part of an ACT, there are processes in place to discuss MPO priorities within the ACT and agree on area priorities. The Portland area is unique in that there is an MPO, but not an ACT. ODOT Region 1 will work with its stakeholders to better define the coordination process for the region as a whole.

Projects recommended through the STIP Update process and within the boundaries of an MPO need to be included in the Metropolitan Transportation Improvement Program (MTIP). The MPO Policy Board approves the final MTIP and then sends it to the governor for further approval. After these approvals, the MTIP is incorporated into the STIP.

Regions, ACTs, and MPOs will receive a template to report their conversations and process to develop their recommended project lists. This will provide a record of what concerns they discussed, how they selected priorities, and why they selected projects. This record will be important. It should be developed during selection of the 150 percent list. It can later be revised or updated during conversations to reduce the list to the final recommended list. This record will be available to the OTC, OTC advisory committees, and others in order to understand how the projects were selected.

While this template is still under development, we anticipate the ACTs will provide responses to questions similar to:

- How does this project improve transportation choices for people in your community?
- Why is now the right time for this project?
- How does this project improve the lives of people in your community?

The Oregon Transportation Commission is the state's final decision-making body, responsible for approving the final STIP and sending it to US DOT for final approval. ACTs work with their ODOT region and sometimes other ACTs in the region to put together the region's final recommended STIP project list. This list then goes to the OTC for approval.

### Definitions:

#### 150 percent List:

A list of projects generated early during the review of applications that would use roughly 150 percent of the region's available STIP Enhance funds

#### Recommended List:

A list of projects generated after projects are scoped to identify a final recommendation from ACTs that would use roughly all of the region's available STIP Enhance funds

ODOT has expectations for how the applications will be reviewed and for documenting how the final lists were selected. The following expectations will be included in the direction to ACTs, MPOs, and others to guide their review of applications and their development of prioritized project lists:

- a. The process used to review applications and establish priorities should be as inclusive of participants and as transparent as possible.
- b. No benefit category is to be defined as more important than others, and project applications do not need to show benefit in all categories to be eligible. Reviewers are to discuss the project benefits holistically and strive for consensus. Because different types of projects will have different kinds of benefits, to decide before review that certain benefits are most important will disadvantage some projects that may be important to the area. Likewise, reviewers should not use overall numerical scores to determine outcomes, but use a discussion and consensus process.

Reviewers may use qualitative rankings within the benefit categories. For example, different projects may have high, medium, or low benefits for individual benefit categories such as mobility or livability. Discussion and consensus will then decide how to prioritize projects with very different benefits.

- c. Reviewers can use state and local plans and goals and policies described in plans to help determine priority. Plans may include the Oregon Transportation Plan, the Oregon Highway Plan, other Oregon transportation topic or mode plans, local transportation system plans, local comprehensive plans, etc.
- d. Reviewers are expected to consider the merits of the project regardless of the level of detail in the application. For example, some jurisdictions may have access to considerable data and analyses to support their project. Other jurisdictions with more limited staff resources and experience may have less detail to report, but their applications must be considered equally.
- e. ODOT will require that the decision-making process be documented in a consistent manner throughout the state. The department will provide a template to accomplish this.
- f. Some programs included in **Enhance** have previously developed STIP selection criteria. Reviewers are not required to use these other STIP criteria in establishing priorities. However, reviewers are welcome to consider these other STIP criteria if they are helpful in the prioritization process.
- g. Reviewers must include any required elements of project prioritization in their evaluations. For example, ODOT is required in statute to give priority to freight projects in the STIP. ODOT region staff will explain such requirements to reviewers. The final list and documentation will show how they were considered. Similarly, ODOT will ensure that the final STIP meets all legal requirements, such as minimum amounts for certain types of projects including bicycle and pedestrian projects.

- h. MPOs will need to maintain their appropriate role in the prioritization and selection process. (They are federally-chartered bodies with specified project selection responsibilities.) ODOT expects that the ACTs will coordinate as they do today in similar processes with the MPOs. ODOT region staff are responsible to ensure this coordination is accomplished.

## **2.6 ACT Development of 150 Percent List**

ACTs and MPOs will receive the applications from ODOT region staff in early December. Reviewers will then prioritize and narrow considered projects to their “150 percent list.” This means that highest-priority projects will be listed to a bit over the expected funding available for the region’s *Enhance* program.

## **2.7 Scoping of 150 Percent Lists**

All projects on the 150 percent list of projects will then be “scoped” in more detail, meaning that their location, components, cost, and details will be examined more closely to verify estimates and establish the final project scope. ODOT region staff will manage the scoping process with assistance from other ODOT staff and/or the local jurisdiction. Region staff will work with applicants to accomplish the detailed scoping. This detailed information will be shared with ACTs and MPOs to help reviewers narrow the list to the final region-wide recommended list.

## **2.8 Statewide Advisory Committee Review**

During scoping of the 150 percent list two statewide committees advisory to the OTC, the Joint Transportation Enhancement and Bike/Pedestrian Advisory Committee and the Oregon Freight Advisory Committee, will also review the lists of potential projects. These two advisory committees will review the projects in the 150 percent lists and share any feedback on the projects and priorities from their respective areas of expertise with the OTC, ACTs, MPOs, and region staff.

The two advisory committees will provide thematic analysis regarding the 150 percent lists in a memo format. This memo may focus comments at statewide, ODOT region-wide and ODOT area-wide geographic scale. They will be asked to provide their comments while scoping of the 150 percent lists is ongoing.

## **2.9 OTC Review of STIP Development**

The OTC will review the overall progress of the STIP development periodically throughout the process. The commission will analyze the 150 percent lists and input from the statewide advisory committees and other stakeholders for overall themes and will provide feedback and additional direction to the ACTs.

## **2.10 ACT Development of Final Recommendation**

Information from scoping and from the statewide advisory committee reviews will be passed back to the ACTs and MPOs, for their next step to reduce the 150 percent list to the recommended list of projects for the STIP. Each region will have a slightly different process to develop the final list, but will be in general alignment with past practices.



### **2.11 OTC Review and “20 percent” Project Identification**

The OTC will review the recommended lists and consider the 20 percent of the **Enhance** budget that was held back for statewide consideration by the OTC. The OTC will consider any apparent gaps in the recommended lists, such as a multimodal focus, and statewide goals, policies, and priorities.

### **2.12 Draft STIP**

Once the recommended STIP is complete, including assigning the OTC’s statewide 20 percent, the Draft STIP will be compiled, presented to the OTC and released for public review and comment.

### **2.13 Final STIP**

After the application review and STIP development steps, there are several more steps that need to occur before the STIP is final. For example, technical steps, such as air quality conformity determinations will be completed where needed. Any further metropolitan area projects from their Transportation Improvement Programs are added in also. Comments received on the Draft STIP are considered before the STIP is finalized. When these steps are complete, a Final STIP is prepared and released for public comment.

### **2.14 OTC STIP Approval**

The OTC has final approval of the STIP for all of ODOT. After the public comment period on the Final STIP and consideration of comments received, the Final STIP goes to the OTC for approval. The OTC has the authority to make changes or add conditions to projects.

### **2.15 STIP Federal Approval**

The final step in the STIP process is federal agencies approval. After OTC approval, the STIP must receive approvals from the Federal Highway and Federal Transit Administrations. The new STIP is active once federal agencies approved.

## **3.0 The 2017-2020 STIP**

The 2015-2018 will set in place projects for 2016, 2017, and 2018 (projects for 2015 were selected with previous procedures.) The Oregon STIP is updated every two years. This means that in two years, we will have the opportunity to revisit projects slated for 2017 and 2018 and make any necessary improvements to the selection process based on lessons learned from this selection cycle.

## **2015-2018 STIP Enhance Project Application/Selection Process Draft Timeframes**

8/3/12

- **September 20, 2012** Application process begins
- **October 16, 2012** OTC meeting with ACT chairs
- **November 27, 2012** Applications must be submitted to specified region e-mail address by noon this day
- **Nov 27-Dec 5, 2012** Regions review applications for eligibility
- **December 6, 2012** Applications distributed to ACTs and MPOs for deliberation and 150 percent list development and prioritization
- **March 15, 2013** ACTs submit 150 percent recommendations to regions by close of business
- **March 18-July 19, 2013** Regions scope 150 percent lists
- **March 21, 2013** Regions provide their ACTs' 150 percent lists to TDD for Distribution to OTC, OFAC and Joint TE-OBPAC
- **June 19, 2013** OTC, OFAC and Joint TE-OBPAC Committee provide input on 150 percent lists
- **July 22, 2013** Regions provide scoping information to Area Managers and ACT chairs; ACTs and regions begin developing project recommendation lists
- **October 4, 2013** Regions provide their project recommendation lists to TDD for compilation and OTC consideration
- **Oct 7-Nov 13, 2013** OTC review of project recommendation lists and allocation of discretionary 20 percent
- **December 18, 2013** OTC releases draft 2015-2018 STIP for review
- **February 14, 2014** Draft STIP Public Review process complete
- **March 14, 2014** ACT/MPO/OTC etc. review of comments complete
- **April 18, 2014** Complete any necessary adjustments to draft STIP
- **April 21-Aug 15, 2014** Conduct air quality conformity determinations
- **September 30, 2014** Final STIP available for review
- **Oct 1-Nov 19, 2014** Review of final STIP
- **November 19, 2014** OTC review and approval of final 2015-2018 STIP
- **February 2015** USDOT review and approval of 2015-2018 STIP

## Multimodal Transportation Program/Project Application Information and Instructions

### ***Introduction***

This document provides instructions and guidance to complete the application for funding for **Enhance** projects for the 2015-2018 STIP. There is also an “Introduction to **Enhance** and **Fix-It** for the 2015-2018 STIP” designed to explain more about this change and why the Commission has undertaken it, and a timeline with key dates for this STIP development process. These documents and the application are available on [ODOT's website](#).

This new application for STIP **Enhance** projects replaces several other separate application processes for the 2015-2018 STIP, including the STIP Eligibility Criteria and Prioritization Factors. This allows local governments and transportation agencies to focus on what investments are best for their area and let ODOT determine which funding programs are appropriate.

This reflects both a change in STIP process and a change in the way the Transportation Commission determines funding for STIP programs. In the past, the Oregon Transportation Commission (OTC) established the various funding levels for programs in the Statewide Transportation Improvement Program (STIP). Beginning with the 2015-2018 STIP cycle, the process has changed from setting funding levels for a multitude of programs and then selecting projects within each of those programs to selecting the best project and then determining which types of funds can be used to deliver those projects.

ODOT is making these changes to better enable stakeholders to compare projects and find the best investments and then make applying for funding for those projects easier. Now ODOT and its local partners can use one standard application for most **Enhance** projects, and Area Commissions on Transportation (ACTs) and others will have similar information to consider for those projects. This responds to the goals of the Oregon Transportation Plan and challenges delivered by our governor to the OTC in August 2011 to improve project selection, including:

- Maximize and leverage investments by looking for:
  - projects with the potential to be both effective and efficient
  - projects that involve multiple funding sources
  - projects that are complementary to other projects or community development activities and offer the chance for the whole to be greater than the sum of the parts
- Investments must achieve multiple objectives
- Move toward a more multimodal transportation system by maximizing funding flexibility and considering a wider range of community issues and benefits
- Incorporate least cost planning and practical design principles in project selection and development
- Use early collaboration to define and solve problems

### **Communication**

Early discussion of STIP project ideas is still critical in this new process. Local governments should talk to one another, their Area Commission and/or Metropolitan Planning Organization (MPO), and their ODOT region as early as feasible about possible Enhance projects. Also, ODOT region staff will share **Enhance** projects for which ODOT intends to submit applications and eligible system preservation (**Fix-It**) projects as early as is feasible. Of course, most **Enhance** projects will come from state and local plans such as system plans, mode plans, topic plans and facility plans. Most **Fix-It** projects will come from management system priorities. ACTs, MPOs, and regions may also have needs lists developed that include projects from plans. These lists are another source of possible projects.

Early sharing of information about identified transportation needs and possible STIP projects between ODOT staff and area stakeholders is essential to identify opportunities to leverage resources and coordinate activities. This improves the transparency of the STIP process and respects ODOT's commitment to involve stakeholders in STIP development decisions.

This early communication also allows stakeholders and ODOT to work together to identify opportunities to coordinate resources from different programs and different jurisdictions, and perhaps to fund more robust solutions than would otherwise be included in the STIP. It allows stakeholders to understand how the STIP is developing overall, to help determine the best projects for **Enhance** funding, and to ensure that local and state project activities are coordinated to minimize expenses and disruption to the transportation system.

### **What is covered by the Enhance Application**

Local governments, ODOT staff, and others should use this application to propose projects or program investments for inclusion in the **Enhance** portion of the 2015-2018 Statewide Transportation Improvement Program (STIP). The STIP is divided into two broad funding categories, **Fix-It** and **Enhance**. The **Fix-It** category includes projects designed to maintain the existing system, such as pavement preservation, safety, and bridge projects.

The **Enhance** category includes projects and programs that improve or expand the transportation system. For the 2015-2018 STIP, **Enhance** does *not* include most rail, transit, aviation, and marine projects. Transit capital projects may be included, and projects that affect a nearby rail line may be included, which is why rail and transit information is included in this application. However, the Rail and Public Transit Divisions of ODOT will maintain their separate project funding programs and procedures for the 2015-2018 STIP.

Use this application to propose **Enhance** projects that improve the system, including:

- Projects eligible for Flex Funds (the Flexible Funds program funded Bicycle, Pedestrian, Transit and Transportation Demand Management (TDM) projects, plans, programs, and services)
- DSTIP projects: development work for projects that exceed the four-year window of the STIP



- Modernization (projects that add capacity to the system, in accordance with ORS 366.507)
- Transportation Demand Management
- Transportation Enhancement
- Bicycle and/or Pedestrian facilities on or off the highway right of way
- Recreational Trails
- Safe Routes to Schools
- Scenic Byways
- Protective Right of Way purchases
- Public Transportation (capital projects only, not ongoing operations)

Do *not* use this application for **Fix-It** projects. Management Systems largely determine selection of **Fix-It** projects. Management systems are databases with information about system needs that help identify projects of higher priority. When the lists of eligible **Fix-It** projects are developed, they will be included in discussions with stakeholders. **Fix-It** projects include:

- Bicycle and Pedestrian repair projects on state highways
- Bridges
- Culverts
- High-Risk Rural Roads
- Illumination, Signs and Signals
- Landslides and Rockfalls
- Operations (includes ITS)
- Pavement Preservation
- Rail-Highway Crossings
- Safety
- Salmon (Fish Passage)
- Site Mitigation and Repair
- Stormwater Retrofit
- Workzone Safety

### **Application Review and STIP Development Process**

1. ODOT region staffs will review applications received by **12:00 PM, noon, on November 27** for general eligibility and completeness. See the attached draft Timeline for other key dates. Staff will check applications to verify that:
  - The sponsor is a public agency
  - The proposed project is of the type covered by **Enhance** funds
  - The application is complete. Information that must be included is:
    - Item 1: Project Sponsor
    - Item 3: Project Name
    - Item 5: Project Summary
    - Item 8: Project Problem Statement
    - Item 9: Project Location
    - Item 11: Project Description

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- Item 14: Timetable lines 1 and 8
- Item 27: Estimated Project Costs
- Item 28: Project Participants and Contributions
- Item 29: Project Sponsor Signature

These are the minimum required elements in an application. However, applicants should not expect their proposal to be competitive if these are all that is included the application.

2. Regions will send eligible, complete applications to the applicable ACT and MPO for review, discussion, and prioritization in early December. ODOT expects the current long-standing STIP development processes in which ACTs, MPOs, and region staff work together to prioritize projects to continue.

Generally, where an MPO is part of an ACT, there are processes in place to discuss MPO priorities within the ACT and agree on area priorities. The Portland area is unique in that there is an MPO, but not an ACT. ODOT Region 1 will work with its stakeholders to better define the coordination process for the region.

Projects recommended through the STIP Update process and within the boundaries of an MPO need to be included in the Metropolitan Transportation Improvement Program (MTIP). The MPO Policy Board approves the final MTIP and then sends it to the governor for further approval. After these approvals, the MTIP is incorporated into the STIP.

The Oregon Transportation Commission is the state's final decision-making body, responsible for approving the final STIP and sending it to U.S. DOT for final approval. ACTs are chartered advisory bodies to the OTC. ACTs work with their ODOT Region and sometimes other ACTs to put together the region's final recommended STIP project list. The region then forwards the list to the OTC for approval.

3. The next step is ACT and MPO review and prioritization of the applications. The OTC and ODOT have expectations for how to review the application and document the review and selection process. The following expectations will be included in the direction to ACTs, MPOs, and others to guide their review of applications and their development of prioritized project lists:
  - a. The process used to review applications and establish priorities should be as inclusive of participants and as transparent as possible.
  - b. No benefit is to be defined as more important than others, and project applications do not need to show benefit in all categories to be eligible. Reviewers are to discuss the project benefits holistically and strive for consensus. Because different types of projects will have different kinds of benefits, to decide before review that certain benefits are most important will

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disadvantage some projects that may be important to the area. Likewise, reviewers should not use overall numerical scores to determine outcomes, but use a discussion and consensus process.

Reviewers may use qualitative rankings within the benefit categories. For example, different projects may have high, medium, or low benefits for individual benefit categories such as mobility or livability. Discussion and consensus will then be needed to determine priorities among projects with very different benefits.

- c. Reviewers can use state and local plans and goals and policies described in plans to help determine priority. Plans may include the Oregon Transportation Plan, the Oregon Highway Plan, other Oregon topic or mode plans, local transportation system plans, local comprehensive plans, etc.
  - d. ODOT expects reviewers to consider the merits of the project regardless of the level of detail in the application. For example, some jurisdictions may have access to considerable data and analyses to support their project. Other jurisdictions with more limited staff resources and experience may have less detail to report, but their applications must be considered equally.
  - e. ODOT will require reviewers to document the decision-making process in a consistent manner throughout the state. ODOT will provide a template to accomplish this.
  - f. Some programs included in **Enhance** have previously developed STIP selection criteria. Reviewers are not required to use these other STIP criteria in establishing priorities. However, reviewers are welcome to consider these other STIP criteria if they are helpful in the prioritization process.
  - g. Reviewers must include any required elements of project prioritization in their evaluations. For example, ODOT is required in statute to give priority to freight projects in the STIP. ODOT region staff will explain such requirements to reviewers. The final list and documentation will show how they were considered. Similarly, ODOT will ensure that the final STIP meets all legal requirements, including minimum amounts for certain types of projects, such as those for bicycle and pedestrian projects.
  - h. MPOs will need to maintain their role in the prioritization and selection process. It is expected that the ACTs will coordinate as they do today in similar processes with the MPOs. ODOT region staff is responsible to ensure this coordination is accomplished.
4. ACTs and MPOs then prioritize and reduce considered projects to their “150 percent list.” This means that high-priority projects will be included up to 50 percent over the expected funding available. These projects will then be “scoped” in more

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detail, meaning that their location, components, cost, and details will be examined more closely to verify estimates and establish the final project scope. Region staff will work with applicants to accomplish the detailed scoping.

5. Also during scoping of the 150 percent list, the Oregon Freight Advisory Committee and the joint Bicycle/Pedestrian and Transportation Enhancement Advisory Committees will review the lists of potential projects. These statewide advisory committees will share any feedback on the projects and priorities from their perspectives with the ACTs, MPOs, and region staff.
6. Information from scoping and from the advisory committee review above will be passed back to the ACTs and MPOs, for their next step to reduce the 150 percent list to the recommended list of projects for the STIP.
7. The OTC has final approval of the STIP for the state. The OTC will review the recommended lists and consider the 20 percent of the **Enhance** budget that was held back for statewide consideration by the OTC. The OTC will consider the lists, any apparent gaps in the recommended lists, statewide goals, policies, and priorities, and ensure that all legal minimums are met, such as the one percent for bicycle and pedestrian projects. The OTC will then allocate its 20 percent of the **Enhance** budget according to these considerations.
8. Once the recommended STIP is complete, including allocating the OTC's statewide 20 percent, the Draft STIP will be released for public review and comment.

After these application review and STIP development steps, there are several more steps that need to occur before the STIP is final. For example, technical steps like air quality conformity determinations will be completed where needed. Any further metropolitan area projects from their Transportation Improvement Programs are added in also. Then ODOT prepares and releases a Final STIP for public comment. The OTC is anticipated to issue its final approval of the STIP for Oregon in early 2015. Last, ODOT delivers the STIP to the Federal Highway and Federal Transit Administrations for final approval. The new STIP is active once the federal agencies issue their approval.

### ***Submit the Application***

Applications are **due by 12:00 PM, noon, on November 27, 2012**. Make sure the Application Form is submitted to the appropriate STIP **Enhance** Apps Region email below by the due date and time. If absolutely necessary, due to technical difficulties only, applicants may submit maps and other attachments promptly after the due date.

ODOT has five region offices around the state. Follow the instructions below to submit the completed application to the STIP **Enhance** Apps email box for the region that includes the project area. If you do not know which region the project is in, consult ODOT's [TransGIS website](#). Use the menus to choose Display – Layer Catalog – Boundaries – ODOT Regions. (This site will also help you find geographic coordinates, if you need them to describe your project.)

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Applications may be submitted to the email boxes below. The completed application form should be submitted to the email below before the due date and time. The application PDF file should be well under the maximum data limit for emails. (ODOT's email system will only accept emails that total less than 5 MB and your agency may have a lower limit, such as 3 MB.) Submit large attachments to ODOT's FTP site according to the instructions below.

Region email boxes for applications:

[STIPEnhanceAppsRegion1@odot.state.or.us](mailto:STIPEnhanceAppsRegion1@odot.state.or.us)

[STIPEnhanceAppsRegion2@odot.state.or.us](mailto:STIPEnhanceAppsRegion2@odot.state.or.us)

[STIPEnhanceAppsRegion3@odot.state.or.us](mailto:STIPEnhanceAppsRegion3@odot.state.or.us)

[STIPEnhanceAppsRegion4@odot.state.or.us](mailto:STIPEnhanceAppsRegion4@odot.state.or.us)

[STIPEnhanceAppsRegion5@odot.state.or.us](mailto:STIPEnhanceAppsRegion5@odot.state.or.us)

Submit maps and other large files via ODOT's FTP site. Follow these instructions to use the FTP site:

1. Create a folder named: (city or county)\_(project name) that includes all application attachments.
2. Go to ODOT's FTP Site at: <ftp://ftp.odot.state.or.us/incoming/STIP-Enhance> .
3. Copy the (city or county)\_(project name) folder to the STIP-**Enhance** folder on the FTP site.
4. Take a screen shot of your desktop showing the folder in the FTP site.
5. Email the screen shot to the appropriate applications email box above. Include in the email a contact name and number.

If you have questions about how to fill out or submit the application, contact the appropriate region representative for your project:

Region	Representative	Phone	Email
Region 1	Jeff Flowers	503.731.8235	<a href="mailto:Jeffrey.A.FLOWERS@odot.state.or.us">Jeffrey.A.FLOWERS@odot.state.or.us</a>
Region 2	Terry Cole	503.986.2674	<a href="mailto:Terry.D.COLE@odot.state.or.us">Terry.D.COLE@odot.state.or.us</a>
Region 3	Lisa Cortes	541.957.3643	<a href="mailto:Lisa.CORTES@odot.state.or.us">Lisa.CORTES@odot.state.or.us</a>
Region 4	Katie Parlette	541.388.6037	<a href="mailto:Katie.M.PARLETTE@odot.state.or.us">Katie.M.PARLETTE@odot.state.or.us</a>
Region 5	Dawn Hubble	541.963.1325	<a href="mailto:Dawn.L.HUBBLE@odot.state.or.us">Dawn.L.HUBBLE@odot.state.or.us</a>



## Application Instructions

This section of the document provides more detailed instructions for each of the items in the **Enhance** application. First, here are some tips on filling out the application:

- Use a word processor to type your responses and then cut and paste them into the form. Some word processors will count characters for you, helping you meet the available field lengths. If typing in the form, you will only see one line at a time. Click outside the box to see its full contents.
- Use of short paragraphs and bulleted lists that contain project details can improve the readability of the application and convey information to reviewers efficiently.
- Contact your ODOT region representative, listed above, if you have questions about how to fill out or submit the application.

## Transportation Project Sponsor Information

### 1. Project Sponsor

Complete the contact information for the organization applying for funds and the primary contact. The project sponsor must be a public agency. The primary contact should be the project manager who can provide additional information regarding the proposed project.

ODOT will use the same application to submit **Enhance** project proposals to the same ACT and MPO review process. When the sponsor is another agency, an intergovernmental agreement will be required to disperse funds for the project.

If ODOT intends to propose a project on the local transportation system, or a local agency intends to propose a project on the state-owned transportation system, communication between the agencies should begin well before the application is submitted.

### 2. Co-Sponsor

Indicate any co-sponsor for the project, if applicable. The co-sponsor will likely be directly involved in project delivery or in continued operations. The co-sponsor need not be a public agency.

## Transportation Project Information

### 3. Project Name

In order to maintain statewide consistency and continuity from one STIP to the next for staff, contractors, and the general public, ODOT has adopted a project naming convention. Use ODOT'S [Project Naming Convention](#) to develop a name for your project and insert the project name in the space provided.

**4. Project Budget Summary**

This table is included primarily for the application reviewers and will automatically fill in with numbers from the budget section of the application (items 27 and 28).

**5. Project Summary**

In the space provided, provide a brief text summary of the project that will serve as an introduction to the project. Include general location, purpose, and proposed construction or activity. Please complete this summary so that application reviewers will have an introduction to the project on the first page of the application. Note: This is separate and distinct from the “project problem statement” (item 8), and the full “project description” (item 11).

The field length for this summary and the other short answer items, such as numbers 6 and 7, is 800 characters. This is about one paragraph.

**6. Is this project a continuation of a previous Statewide Transportation Improvement Program (STIP) Project?**

Indicate yes or no. If yes, briefly describe the status of previous efforts, such as:

- Name of previous STIP project
- Purpose of previous STIP project
- STIP key number assigned, if known
- Completion date or progress toward project milestones
- Available budget remaining

**7. Does this project complement or enhance an existing or planned STIP project? For example, does it provide a more complete solution for an existing project or is it intended to work with another planned project, including a *Fix-It* STIP project?**

Indicate yes or no, and, if yes, describe the relationship of the proposed project to the other and the planned timing of both. Sometimes projects are planned for a specific timeframe to coordinate with other planned work or to improve on another project that could not be fully funded. The purpose of this question is to identify whether the proposed project is intended to work with another project. While this application does not address *Fix-It* projects, do include if the proposal is intended to enhance a scheduled or proposed *Fix-It* project.

**8. Project Problem Statement**

Provide a paragraph explaining the transportation problem or need the project will address. Be brief and do not describe the project scope or project benefits here. There is space to fully describe the scope in Project Description (item 11) and benefits in items 17-26.

**9. Transportation Project Location**

Provide the requested location information. Include city, county, Metropolitan Planning Organization (MPO), and any appropriate special district. Also include the ODOT region number, if known.

In the “Project Location Detail” space provided, include as appropriate:

- Road and milepost range,
- Intersections,
- Location of any rail crossings,
- Bus route and stops,
- Bike path or multipurpose trail locations,
- Sidewalk locations,
- Address of the project site,
- GPS coordinates (can be helpful where mileposts are not available),
- Other location detail.

### **10. Maps and Project Plans (include as attachments)**

Vicinity and site maps are required for construction projects. Other kinds of projects may include vicinity and site maps, if available and appropriate. All projects may include other maps or drawings to explain better the project as available and appropriate. Examples:

- Vicinity map (8.5X11) (may be inset on site map page)
- Site map/air photo (showing existing site) (8.5x11)
- Site Plan (showing proposed construction funded by the requested funds clearly marked) (8.5x11)
- Typical Cross-Section Drawings (showing proposed construction funded by the requested funds clearly marked) (8.5x11)

Send project maps to ODOT separately from the application using ODOT’s FTP site, if they are large files. See the section *Submit the Application* above for instructions.

### **11. Project description**

Use this space to clearly describe the work to be funded. Include what will be built, any services that will be provided, what equipment will be purchased, or facility planning or environmental document efforts that will be paid for with requested funds. If applicable and known, include the projected start dates for different stages of the project, e.g. Preliminary Engineering, Right-of-Way, Construction, etc.

Include whether [Practical Design](#) considerations have been applied to the proposed project. See the strategy document linked here for a description of this initiative. Its primary purpose is to ensure funded projects make important improvements to the system, even when the ideal solution cannot be provided. ODOT frequently finds that ideal solutions are not achievable in the near term because, for example, the solution is too expensive or literally cannot fit in the available space. Therefore, it is important to identify projects that can make significant improvements in problem areas without necessarily building the textbook solution.

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Similar to Practical Design considerations, it may not be possible to fund a very large project with available resources. Therefore, be sure to include in the project description whether the project can be broken into segments or phases that will each provide a useful product or service. Also indicate whether or not the proposed project will, by itself, provide a complete and useful product or service.

Describe the scope and focus your response on what will be built or the service to be provided. Do not document the project purpose or benefits in this space. See the lists below for things you might include. The total space available for this item is 4000 characters, about one page.

### For Infrastructure:

- Describe what will be built.
- Indicate if the project involves the purchase or lease of land or right-of-way.
- Identify the expected operational life of the project.
- Identify codes, standards or design criteria that will be used in design.
- Identify what unique or innovative design elements or construction practices are proposed.
- Identify what materials will be used.
- Indicate if the project can be phased and still meet a part of the need.
- Document any less expensive (such as Practical Design) solutions that will be implemented as a part of the project.

### For Operations/Service Delivery

- Describe what services will be provided.
- Document how the service will meet the identified needs.
- Identify any space or equipment to be leased or rented as a part of the project.
- Indicate how long will services be provided.
- Indicate if services can be provided with a partial award.
- After any funds awarded via this application are expended, will the service continue without a subsequent expenditure of state funds? (If no, explain.)

### For Capital Equipment Purchase

- Identify what will be purchased.
- Document how the equipment will meet the identified needs.
- Document what industry, safety, and quality standard will be used to evaluate the equipment prior to purchase.
- What type of procurement process will be used to purchase the equipment?
- What is the useful life of the equipment?
- Who will maintain the equipment?
- Will a manufacturer warranty come with the equipment?
- Will the equipment be insured?

For Project Planning (Project-level planning efforts help specify details of a project. Examples include completing an environmental document or a narrow facility plan, such as one for an interchange. This is different than system or corridor planning, which have a much broader scope and generally only outline possible solutions. System planning is *not* eligible for **Enhance** funding. Other resources address system planning such as the [Transportation and Growth Management Program](#).)

- Describe the planning effort.
- Identify primary deliverable planning product.
- Identify environmental and NEPA requirements.
- Identify major stakeholders.
- Identify the role of state agencies.
- Identify plan consistency requirements.
- Identify salutatory authority for the planning effort.
- Identify applicable Statewide Planning Goals.

## 12. Primary Project Mode(s)

Indicate the primary proposed project mode or modes. You can check more than one box, if appropriate. For example, light rail and transit may be checked together or pedestrian and bike. If you check other, list the primary mode for the project in the space provided. Do not check extra boxes if the project only has an incidental relationship to the other modes.

## 13. Project Activities

Indicate the primary activities this request will fund. You can check more than one box, if appropriate. Project planning and development refers to activities that are often included in the Development STIP, such as refinement planning or environmental document development. Each checked activity should be described in item 11 above.

## Timetable and Readiness Information

### 14. Indicate anticipated timing for the following activities, as applicable. Provide a date, if known, or year.

The first and last dates in this list are required information. A year or season and year are acceptable. Include other dates or estimated timing as available. The first field is for the Requested STIP Funding Year. The STIP covers four years, in this case, years 2015-2018. For many **Enhance** funding programs, projects for 2015 have mostly been selected using those programs' prior procedures in the earlier development of the 2012-2015 STIP. So most proposed projects are expected to be for years 2016-2018.

Indicate in the first field your preferred year to begin your project. This is important. The STIP must be balanced so that scheduled project expenses equal expected funds available at that time. If selected, ODOT will assign your



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project a target year within the STIP. Use this field to indicate which you prefer, although you are not guaranteed your preferred year.

Also, most STIP projects are funded with federal funds that must be assigned to a project by year. If the funds are not assigned and ready to be programmed with USDOT in that timeframe, the state may lose the funds altogether. ODOT does not allow that to happen.

ODOT will, when necessary, reassign funds away from projects that cannot be delivered on schedule to prevent loss of funds to the state and to ensure eligibility for any re-dispersed funds.

Therefore, you should carefully consider when your agency will be prepared to deliver matching funds and deliver the project. An Intergovernmental Agreement (IGA) will be required to receive project funds, and you should expect it to include target dates for certain activities. If your project is selected and you cannot meet the target dates, your project may lose funding to a more ready project.

The last field of the table is also required. Indicate the anticipated date that project construction is complete, all equipment is purchased, and the transportation facility/equipment is in use. For operational or service delivery projects, list projected end date of activities funded via this application.

ODOT staff, in collaboration with applicants, will verify that the estimated dates provided are reasonable and prudent during the project scoping process.

**15. Is the proposed project consistent with adopted plans? (Plans may include, for example, transportation plans; mode plans; such as bike/ped or transit plans; economic development plans; comprehensive plans; corridor plans; or facility plans.)**

Indicate whether the proposed project is consistent with applicable adopted plans. Then use the space provided to explain how the project is consistent with applicable plans. Include:

- Whether the project or the need to be met by the project is described in any plans and provide the names of these plans and page numbers of the references, if available.
- If the project or need is not described in a plan, explain why the proposed project meets the intent of the plan.
- If the project is inconsistent with plans, explain how and when the jurisdiction will amend applicable plans to include the proposed project.

**16. Is the proposed Transportation Project consistent with Major Improvement Policies including [OTP Strategy 1.1.4](#) and [OHP Action 1G.1](#)?**

Describe how the proposed investment is consistent with the Major Improvement Policies in the Oregon Transportation Plan (OTP) and, for highway projects, in the Oregon Highway Plan (OHP). These strategies describe a hierarchy of

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priorities for investment with system management first, minor improvements second, new capacity third, and new facilities last. If the proposed project corresponds to a later priority in this strategy, describe how higher priority solutions have already been tried or why they are not applicable or not appropriate. OTP Strategy 1.1.4 and OHP Action 1G.1 are reproduced below.

### ***OTP Strategy 1.1.4***

In developing transportation plans to respond to transportation needs, use the most cost-effective modes and solutions over the long term, considering changing conditions and based on the following:

- Managing the existing transportation system effectively.
- Improving the efficiency and operational capacity of existing transportation infrastructure and facilities by making minor improvements to the existing system.
- Adding capacity to the existing transportation system.
- Adding new facilities to the transportation system.

### ***OHP Action 1G.1***

Use the following priorities for developing corridor plans, transportation system plans, the Statewide Transportation Improvement Program, and project plans to respond to highway needs. Implement higher priority measures first unless a lower priority measure is clearly more cost-effective or unless it clearly better supports safety, growth management, or other livability and economic viability considerations. Plans must document the findings which support using lower priority measures before higher priority measures.

- 1. Protect the existing system.** The highest priority is to preserve the functionality of the existing highway system by means such as access management, local comprehensive plans, transportation demand management, improved traffic operations, and alternative modes of transportation.
- 2. Improve efficiency and capacity of existing highway facilities.** The second priority is to make minor improvements to existing highway facilities such as widening highway shoulders or adding auxiliary lanes, providing better access for alternative modes (e.g., bike lanes, sidewalks, bus shelters), extending or connecting local streets, and making other off-system improvements.
- 3. Add capacity to the existing system.** The third priority is to make major roadway improvements to existing highway facilities such as adding general purpose lanes and making alignment corrections to accommodate legal size vehicles.

- 4. Add new facilities to the system.** The lowest priority is to add new transportation facilities such as a new highway or bypass.

## **Project Benefit Information**

Items 17 through 26 on the application ask about expected benefits of the proposed project or solution. Stakeholders and staff will use this information, along with other application information, compare and prioritize projects. Each category of impact has an outcome statement that describes the kinds of transportation system benefits sought overall. There are also example considerations provided for each category. These are only examples, and are not exhaustive lists of possible benefits. Space available for these items is 1500 characters, about two paragraphs.

The first benefit question is about benefits the project provides to the state-owned transportation system. Indicate what benefits the project will provide to the state-owned system, including highways and other facilities. Include how it will improve the system or, if the project is on the local system, explain how this investment in the local system will also benefit the state system. Many times a state investment in the local system will help the nearby state system as well, and such local projects have traditionally been an important part of the STIP. Some examples of such benefits are listed in the application form.

Include if there are local efforts or commitments to protect the investment proposed. For example, if the proposed improvement is an interchange project, often an Interchange Area Management Plan explains state and local measures to ensure the continued function of the improved interchange. These may include land use measures, access management, or other tools to ensure the new facility continues to function well.

All the other categories of benefits reflect the categories of impacts designated by stakeholders as important for evaluation in the Mosaic (least cost planning) process. They also reflect Oregon Transportation Plan goals and policies. The benefit categories are: Mobility, Accessibility, Economic Vitality, Environmental Stewardship, Land Use and Growth Management, Quality of Life and Livability, Safety and Security, Equity, and Funding and Finance.

Briefly describe how the proposed project will help achieve the outcome sought, as applicable. Different kinds of solutions are likely to have different benefits and all categories are not likely to apply to every proposal. The outcomes sought are not ranked in any way, nor are kinds of solutions. Many types of projects will use the same application, and each type is likely to have different primary benefits. All regions of the state will also use the same application, and different areas may have different emphases or current priorities.

Please read through the outcome sought statements and the examples provided and then describe the benefits expected from the proposed project under the

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appropriate categories on the application. Applicants are not limited to the ideas presented in the example considerations. Feel free to use “not applicable” or “n/a” where a type of benefit is not relevant to your proposal. Cite or describe evidence of benefit claims, where available, such as by summarizing results of data analyzed, modeling results or providing letters, etc., that substantiate the benefits described. Responses will be reviewed for reasonableness and likeliness.

### **Budget Information**

#### **27. Estimated Project Costs**

Use the unshaded column in this table to list the estimated costs for the project activities. Activities are divided into common non-construction costs, construction costs, and non-eligible costs. Non-eligible costs include costs of the projects that are related to project activities, but not a direct transportation project cost that can be funded with state or federal transportation funds. Often these will include public transit operations costs or certain utility work, such as a city replacing its own water or sewer line while the road or sidewalk is under construction. Non-eligible costs are to be funded by the Sponsor or other participants and do not count as required matching funds for the transportation project. Totals will be calculated for you in the shaded column and reproduced in the summary table on the front page.

ODOT staff, in collaboration with applicants, will verify that the estimated costs are reasonable and prudent during the project scoping process.

#### **28. Project Participants and Contributions**

List the sponsor and other project participants (if applicable) and the project contributions from the sponsor and each participant in the unshaded column. The percent of the eligible, total transportation project cost will be automatically calculated for each contribution in the shaded column. The Project Budget Summary table on page 1 of the application will also be completed with information from this table.

Note that this table is where the applicant lists matching funds. The contributions from all participants must equal at least 10.27 percent, shown in the totals row in this table. Most federal funding programs require matching funds from local sources of at least 10.27 percent of the final project cost. Note that this is 10.27 percent of the *final* cost, not the estimated costs. If the final cost is higher than the estimate, the amount of local match required will increase. Also, certain types of project activities may have a match requirement that is more or less than 10.27 percent. If this is the case for the proposed project, the department will notify the sponsor before project selection.

## **Submittal Approval**

### **29. Project Sponsor Signature Authority Information**

Identify and include the signature of the official authorizing this application in the spaces provided. If the project is selected, sponsor agency funds will be committed to the project and the sponsor agency will be required to sign an Intergovernmental Agreement with ODOT before receiving any project funds. The IGA will detail the requirements for the use and management of requested funds. Therefore, it is important that an official of the sponsor agency with sufficient authority to make such commitments has approved this application.

### **30. Co-Sponsor Signature Authority Information**

Use the spaces provided to identify the project co-sponsor, if applicable. Similarly, a co-sponsor is making a commitment and contributions to this project, if it is funded. The signature will demonstrate the co-sponsor's support of this application and should be provided by an official with sufficient authority to make such commitments.





# DRAFT MULTIMODAL TRANSPORTATION PROGRAM/PROJECT APPLICATION

## Transportation Project Sponsors

### 1. Project Sponsor (must be a public agency)

Organization Name:	<input style="width: 90%;" type="text"/>
Contact Person Name:	<input style="width: 60%;" type="text"/>
Title:	<input style="width: 60%;" type="text"/>
Street Address:	<input style="width: 60%;" type="text"/>
Phone:	<input style="width: 60%;" type="text"/>
City, State Zip:	<input style="width: 60%;" type="text"/>
E-mail:	<input style="width: 90%;" type="text"/>

### 2. Co- Sponsor

Organization Name:

## Transportation Project Information

### 3. Project Name

Project Name:

### 4. Project Budget Summary - This table will automatically fill in.

	Project Funds	% of Project Costs
Total Costs		
Non-Eligible Costs		
Total Transportation Project Cost	\$0	0%
Matching Funds	\$0	
Requested Funds	\$0	0%

### 5. Provide a brief summary of the project (max 800 characters):

### 6. Is this project a continuation of a previous Statewide Transportation Improvement Program (STIP) Project?

- Yes     
  No

If yes, describe the status of the previous STIP project.



# DRAFT MULTIMODAL TRANSPORTATION PROGRAM/PROJECT APPLICATION

**7. Does this project complement or enhance an existing or planned STIP project? For example, does it provide a more complete solution for an existing project or is it intended to work with another planned project, including a "Fix-It" STIP project?**

- Yes             No

If yes, describe the relationship of this proposed project to the other, including planned timing of both projects.

**8. Project Problem Statement**

Provide a paragraph explaining the problem or transportation need the project will address:

**9. Transportation Project Location**

City: <input style="width: 90%;" type="text"/>	County: <input style="width: 90%;" type="text"/>
MPO: <input style="width: 90%;" type="text"/>	Special District: <input style="width: 90%;" type="text"/>

Project Location Detail: (include as appropriate: road and milepost range, rail line and milepost range, GPS coordinates, bus route and stops, bike path or multipurpose trail locations, sidewalk locations, or other location detail)

**10. Maps and Plans** (Project Site and Vicinity Maps are required for all construction projects. Include other applicable maps or drawings, if available.)

<input type="radio"/> Attached/Upload <input type="radio"/> Not Applicable	Vicinity Map (8.5x11) (may be inset on site map page)
<input type="radio"/> Attached/Upload <input type="radio"/> Not Applicable	Site map/air photo (showing existing site) (8.5x11)
<input type="radio"/> Attached/Upload <input type="radio"/> Not Applicable	Site map (showing proposed construction area clearly marked) (8.5x11)
<input type="radio"/> Attached/Upload <input type="radio"/> Not Applicable	Typical Cross Section Drawings (showing proposed construction funded by the requested funds clearly marked) (8.5x11)



# DRAFT MULTIMODAL TRANSPORTATION PROGRAM/PROJECT APPLICATION

## 11. Project Description

Clearly describe the work to be funded and describe what will be built, any services that will be provided, what equipment will be purchased, or project planning or environmental document efforts that will be paid for with Requested Funds. Include whether [Practical Design](#) considerations have been applied to the proposed project. Identify if the project can be completed in phases, and whether the project or phase will provide a complete, useful product or service. (Maximum 4000 characters)

## 12. Primary Project Mode(s)

<input type="checkbox"/> Passenger Rail	<input type="checkbox"/> Light Rail	<input type="checkbox"/> Bus/Transit
<input type="checkbox"/> Pedestrian	<input type="checkbox"/> Bike	<input type="checkbox"/> Highway/Road
<input type="checkbox"/> Other:		

## 13. Project Activities

<input type="checkbox"/> Infrastructure Engineering, Design, or Construction	<input type="checkbox"/> Project Planning and Development	<input type="checkbox"/> Operations/Service Delivery
<input type="checkbox"/> Capital Equipment Purchases	<input type="checkbox"/> Education or Information Delivery (e.g. Transportation Demand Management)	<input type="checkbox"/> Other

## Timetable and Readiness Information

**14. Indicate anticipated timing for the following activities, as applicable. Provide a date, if known, or year.**

Anticipated Dates	Activity
	Requested STIP Funding Year (e.g. 2016, 2017, 2018) - <b>REQUIRED</b>
	Bid Let Date
	Construction Contract Award
	Construction Complete
	Capital Equipment Purchase
	Operations/Service Begin
	Other Major Milestone:
	Project Completion/End of Activities funded through this request - <b>REQUIRED</b>



# DRAFT MULTIMODAL TRANSPORTATION PROGRAM/PROJECT APPLICATION

**15. Is the proposed project consistent with adopted plans? (Plans may include, for example, transportation plans, mode plans such as bike/ped or transit plans, economic development plans, comprehensive plans, corridor plans or facility plans.)**

- Yes       No

Describe how the proposed project is consistent with adopted plans. List plans that include the project (with page numbers if possible) or describe how the project meets plan intent. If the project is not consistent, explain how and when plans will be amended to include the project.

**16. Is the proposed Transportation Project consistent with Major Improvement Policies including [OTP Strategy 1.1.4](#) and [OHP Action 1G.1](#)?**

- Yes       No

Describe how the proposed investment is consistent with OTP Strategy 1.1 and for highway projects, OHP Action 1G.1. If the project corresponds to a later priority in these strategies, describe how higher priority solutions have already been tried or why they are not applicable or not appropriate to the location.

## Project Benefit Information

Questions 17 through 26: Describe how the proposed solution will help achieve the outcomes listed below. Describe the benefits that the proposed solution is expected to achieve and provide documentation of those benefits where available, such as summaries of data analysis or modeling results, or letters of commitment from participants or employers. Where appropriate, also include in the description whether the proposal will mitigate or prevent a negative impact to the desired outcome.

This information and information throughout the application will be used as input to the STIP decision process. It is not expected that every solution will help achieve every benefit. Different types of solutions are likely to have different kinds of benefits and no type of solution or benefit is assumed to be more important than others. Please provide a realistic description of expected benefits of the proposed solution and feel free to use N/A where the benefit or outcome listed does not apply to the proposal.



**17. Benefits to State-Owned Facilities**

Outcome sought: preserve public investment by maintaining efficient operation of state-owned highways and other facilities through operational improvements, local connectivity, congestion-reducing projects and activities, etc.

For example, will the solution:

- Provide an alternative to travel on state owned facilities?
- Cost less than a state facility improvement with equal benefits?
- Include local efforts to protect the investment such as an Interchange Area Management Plan?
- Plan for or contribute to development of a seamless multimodal transportation system?
- Complete or extend a critical system or modal link?

**18. Mobility**

Outcome sought: provide mobility for all transportation system users and a balanced, efficient, cost-effective and integrated multimodal transportation system.

For example, will the solution:

- Improve or better integrate passenger or freight facilities and connections, including multimodal connections, to expedite travel and provide travel options?
- Improve or provide a critical link in the transportation system or connection between modes for travelers or goods?

**19. Accessibility**

Outcome sought: ensure appropriate access to all areas with connectivity among modes and places and enable travelers and shippers to reach and use various modes with ease.

For example, will the solution:

- Improve connections within residential areas and/or to schools, services, transit stops, activity centers and open spaces, such as by filling a gap in bicycle, pedestrian, or transit facilities?
- Improve or expand access to employers, businesses, labor sources, goods or services?
- Plan for or contribute to expanding transportation choices for all Oregonians?





**20. Economic Vitality**

Outcome sought: expand and diversify Oregon's economy by efficiently transporting people, goods, services and information.

For example, will the solution:

- Support, preserve, or create long-term jobs and capital investment? Will it do so in an economically distressed area?
- Enhance opportunities for tourism and recreation?
- Plan for or contribute to linking workers to jobs?

**21. Environmental Stewardship**

Outcome sought: provide an environmentally responsible transportation system that does not compromise the ability of future generations to meet their needs and encourage conservation of natural resources.

For example, will the solution:

- Use design, materials or techniques that will more than meet minimum environmental requirements or mitigate an existing environmental problem in the area?
- Help meet air or water quality, energy or natural resource conservation, greenhouse gas reduction or similar goals?
- Plan for or contribute to the use of sustainable energy sources for transportation?

**22. Land Use and Growth Management**

Outcome sought: support existing land use plans and encourage development of compact communities and neighborhoods that integrate land uses to help make short trips, transit, walking and biking feasible.

For example, will the solution plan for or contribute to:

- Efficient development and use of land as designated by comprehensive or other land use plans?
- Community revitalization including downtowns, economic centers and main streets?
- Compact urban development and mixed land uses?



**23. Livability**

Outcome sought: promote solutions that fit the community and physical setting, enable healthy communities and serve and respond to the scenic, aesthetic, historic, cultural and environmental resources.

For example, will the solution:

- Enhance or serve unique characteristics of the community?
- Use context sensitive principles in design and minimize impacts on the built and natural environment?
- Encourage a healthy lifestyle and enable active transportation by enhancing biking and walking networks and connections to community destinations or public transit stops or stations?
- Include elements that will make the facility or service more attractive, enjoyable, comfortable or convenient for potential users?

**24. Safety and Security**

Outcome sought: Investment improves the safety and security of the transportation system and takes into account the needs of potential users.

For example, will the solution:

- Improve safety by using designs or techniques that exceed minimum requirements for safety and are likely to reduce the frequency or severity of crashes?
- Help reduce crashes involving vulnerable road users such as bicyclists and pedestrians?
- Improve the ability to respond to an emergency and quickly recover use of the facility or service?

**25. Equity**

Outcome sought: promote a transportation system with multiple travel choices for potential users and fairly share benefits and burdens among Oregonians.

For example, will the solution:

- Benefit a large segment of the community?
- Benefit one or more transportation disadvantaged populations?
- Improve environmental justice or economic equity of the community or region?



# DRAFT MULTIMODAL TRANSPORTATION PROGRAM/PROJECT APPLICATION

## 26. Funding and Finance

Outcome sought: investment uses funding structures that will support a viable transportation system and are fair and fiscally responsible.

For example, will the solution:

- Have ongoing funding available for operations and maintenance?
- Support the continued use of prior investments or reduce the need for future investments?

## Budget Information

### 27. Estimated Project Costs

List estimated costs for the various activities listed below, as applicable to proposed project. Shaded fields are automatically calculated.

	Enter Values in this Column	Total Column
Project Administration		
Staff Costs (for Service/Educational Projects)		
Project development and PE		
Environmental Work		
Coordination and Outreach		
Leased Space		
Building purchase and/or Right of Way		
Capital Equipment		
<b>Non-Construction Project Costs Total</b>		
Utility Relocation		
Construction		
<b>Construction Project Costs Total</b>		
<b>Total Eligible Project Cost</b>		
Non-Eligible Costs (other project non-transportation expenditures, e.g. un-reimbursable utilities)		



# DRAFT MULTIMODAL TRANSPORTATION PROGRAM/PROJECT APPLICATION

## 28. Project Participants and Contributions

List expected project participants and their contributions in the table below. Begin with the amount contributed by the Sponsor and include contributions from Project Co-Sponsor and other participants, if applicable. Sponsor and participant contributions must add to at least 10.27% of Total Transportation Project Costs. This is the amount of matching funds typically required for most federal funding programs. The specific amount of matching funds required for the proposed project may be more or less than 10.27%, depending on its funding eligibility. Specific match requirements will be determined during application review.

Participant Role	Participant Name	Project Funds Contribution	Percent of Transportation Project Total Cost
Sponsor			
Co-Sponsor			
Participant			
Participant			
<b>Total</b>		\$0	0%



## Submittal Approval

### 29. Project Sponsor Signature Authority Information

The Authorizing Authority identified below approved the submittal of this application on behalf of the Project Sponsor. Project sponsors other than the Oregon Department of Transportation will be required to sign an Intergovernmental Agreement (IGA) with ODOT prior to receiving any project funds. The IGA with the state will detail the requirements for the use and management of requested funds.

Authorizing Authority Name:

Authorizing Authority Title:

Electronic submittal was approved by the identified authorizing individual. No signature needed if checked.

Signature:  Date:

### 30. Co-Sponsor Signature Authority Information

The signature below demonstrates support of this application on behalf of the Co-Sponsor:

Authorizing Authority Name:

Authorizing Authority Title:

Signature:  Date:

Electronic submittal was approved by the identified authorizing individual. No signature needed if checked.



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**Subject:** FW: Supplemental Materials: 8/9 JPACT  
**Attachments:** 80912 JPACT Supplemental Materials.pdf

Chair Collette and Members of the JPACT Finance Subcommittee,

Thank you all for taking the time to meet with me this morning to discuss the role of Area Commissions on Transportation (ACTs), ODOT's new STIP funding allocation process and most importantly, how this new process will be implemented in Region 1.

I very much appreciated the comments and questions and thought the group did an excellent job of providing your perspective and understanding ours. For those unable to attend, or who were present but not at the table this morning, I welcome your comments as well. Please get those to ODOT by the end of next week via [Jacque.L.Carlisle@odot.state.or.us](mailto:Jacque.L.Carlisle@odot.state.or.us).

The OTC meets next week in Baker City on August 15<sup>th</sup> and 16<sup>th</sup>. Directly following our meeting, ODOT staff will begin the process of establishing a Region 1 Project Selection Committee for the 2015-18 cycle. As I mentioned, the current proposal is to have five named regional representatives (JPACT chair, ODOT Region 1 Manager, City of Portland, TriMet and the Port of Portland) and four additional appointees made by each county in Region 1, with counties nominating at least one city each. As part of this process, and as a bridge to establishing an ACT, I'm forwarding the memo that I provided to ACT chairs in April that Jason Tell distributed this morning. I anticipate this guidance on ACT membership may be helpful for counties to utilize as they consider their nominations. Our goal is to help ensure broad stakeholder representation, capable of looking at regional transportation needs.

The Enhance application, timeline and other documents provided at the meeting this morning can be found at [http://cms.oregon.gov/ODOT/TD/TP/Pages/STIP\\_Guide.aspx](http://cms.oregon.gov/ODOT/TD/TP/Pages/STIP_Guide.aspx). Hopefully, these documents will answer many of your questions about project selection criteria. We of course welcome your suggestions and feedback on the contents of those documents as well. Please direct any comments or questions about these materials to Jeff Flowers at [Jeffrey.A.Flowers@odot.state.or.us](mailto:Jeffrey.A.Flowers@odot.state.or.us).

The OTC will remain engaged with JPACT and the Region on both the establishment of a one time committee and the larger goal of ACT formation in the weeks and months to come. Thank you again for your input and willingness to explore new ways of identifying transportation investments in Oregon.

I very much look forward to our next steps, and again, I really appreciated you convening the group this morning and the spirit, tone and content of the discussion.

Best,

Pat Egan



Mr. Pat Egan, Chair  
Oregon Transportation Commission  
1158 Chemeketa Street NE  
Salem, OR 97301

Dear Mr. Egan:

On behalf of the Metro Council and the Joint Policy Advisory Committee on Transportation (JPACT), we applaud the Oregon Transportation Commission in their efforts to be more inclusive and transparent in project selection for the State Transportation Improvement Program. As we understand your proposal for ODOT Region 1, there is an interim approach to convening interested parties and a longer-term approach to forming one or more Area Commissions on Transportation (ACT). Further, you are proposing that the interim group be convened to include the following positions:

- One each from ODOT, TriMet, the Port of Portland and the City of Portland.
- One from Metro with your recommendation that appointment be the JPACT Chair.
- Four appointments from each of the Counties (Clackamas, Multnomah, Washington and Hood River); each County would determine how these four positions would be divided between County officials, City officials and stakeholders.
- Once convened, the group would select its Chair.

In general, we support proceeding with this interim approach. However, to acknowledge the roles and responsibilities of each participant, we respectfully request that Metro be treated in the same manner as the other elected governments and be provided the right to appoint four members. Metro has the coordination and transportation planning responsibility for nearly 90% of the affected population. Metro provides significant regional services that place demands on the transportation system. And, Metro will have the responsibility to ensure coordination and consistency with federal requirements through the metropolitan planning organization. Furthermore, Metro's appointment of stakeholders will ensure that the collective appointment of stakeholders by all of the governments will be fully representative of the various interests in the community.

We are particularly concerned that a diverse set of stakeholders be appointed consistent with the ACT Guidance issued by the Oregon Transportation Commission. The stakeholder appointments collectively from the four counties and Metro should provide for representation by business, civic organizations, environmental justice organizations, environmental organizations and multi-modal interests. The addition of four Metro appointments will provide greater capacity to meet the full diversity of interests.

Finally, the assignment of responsibility for appointments to the Counties under-represents the role of Cities, which comprise 75% of the population of Region 1. We recommend that your proposal be amended to call for the four appointments from each County to consist of at least one City and one County representative and be selected jointly by the Cities and the County.

Of equal importance is the long-term creation of one or more Area Commissions on Transportation in Region 1. We are not assuming that this interim approach is necessarily the basis for the long-term solution and it is clear that more time is needed to explore possibilities. However, establishment of this governance structure requires immediate attention as well and it is critically important that the full range of interested parties be represented at the table to develop that recommendation. We look forward to being fully engaged in the development of the long-term governance structure as well.

Sincerely,

Tom Hughes, Metro Council President

Carlotta Collette, Metro Council District 2  
Chair, Joint Policy Advisory Committee on  
Transportation