



Metro | Agenda

Meeting: Metro Technical Advisory Committee
 Date: Wednesday, August 21, 2013
 Time: 10 a.m. – 12 p.m.
 Place: Metro Regional Center, Council Chamber

Time	Agenda Item	Action Requested	Presenter(s)	Materials
10 a.m.	CALL TO ORDER / ANNOUNCEMENTS	Information	John Williams, Chair	
10:10 a.m.	DRAFT Regional Active Transportation Plan (ATP) <i>Objective: Recommendation to MPAC on ATP resolution, acknowledging work completed to date and initiating further review prior to adoption as a component of the Regional Transportation Plan in July 2014.</i>	Recommendation to MPAC on ATP acknowledgement resolution	Lake McTighe, Metro	In packet & at meeting
10:50 a.m.	Update on FEMA Regulations <i>Objective: Provide information on two recent changes that may affect local government administration of the NFIP and the proposed removal of flood provisions from Oregon building codes.</i>	Information	Christine Shirley, DLCD	At meeting
12:00 p.m.	ADJOURN			

MTAC meets on the 1st & 3rd Wednesday of the month. **The next meeting is scheduled for September 4, 2013.**

For agenda and schedule information, contact Paulette Copperstone: 503-797-1562, Paulette.Copperstone@oregonmetro.gov.

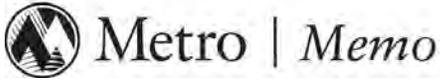
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Date: August 13, 2013
To: MTAC and interested parties
From: Lake McTighe, Transportation Planner
Subject: Draft Regional Active Transportation Plan – Acknowledgement Resolution

Background

Metro in partnership with key stakeholders has completed a draft Regional Active Transportation Plan (“ATP”). The need for a regional Active Transportation Plan (ATP) was identified as a follow up activity in the 2035 Regional Transportation Plan (“RTP”) to provide the region with a strategy to complete and expand regional pedestrian and bicycle networks integrated with transit, increase competitiveness for active transportation related funding, and help achieve transportation goals and targets and the region’s six desired outcomes.

Metro and partners, including a regional Stakeholder Advisory Committee composed of staff from cities and counties and advocacy groups, have been working on the development of the draft ATP since January 2012.

The draft ATP, including updated network maps, policies and implementing actions and a project list, will be reviewed and refined with continued stakeholder input through June 2014. The ATP will remain draft until it is proposed for adoption as a component of the RTP in July 2014.

The draft ATP includes a vision, guiding principles, updated regional pedestrian and bicycle networks that emphasize access to transit, new and updated functional classifications, suggested design options, policies and implementing actions, funding and implementation strategies, and list of regional pedestrian and bicycle corridors and district projects. Elements of the ATP will be proposed for incorporation into the 2014 RTP.

Discussion for August 21 meeting

A resolution acknowledging work completed to date and initiating further review of the ATP prior to adoption as a component of the RTP in July 2014 provides a formal step to direct staff to work with stakeholders to prepare policy and project amendments for consideration as part of the RTP update. The resolution does not adopt the ATP.

The draft ATP was provided to MTAC and other stakeholders for review and refinement in early July 2013. Staff has received comments, questions and suggested edits from various stakeholders listed below. Staff has been incorporating changes into the draft ATP, including refinements to the network maps, design guidelines, policies and implementation actions based on input from stakeholders. A second review draft of the ATP will be available to stakeholders by the end of August. Further refinements will be included in at least one more review draft prior to release of the public review draft in March 2014.

Stakeholders that have so far provided written comments and refinements to the first review draft of the ATP, as of July 1, 2013:

- MTAC members (July 17 meeting)
- TPAC members (July 19 meeting)

- JPACT members (Aug. 1 meeting) (MPAC is meeting on Aug. 14)
- Metro Council
- SW Trails, Inc.
- City of Wilsonville
- City of Lake Oswego
- Resident of Forest Park Neighborhood
- Resident of SW Portland
- Resident of Sellwood
- Tualatin Hills Park and Recreation District
- Letter from twenty-one of the region's Mayors

At the August 21 MTAC meeting staff will be seeking a recommendation from MTAC to MPAC to support a resolution that acknowledges work completed to date on the draft plan and initiates further review and refinement of the draft plan through the comprehensive update of the RTP. A draft of the proposed resolution is attached.

What is the purpose of the resolution?

The purpose of the resolution is to formally acknowledge work completed to date on the plan and to direct staff to provide opportunities for further review and refinement by stakeholders *through the comprehensive update of the Regional Transportation Plan*. The resolution does not adopt the Draft ATP. The plan will remain draft, with opportunity to make changes, until it is adopted as a component of the RTP in July 2014. The resolution, in essence, formalizes the next steps of staff working with stakeholders to incorporate the ATP into the RTP, while allowing for further refinement of the ATP through the update of the RTP.

Updated Timeline

In response stakeholders, Metro has revised the timeline to review and refine the Draft ATP. In addition to meeting with Metro advisory committees, staff is available to meet with other stakeholder groups to provide more detail on the Draft ATP and respond to questions and comments.

- July 17 MTAC - discussion and provide direction to staff on recommendation to Metro Council
- July 18 Metro Council work session – discussion and provide direction to staff to refine plan
- July 19 TPAC – discussion and provide direction to staff on recommendation to Metro Council
- August 1 JPACT - discussion and provide direction to staff on recommendation to Metro Council
- August 14 MPAC - discussion and provide direction to staff on recommendation to Metro Council
- August 21 MTAC - recommendation to MPAC on resolution
- August 30 TPAC- recommendation to JPACT on resolution
- September 11 MPAC - action on resolution, recommendation to Metro Council
- September 12 JPACT - action on resolution, recommendation to Metro Council
- September 26 Metro Council - action on resolution

Integration into the RTP will involve refining the plan with stakeholder input and drafting changes/updates to the ATP and RTP for consideration.

- August 2013 through February 2014– Refine elements of the ATP based on stakeholder input; consecutively draft proposed changes to the RTP for consideration
- March 2014 – draft ATP released for public comment with RTP
- May-June 2014 – changes to ATP and RTP based on public input
- July 2014 – ATP proposed for adoption as a component of the RTP

Attachments

1. Draft Resolution No.13-4454
2. Draft ATP policy recommendations and follow up actions – changes made to date
3. Questions and staff responses on ATP
4. ATP fact sheet

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF ACKNOWLEDGING) RESOLUTION NO. 13-4454
THE WORK COMPLETED TO DATE AND)
INITIATING FURTHER REVIEW OF THE) Introduced by Councilor Kathryn Harrington
REGIONAL ACTIVE TRANSPORTATION)
PLAN PRIOR TO ADOPTION AS A)
COMPONENT OF THE REGIONAL)
TRANSPORTATION PLAN)

WHEREAS, the Metro Council, with the advice and support of the Metro Policy Advisory Committee (“MPAC”) and the Joint Policy Advisory Committee on Transportation (“JPACT”), adopted the 2035 Regional Transportation Plan (“RTP”) in 2010 by Ordinance No. 10-1241B; and

WHEREAS, the RTP supports the completion of a fully developed regional active transportation network and identifies development of a Regional Active Transportation Plan (“ATP”) as an implementation activity that is a critical part of the identified strategy to develop the regional active transportation network; and

WHEREAS, planning and implementing a regional active transportation network is a component of the region’s work to develop vibrant, prosperous and sustainable communities with safe and reliable transportation choices, that minimize greenhouse gas emissions and that distribute the benefits and burdens of development equitably in the region; and

WHEREAS, the Metro Council adopted Resolution No. 11-4239 (For the Purpose of Supporting Development of a Regional Active Transportation Plan) directing staff to apply for a Transportation Growth Management grant application to the Oregon Department of Transportation to help fund development of the Regional Active Transportation Plan; and

WHEREAS, Metro worked with the Executive Council for Active Transportation, Metro’s advisory committees and a regional Stakeholder Advisory Committee comprised of staff and representatives from Clackamas, Multnomah and Washington counties, the cities of Cornelius, Fairview, Forest Grove, Gresham, Hillsboro, and Portland, the Oregon Department of Transportation, TriMet, and other stakeholders representing public health, parks and active transportation perspectives to develop the Draft ATP; and

WHEREAS, the Draft ATP recommends updates to the RTP regional pedestrian and bicycle networks and functional classifications, and new projects, design guidelines, policies and implementing actions that will help achieve the region’s Six Desired Outcomes and existing RTP goals, objectives and performance targets; and

WHEREAS, the Metro Council, JPACT, MPAC, Metro Technical Advisory Committee (“MTAC”), Transportation Policy Advisory Committee (“TPAC”) and the Stakeholder Advisory Committee have considered the Draft ATP and recognize that additional review of the draft plan is needed as part of the comprehensive update of the RTP in 2013-14; and

WHEREAS, the Draft ATP project list will be available for cities, counties and agencies to consider incorporating into the RTP as part of the update to the RTP in 2013-2014; and

WHEREAS, MPAC and JPACT have accepted the draft plan to formally acknowledge the work completed to date with the understanding that opportunities for further review and refinement of the Draft ATP will be included in the update to the RTP; NOW THEREFORE

BE IT RESOLVED that the Metro Council:

1. Acknowledges the Draft Regional Active Transportation Plan, attached to this resolution as Exhibit A, to formally acknowledge the work completed to date.
2. Directs staff to provide opportunities for further review and refinement of the plan by local governments, ODOT, TriMet and other stakeholders through the comprehensive update of the Regional Transportation Plan and prepare policy and project amendments to the Regional Transportation Plan for final public review as part of the Regional Transportation Plan update in 2014.
3. Declares that Resolution No. 13-XXXX does not adopt the Draft Regional Active Transportation Plan or direct local plans. The resolution acknowledges the draft plan for final review and refinement as part of the Regional Transportation Plan update in 2014, to be adopted by ordinance as a component of the Regional Transportation Plan following public hearings in 2014.

ADOPTED by the Metro Council this X day of September, 2013.

Tom Hughes, Council President

Approved as to form:

Alison Kean Campbell, Metro Attorney

Regional Active Transportation Plan

DRAFT Policy Recommendations and Follow Up Actions

Five policies listed below build on existing pedestrian and bicycle policies identified in the 2035 Regional Transportation Plan. These policies are intended to help communities achieve adopted local and regional goals, outcomes, objectives and targets.

Corresponding **actions** to implement the policies have been identified. Unless otherwise noted, Metro is considered the lead agency for the actions, working in partnership with cities and counties, jurisdictions, agencies and stakeholders. The actions may require further engagement and discussion with stakeholders.

1. **Make walking and bicycling the most convenient and enjoyable transportation choices for short trips.**

Actions-Metro actions to Implement Policy

- 1.1 ~~Implement~~ **Support jurisdictions and agencies to implement** the regional active transportation network according to the Principles for the Regional Active Transportation Network.
- 1.2 ~~Identify~~ **Work with cities, counties, agencies and jurisdictions to identify** and encourage the implementation of projects that connect people to destinations that serve essential daily needs, **including schools and parks**, especially in areas where there is a high level of demand for walking, bicycling and transit service.
- ~~1.2.1.3~~ **(Previously included in 1.2) Include** ~~Support projects and plans to include~~ way finding, street markings and clear connections to make the regional pedestrian and bicycle networks **consistent**, easy to navigate on foot or by bicycle. Provide data in an open format to support third-party mobile application and map development.
- ~~1.3.1.4~~ **(Previously 1.3)** Seek opportunities to implement recommendations for pedestrian and bicycle safety improvements identified in the Regional Transportation Safety Plan, including lighting, crossing improvements and protected bicycle facilities.
- 1.5 ~~(Previously 1.4) Include~~ **Encourage jurisdictions and agencies to include** education and encouragement in **capital** project scopes to raise awareness, increase safety and increase use of completed ~~networks~~ **projects**.
- 1.6 **(New) Work with partners to identify opportunity areas where short trips made by auto can be easily replaced by walking and bicycling. Short trips are generally defined as one way trips less than three miles.**
- 1.7 **(New) Work with jurisdictions and agencies to provide bicycle parking and safe crossings at transit stations and stops where applicable.**

2. **Develop a well-connected regional network of complete streets and off-street paths that is integrated with transit and prioritize prioritizing safe, convenient and**

**comfortable pedestrian and bicycle access for all ages and abilities ,
connecting people to essential services, schools, parks, jobs and
regional destinations.**

Metro Actions ~~actions~~ to Implement Policy

- ~~2.1~~ **Develop and adopt a complete streets policy into the Regional Transportation Plan. (incorporated into 4.1)**
- ~~2.2.1~~ **Encourage the use of complete streets checklists for planning and project development. Complete streets is a transportation policy and design approach where streets are planned, designed, operated, and maintained to enable safe, convenient and comfortable travel and access for users of all ages and abilities regardless of their mode of transportation. Complete streets allow for safe travel by those walking, bicycling, driving automobiles, riding public transportation, or delivering goods. The City of Seattle utilizes a complete streets checklist.**
- ~~2.3.2~~ **Work with partners to emphasize the need for safe bicycle and pedestrian facilities on routes with heavy motorized vehicle traffic by prioritizing projects for addressing that address pedestrian and bicycle system needs safety on a regular basis. Emphasize the need for safe bicycle and pedestrian facilities on routes with heavy motorized vehicle traffic. If a conflicting policy If other policies conflict with limits the application of this action, seek to balance the transportation integrate the needs of all users while managing the transportation system. In areas where the state and region are actively trying to encourage multi-modal travel, such as multi-modal areas, urban business areas, mixed-use centers, regional boulevards, etc., lead agencies should work to accommodate pedestrian and bicycle solutions when there are conflicting policies. In other areas, seeking solutions such as parallel routes for Bicycle Parkways may be the solution.**
- ~~2.4.2.3~~ **(Previously 2.4) Provide Work with jurisdictions, agencies and stakeholders to encourage -physically separated bicycle facilities, parallel paths or alternate routes on roadways with high traffic speeds and volumes, or heavy truck traffic. Physically separated bicycle facilities include bicycle lanes, wide bicycle lanes, buffered bicycle lanes and raised cycletracks.**
- ~~2.5.2.4~~ **(Previously 2.5) Encourage and support the use of the Active Transportation Plan design guidelines.**
- ~~2.6.2.5~~ **(Previously 2.5) Endorse the use of the NACTO (National Association of City Transportation Officials) Bike Design Guide and Washington County Bike Design Tool Kit, and other similar guidelines, as best design practices.**
- ~~2.7.2.6~~ **(Previously 2.7) Develop design guidelines for transit and bicycle interaction, especially at transit stops and stations and along light rail and streetcar tracks.**
- 2.7 (Previously 2.8) Develop design and operation guidelines for regional trails as transportation facilities.**

- 2.8 **(New) Work with jurisdictions, agencies and stakeholders to identify best practices and successful case studies integrating bicycle, pedestrian and freight facilities, especially within constrained roadways.**
- 2.9 **(New) Work with jurisdictions, agencies and stakeholders to update the Regional Transportation Plan in 2014 with the recommended network principles, ATP pedestrian and bicycle networks and map updates, functional classifications, suggested design guidelines, policies and implementing actions.**
- 2.10 **~~(New) Work with cities, counties, agencies and jurisdictions to update the Regional Transportation Functional Plan, the implementing plan of the Regional Transportation Plan, to include requirements that will implement the recommended networks and policies of the ATP.~~ Work with jurisdictions, agencies and stakeholders on the 2018 update of the Regional Transportation Plan to determine if changes to the Regional Transportation Functional Plan, the implementing plan of the Regional Transportation Plan, are needed to better implement the recommended networks and policies of the ATP.**
- 2.11 **(Previously 4.4) Work with jurisdictions, agencies and stakeholders to consider adding pedestrian and bicycle projects to the Regional Transportation Plan during the RTP updates that will complete the recommended ATP pedestrian and bicycle networks.**
- ~~2.92.12~~ **(Previously 2.9) Encourage and work with state and local jurisdictions and agencies to update transportation system plans to be consistent with the ATP and ~~to reference or~~ include the regional pedestrian and bicycle network routes.**
- ~~2.102.13~~ **(Previously 2.10) Work with jurisdictions, agencies and stakeholders to develop prioritization ~~and submittal~~ criteria **promoting implementation of a complete transportation network for to be used in developing the project lists of local transportation system plans** ~~all projects added to the~~ and the Regional Transportation Plan ~~project list.~~**
- ~~2.112.14~~ **(Previously 2.11) Coordinate pedestrian, bicycle and transit investments with the Regional Transportation Option program and grants to deliver complete corridors for active travel.**
- ~~2.122.15~~ **(Previously 2.12) Coordinate pedestrian, bicycle and transit investments with the Transportation System Management Options program and grants to deliver complete corridors for active travel.**
- 2.16 **~~Update~~ Work with partners, including the Oregon Department of Transportation and TriMet, during the next policy update of the Metropolitan Transportation Improvement Plan (MTIP) consider: implementing recommendations of the ATP through development of the MTIP project list; updating Regional Flexible Funds polices to include active transportation elements in all projects funded with flexible funds; and, using the ATP pedestrian and bicycle network analysis to help guide project selection. ~~Regional Flexible Funds polices in the next MTIP policy update to reflect policies and recommendations of the Active Transportation Plan and to include active transportation elements into all funded projects or project areas.~~**

- ~~2.132.17~~ **(New) Identify opportunities to increase knowledge and understanding of the benefits and need for increasing active transportation, including participating in state and local planning, state and local pedestrian and bicycle advisory committees, holding regional forums and workshops, and providing technical assistance.**

3. Ensure that the regional active transportation network equitably serves all people.

Metro actions to Implement Policy

- 3.1 Develop best practices on engaging underserved communities on active transportation projects.
- 3.2 Encourage, partner and utilize minority-owned, women-owned and emerging small businesses to plan and develop the regional active transportation networks.
- 3.3 Work with Transportation Management Associations, Safe Routes to School programs and partner organizations to seek funding to provide awareness programs and address barriers to active transportation for underserved groups.
- 3.4 ~~Identify~~ **Work with cities, counties, agencies and jurisdictions to identify** and encourage the implementation of pedestrian and bicycle projects that increase safety and access to destinations in areas with minority, low income, youth and elders, disabled and low English proficiency populations, especially in areas where there is a high level of demand for walking, bicycling and transit service.

4. Complete the regional pedestrian and bicycle networks.

Metro actions to Implement Policy

4.1 Work with partners to refine existing Regional Transportation Plan performance measures and targets to better meet active transportation goals and new federal performance measure requirements. Consider developing ~~Develop and adopt~~ and adopting a 'complete network' network' and complete streets policy and performance ~~target~~ target where the regional pedestrian and bicycle networks are completed to ~~to~~ match -roadway network percentage of completeness, and completeness utilizes level of service measures for pedestrians, transit and bicycles. ~~into the Regional Transportation Plan.~~

~~4.14.2~~ **(Previously 5.8) Further develop the regional Bicycle Comfort Index and Pedestrian Comfort Index to help identify areas in the regional pedestrian and bicycle network that do not provide a comfortable level of service for people of all ages and abilities.**

~~4.24.3~~ **(Previously 4.2) Work with stakeholders to explore developing ~~Develop and adopt~~ a policy in the Regional Transportation Plan and Regional Transportation Functional Plan to complete pedestrian and bicycle networks through maintenance roadway projects ~~in addition to capital projects.~~**

- ~~4.3 Include parallel and/or complementary pedestrian and bicycle routes with transit and roadway projects.~~
- ~~4.4 (previously 2.11) Encourage jurisdictions and agencies to update the 2035 Regional Transportation Plan project list to include the necessary projects to build out the identified regional pedestrian and bicycle networks.~~
- ~~4.54.4 (Previously 2.5) Complete gaps and overcome barriers in the regional pedestrian and bicycle networks. (incorporated into 4.1)~~

<p>5. Utilize data and analysis to guide transportation investments.</p>

-Metro actions to Implement Policy

- 5.1 Support the collection and maintenance of regional pedestrian and bicycle data by:
 - ~~(Previously 5.2) Working~~ with cities, counties, jurisdictions, agencies and partners to identify desirable and practical data to be collected and maintained at a regional level;
 - ~~(Previously 5.3) Develop~~ developing a regional plan for bicycle count locations to support the regional bicycling modeling tools;
 - ~~(Previously 5.4) and develop~~ ing a method to count and estimate pedestrian activity to support development of regional pedestrian modeling tools; **(new) continue to support and develop Metro’s leadership on regional trail counts.**
- 5.2 **(Previously 5.5)** Collaborate with local, state, and federal partners to develop new, and refine existing transportation models and forecasting tools. **Use tools** to accurately predict pedestrian and bicycle travel demand generated by capital and programmatic improvements, ~~and to~~ model system performances that include bicycling and walking, **and demonstrate the effect of increased active transportation on auto traffic volumes.**
- 5.3 **(Previously 5.6) Support** Work with partners to support the Oregon Household Activity Survey **and** to include the survey of pedestrian and bicycle activity, including the relationship between bicycle and transit travel in the region.
- 5.4 **(Previously 5.7)** Partner with health organizations to **explore measuring and possibly incorporate incorporating** health outcomes, such as levels of physical activity, into ~~planning and funding decisions~~ regional plans.
- ~~5.5 Further develop the regional Bicycle Comfort Index and a Pedestrian Comfort Index to help identify routes that do not meet design guidelines for people of all ages and abilities, and to inform design approaches for new routes and route upgrades. Moved to 4.2~~
- 5.5 **(New) Work with cities, counties, agencies and jurisdictions to encourage the use of traffic impact analysis tools in development review that take into account transit and active transportation needs, and consider land use context in all recommendations.**

- 5.6 (New) Utilize the data, analyses, findings and recommendations in regional and corridor planning and investment strategies to address climate change and economic development.**

Questions and staff responses regarding the Regional Active Transportation Plan (ATP)

Question	Response
1. What does it mean to endorse the plan prior to adoption into the RTP?	In response to concerns from some stakeholders, Metro staff will seek “acknowledgement of the work completed to date on the ATP.” Metro staff will not seek endorsement of the plan. Acknowledgement does not adopt the plan into the RTP. It does not require local jurisdictions to take any action, nor does it add any new rules or requirements. Acknowledgement implies recognizing the work completed to date on the plan, the importance and need for the plan and authorizes staff to begin steps to work with jurisdictions, agencies and stakeholders to integrate the ATP into the RTP during the regular update of the RTP scheduled for spring 2014. Metro's advisory committees will have an opportunity to review and comment on the draft resolution endorsing the ATP prior to being asked to take action. Modifications to the ATP will be possible during the RTP update. When the plan is adopted into the RTP in 2014, local plans would need to be consistent with the RTP, as they are now. For example, the routes on regional and local plans would be the same; changes to local plans would occur during regularly scheduled updates. Any "required" actions by local jurisdictions will not be identified until the Regional Transportation Functional Plan is updated, scheduled for the 2018 RTP update. An example of a potential requirement would be that local jurisdictions identify which routes on local bike plans are regional bicycle parkways in their local plans, with the intent of eventually completing the routes as parkways. Changes to the RTP such as this would be developed collaboratively with jurisdictions, agencies and stakeholders.
2. Will the ATP affect how Regional Flexible Funds are allocated?	Policy direction outlined in the ATP is proposed to be incorporated into the next MTIP policy update <u>process</u> . No policy changes to MTIP will be automatic. While Regional Flexible Funds represent approximately 4% of public expenditures on transportation in the region, they provide nearly 50% of all funding for regional trails/pathways and over 20% of funding for bicycle and pedestrian projects.
3. The ATP includes criteria that were used to help determine the preferred pedestrian and bicycle networks. Will the criteria be used in other ways?	The criteria could be considered for helping to prioritize projects or for other purposes; however there are other criteria that should also be considered, such as economic impact, cost, feasibility, etc. The criteria (access, safety, equity, increased activity) were developed by the SAC after a review of criteria from local and state bike and pedestrian plans. The criteria were purposefully limited in number in order to zero in on which routes should be identified as regional bicycle and pedestrian parkways and community bikeways and corridors. The ATP will identify projects that are already in the RTP that will build out the networks identified using the criteria. The ATP will also identify new projects that are not yet listed in the RTP.
4. Policy action item 3.3(formerly 1.3.14/ 3.14) recommends prioritizing bicycle and pedestrian projects in areas with high underserved populations. Does this make serving underserved populations the highest priority?	No, though it is a very important criteria. Policy language has been modified to direct Metro to work with stakeholders to “encourage the implementation of bike and ped projects...in areas with minority, low income, youth, elders, disabled and low English proficiency populations.” This action item was proposed by staff to actively address equity in active transportation investments. It is not intended to trump all other priorities, but the intent is to add some actual policy action to addressing incomplete bike/ped/access to transit networks in areas where poor people and other underserved populations live. A similar policy action item, "1.2 (formerly 1.1.2) Prioritize projects that connect people to destinations that serve essential daily needs" stresses the need to prioritize projects that link people to the places they want to go to and increase access for the most people.
5. Is the ATP recommending the removal of auto travel lanes to achieve desired outcomes?	The ATP does not take a position on removing auto lanes. Road diets can be one response to making complete streets, addressing roadway safety, etc. However, there are other ways to elevate safety and increase bike and pedestrian access without removing auto lanes. Language in the plan will be updated to better reflect this.
6. Many of the bicycle and pedestrian routes are also freight routes. Will the ATP reflect the need to balance all modes?	Yes. The ATP will include language acknowledging the need for flexibility, context sensitive design and balancing all modes as projects are designed. The ATP also recommends that other modal plans, such as freight and transit plans, reflect the need to balance with bicycle and pedestrian needs.
7. Stakeholders need more time to look over the network maps. Will there be an opportunity for this?	Yes, Metro has extended the timeline for review and input on the draft plan. Maps, policies and other elements included in the ATP released in June will be labeled draft. Changes may still be made before the networks are finalized and update the existing pedestrian and bicycle maps in the RTP. Very few new routes were added to the pedestrian and bicycle maps. The major changes were in the updated functional classifications, which identify the need for high quality bicycle and pedestrian corridors and districts. Metro staff is very aware of the need to make sure that bicycle and pedestrian routes identified on the ATP are consistent with local priorities and that any questions about routes are answered. The regional networks are a vision that knit local visions together into a comprehensive regional system. Local plans have been referred to in the development of the networks.

Questions and staff responses regarding the Regional Active Transportation Plan (ATP)

<p>8. Will the design guidelines be required for projects built with regional flexible funds?</p>	<p>A flexible, context sensitive approach will be stressed for the design guidelines in all applications, even if they are <u>eventually</u> used as guidelines for RFF funded projects. Policy direction outlined in the ATP is proposed to be incorporated into the next MTIP policy update process. If, during the policy update process, ATP design guidelines are included in the RFF criteria it is anticipated that they would be treated in the same manner that the Creating Livable Streets guidelines have been used - required for RFF funds, but flexible in how they are implemented, and taking constraints and context (e.g. sensitivity of habitat) into consideration. The design guidelines are just that - guidelines. They are not required standards. They are practices that have been shown to encourage higher levels of walking and bicycling, in this region and across the country. The guidelines are allowed practices under current engineering standards. They are not being proposed to replace the minimum standard requirements that jurisdictions and agencies currently have, rather they are encouraged because they help attain regional and local goals.</p>
<p>9. How does the ATP relate to the Mobility Corridors work?</p>	<p>Network routes and districts identified in the ATP fall into Mobility Corridors and help address the bicycle and pedestrian needs identified in the Mobility Corridors. One of the bicycle parkway concepts evaluated identified one regional bicycle parkway per mobility corridor. Active transportation project needs identified for the Mobility Corridors were much less specific than the needs identified for other modes. The ATP provides more detail. The Mobility Corridors identify a set of general strategies. The ATP fleshes out several of the strategies that relate to active transportation:</p> <ol style="list-style-type: none"> 1. Implement Regional Transportation Functional Plan and Urban Growth Management Functional Plan. <i>The new ATP functional classes and design guidelines provide specificity that can help guide investments for more effective outcomes.</i> 2. Identify where essential destinations are in relation to transit stops, housing, jobs, and retail and prioritize pedestrian pathways between these areas. <i>The ATP identifies regional destinations and evaluated access to destinations.</i> 3. Analyze transit stops in relation to bicycle and pedestrian network and build direct, safe, enjoyable bicycle and pedestrian facilities in areas where they do not exist. <i>The ATP preformed this analysis.</i> 4. Refer to TriMet's Pedestrian Network Analysis project for recommended places to focus attention and for replicable analysis methodology. <i>The ATP utilizes the TriMet recommendations.</i> 5. Refer to the RTP Regional Transit Network map for regional bike-transit facility locations where demand is expected to be sufficient to warrant a major bike parking facility. Bikeway connections to these stations should be prioritized. For all other stations, refer to TriMet's bike parking design guidelines. When finances permit, TriMet will implement. <i>This helped guide bicycle parkway route identification.</i> 6. Incentivize high to medium density, mixed-use, pedestrian oriented development in the Central City, Regional Centers, Town Centers, Main Streets, and around HCT station areas. <i>Pedestrian and Bicycle Parkway concepts were developed with this strategy in mind.</i> 7. Analyze regional trail access points in relation to on-street bicycle and pedestrian network and build direct, safe, enjoyable bicycle and pedestrian facilities in areas that do not have these connections. <i>The ATP better integrates the on-street and off-street routes.</i> 8. <i>Identify auto access points along arterials and work with city and property owner to find design solutions to unsafe areas. Bike and ped safety data , crash locations were included in the analysis of the networks.</i> 9. Identify arterials where bicyclists and pedestrians feel unsafe and provide better pedestrian and bicycle facilities along these arterials. <i>The ATP addresses this</i> 10. <i>Identify intersections located on arterials where bicyclists and pedestrians feel unsafe and have high accident rates. Once identified, provide better pedestrian and bicycle crossing protections at these intersections. Routes were identified with this in mind.</i> 1. 11. Identify regional bridges where bicyclists and pedestrians feel unsafe, and provide better pedestrian and bicycle facilities on these regional bridges. <i>Bridge crossings are identified in the ATP and the removal of barriers is addressed in the functional classes and in the design guidelines.</i>
<p>10. Does the ATP require that local jurisdictions add a bunch of new and expensive projects to the RTP and local transportation system plans?</p>	<p>No. Many projects to complete the plan are already in the RTP. However, the RTP does not include all of the projects necessary to build out the pedestrian and bicycle networks. Some new projects will be recommended. It will be up to local agencies to determine if they want to add the projects.</p>

Questions and staff responses regarding the Regional Active Transportation Plan (ATP)

<p>11. Some of the routes seem to go through habitat sensitive areas or along riparian areas. Will the ATP provide direction on avoiding habitat sensitive areas, using habitat sensitive design and minimizing impact on the natural environment and habitat?</p>	<p>Yes. This is very important in the ATP. The ATP identifies and refers to resources, such as the data sets in The Regional Conservation Strategy for the Greater Portland Vancouver Metropolitan Area, Metro's Green Trails Handbook, Title 13, local wetland inventories, local tree cover maps etc. that provide data and guidelines. The design guidelines are being updated to reference the need for context sensitive and habitat sensitive design. One of the Principles for the Active Transportation Network is for the network to be developed in a context sensitive manner. The principle also includes language that routes should be integrated with nature. Connecting people with nature through trails and parks and by greening roadways is an important way to develop stewardship, let people enjoy nature in urban environments and encourage walking and bicycling.</p>
<p>12. What works in Portland may not work in other communities in the region. Will the ATP be flexible enough to apply to different types of communities?</p>	<p>Yes. The ATP takes a regional perspective. Communities across the region have unique histories, different land use patterns, and different development patterns. Developing a dense network of low-stress neighborhood greenways for walking and bicycling may work great with a dense grid of quiet streets, but may not work as well in more suburban developments. In some communities where travel distances are greater and street networks or topography prohibit connectivity multi-use paths with a separate right of way, or high quality facilities on the major streets that do provide connectivity may be a better approach. Connecting to transit is very important where travel distances are longer.</p>
<p>13. The ATP seems to focus on large scale “parkways” that may be difficult and/or expensive to build. Will there be other opportunities identified to build out the system, such as removing barriers and completing gaps that leverage existing networks?</p>	<p>Yes. It is important to focus on “quick wins” – projects that may be small but that will “open up” an area and make it easier to walk and bike. However, in some areas there are not a lot of quick wins left and others removing a barrier is the big project that will have a big return on investment because of the latent demand that exists.</p>

MAKING A GREAT PLACE



What is active transportation?

Active transportation is getting where you need to go actively. Walking, riding a bicycle, using a mobility device and accessing public transportation are all active travel.

Active travel has health benefits, helps keep our air and water clean, reduces household transportation costs, creates vibrant communities, relieves congestion, improves mobility for freight and supports economic development.

Stakeholder Advisory Committee

Hal Bergsma, Tualatin Hills Park and Recreation District

Allan Berry, City of Fairview

Todd Borkowitz

Aaron Brown

Brad Choi, City of Hillsboro

Jeff Owen, TriMet

Roger Geller, Portland Bureau of Transportation

Heidi Guenin, Upstream Public Health

Suzanne Hansche, Elders in Action

Katherine Kelly, City of Gresham

Lori Mastrantonio-Meuser, Clackamas County

Kate McQuillan, Multnomah County

Councilor Jose Orozco, City of Cornelius

Shelley Oylear, Washington County

Lidwien Rahman, ODOT

Derek J. Robbins, City of Forest Grove

Stephanie Routh, Oregon Walks

Rob Sadowsky, Bicycle

Transportation Alliance

Allan Schmidt, Portland Parks and Recreation

A Regional Active Transportation Plan (ATP)

What is the ATP?

- **Vision.** A collaborative effort of a regional Stakeholder Advisory Committee and stakeholders that builds on existing networks and successes.
- **Plan.** The plan knits together local projects and routes to achieve a complete and seamless network that makes accessing destinations easy, comfortable and safe.
- **Policies.** A set of policies and actions to help achieve local and regional plans, desired outcomes, goals and targets.

What will the plan do?

- **Update regional bicycle and pedestrian networks maps.** The ATP networks build on the existing pedestrian and bicycle networks in the 2035 Regional Transportation. A few new routes were identified in the planning process. Many routes are already built out. The new networks make use of existing routes and identify corridors where the demand for walking and bicycling currently exist or are anticipated to grow. Access to transit and key destinations is emphasized.
- **Provide a vision for the role active transportation can play in achieving the region's desired outcomes.** Benefits associated with active travel play a role in achieving adopted regional outcomes.
- **Provide new and updated functional classifications for the bicycle and pedestrian networks.** Functional classes clarify how regional active transportation routes function in the broader transportation network. Many active transportation routes are also routes used by freight and transit. Pedestrian and bicycle



Trips made by bicycling have increased over 190% since 1994.



Active transportation makes using transit easier – it helps complete the last mile.



Making trips actively keeps people healthy and happy.

Learn more:

www.oregonmetro.gov – search for active transportation

Get in touch:

503-797-1660 or
lake.mctighe@oregonmetro.gov

functional classes describe the ideal vision for routes, with the understanding that plans and projects need to be developed in a context sensitive manner and balance all modes. Bicycle parkways are a new functional class intended to provide a direct, connected spine of bikeways linking the region. Pedestrian parkways are a new functional classification and mirror frequent transit routes and connect people to essential destinations.

- **Provide suggested design guidelines.** Guidelines are based on accepted best practices. Local jurisdictions can choose to meet the optional guidelines or to implement projects using minimum requirements. The purpose of the design guidelines is to illustrate the potential, with the understanding that constraints and tradeoffs will be addressed as projects are designed.
- **Identify guiding principles.** Principles to guide development of projects to result in an active transportation network that will support achieving regional transportation goals.
- **Identify bicycle, pedestrian and trail projects in the RTP that achieve outcomes.** Many projects to complete the plan are already in the RTP. Some new projects will be recommended. Projects are identified that will help increase access and safety, increase safety and access for underserved communities, and increase pedestrian and bicycle activity.
- **Build on existing regional policies for walking and bicycling and suggest actions to help implement policies.** Five policies are identified to help implement local and regional visions for walking and bicycling. Actions are suggested steps that will help achieve policy outcomes.

What does it not do?

- Does not require that local jurisdictions build pedestrian or bicycle projects above or beyond minimum requirements.
- Does not add any requirements to the Regional Transportation Functional Plan (the RTFP) the RTP's implementing plan. Updates to the RTFP will be considered in the 2018 update of the RTP.
- Does not change regional funding policies. Follow up ATP actions do recommend exploring changes to regional flexible funds as a tool to implement the plan and could be undertaken in the next MTIP policy update process.
- Does not reallocate current funding.
- Does not require that jurisdictions add new projects to the RTP.

Materials following this page were distributed at the meeting.



Draft Regional Active Transportation Plan ("ATP")

MTAC

August 21, 2013

Lake Strongheart McTighe
Senior Transportation Planner



Metro | *Making a great place*



Today's discussion

1. Purpose of the ATP
 2. Next steps/process
 3. Acknowledgement resolution – action requested today
 4. Summary of changes made to draft
- 

Purpose of the ATP



Continued engagement to refine the ATP

- ATP Stakeholder Advisory Committee
 - Public Open House
 - Quarterly Trails Forum
 - Intertwine events
 - TPAC, MTAC, MPAC and JPACT
 - Access Recreation
 - BTA Project Advisory Committee
 - Clackamas County Bicycle and Pedestrian Committee
 - CTAC
 - EMCTC
 - Elders in Action Commission
 - Executive Council for Active Transportation
 - Gresham Transportation Sub-committee
 - Multnomah County Pedestrian and Bicycle Advisory Committee
 - Oregon Bicycle and Pedestrian Advisory Committee (OBPAC)
 - Oregon Active Transportation Summit
 - Portland Bicycle Advisory Committee
 - Portland Freight Advisory Committee
 - Port of Portland
 - Portland Pedestrian Advisory Committee
 - WCCC
 - Washington County Coordinating TAC
 - Westside Economic Alliance (WEA) Transportation Committee
- Upcoming – now through Spring 2014**
- Washington County Planning Directors
 - THPRD Board of Directors
 - County Coordinating Committees & TACs as requested
 - TPAC, MTAC, MPAC and JPACT now and during update of RTP and refinement of ATP
 - Portland Freight Committee
 - Local bike and ped committees as requested
 - Local chambers of commerce as requested
 - RTP workshops – ATP policies will be an element of the workshops
 - ATP workshop/public engagement on maps
 - The Intertwine Alliance
 - Others to be scheduled at request of stakeholders

Acknowledgement Resolution

- Acknowledges work done to date on the Draft ATP and directs staff to provide opportunities for further review and refinements as part of the RTP update
- Plan remains draft until...
- Public comment and proposed for adoption as a component of the RTP in 2014

Next steps/process

- **July-August** –refine, meet w/stakeholders
- **September** –acknowledgement resolution
- **Sept – Feb 2014** –further refinement, draft changes to RTP, stakeholder engagement
- **March 2014** –public comment
- **April-June 2014** - further refinement, draft changes to RTP, stakeholder engagement
- **July 2014** – ATP proposed for adoption as component of the RTP

Summary of changes

General

- Edits for clarity, typos
- Citations added
- When available, data for cities and counties added
- Added section on the need for unique approaches for different communities
- Added references to SMART in addition to TriMet

Summary of changes

Networks

- Added chapter summarizing evaluation
- Provided more detail on functional classifications
- Changes to maps; will be meeting with jurisdictions, or hold workshop through RTP

Summary of changes

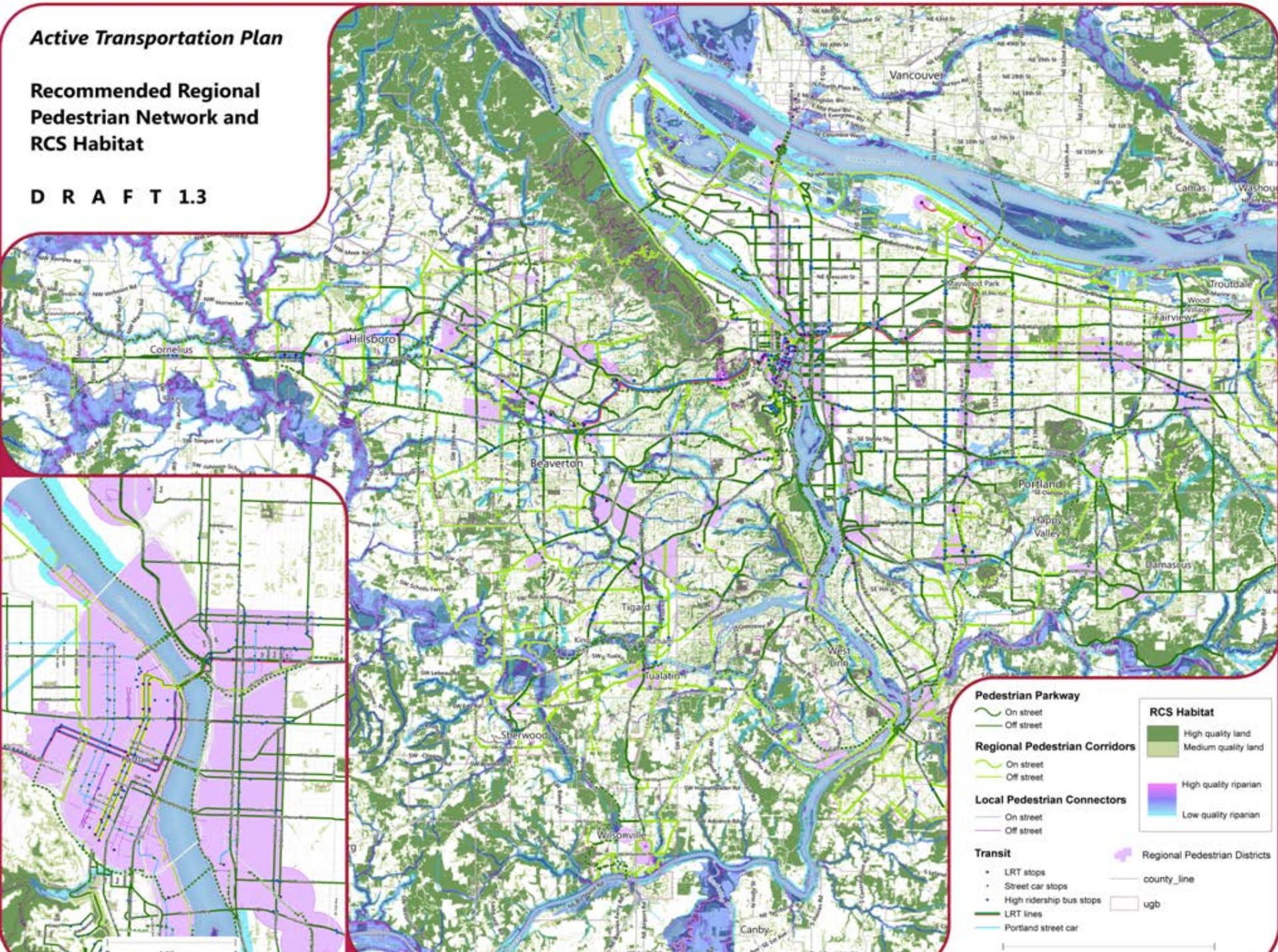
Design Guidelines

- Added volume of heavy trucks
- Added section on interim ped and bike facility improvements
- Added language on need for protecting environment
- Added maps showing sensitive lands/riparian
- Added ped/freight overlap map
- Added language to emphasize guidelines are optional

Active Transportation Plan

Recommended Regional Pedestrian Network and RCS Habitat

DRAFT 1.3



Summary of changes

Policies and actions

- Edits for clarity, emphasize that actions are proposed and are not policies

Performance targets

- Recommend that additional performance measures be included in future ATPs, not in RTP

Summary of changes

Funding

- Clarified costs of network

Implementation/projects

- Added project areas that rose to the top in evaluation for access, equity
- Updating project list; will be meeting with jurisdictions and agencies— will attach as appendix project list to the plan

Active transportation 8 to 80+



www.oregonmetro.gov/activetransport

To: John Williams, MTAC Chair

8/20/2013

Copy: Joanna Malaczynski / MTAC alternate
Mary Kyle McCurdy / MTAC – Land Use Advocacy
Jim Labbe / Coalition for a Livable Future
Brian Wegener / Tualatin Riverkeepers
Paul Whitney / Tualatin Riverkeepers
April Olbrich / Tualatin River Watershed Council
Rich Hunter / Clean Water Services
Amin Wahab / Bureau of Environmental Services
Jonathan Soll / Metro

Re: Active Transportation Plan (ATP) – Draft Policy Recommendations (8/14/2013)

[http://rim.oregonmetro.gov/webdrawer/rec/260415/view/General%20Administrative%20Records%20\(GAR\)%20-%20A~ngs%20-%20Sub-committee%20Records%20-%20Metro%20Technical%20Advisory%20Committee%20\(MTAC\)%20Packet.PDF](http://rim.oregonmetro.gov/webdrawer/rec/260415/view/General%20Administrative%20Records%20(GAR)%20-%20A~ngs%20-%20Sub-committee%20Records%20-%20Metro%20Technical%20Advisory%20Committee%20(MTAC)%20Packet.PDF)

For the record and as the sitting MTAC Environmental Advocacy Organization representative:

I DO NOT recommend further movement of this plan until and unless it is amended to include one or more significant provisions to address the full range of environmental implications that development of trails and other ATP infrastructure pose for the Region's watersheds and wetlands. This language is so critical I recommend it be added as a 6th policy point. However, consistent with the existing draft, it could be included in Policy 5. Utilize data and analysis to guide transportation investments.

I've articulated my concerns in multiple MTAC meetings, and I presume those comments may be found in the record. In the meantime, here's a very brief synopsis of my thinking:

- The natural capacities of the Region's stormwater management infrastructure are diminishing at an unsustainable rate. This in spite of the fact that an opus of federal, state, regional and municipal laws, regulations and BMPs exist to protect them.
- The ongoing development of trails through wetlands, flood plains and other valuable natural stormwater infrastructure is one of the major factors driving the continuing degradation of key segments of that infrastructure – i.e., wetlands, floodplains and closely associated uplands throughout the region.
- As it is currently written, the ATP will add fuel to this process by providing incentives and resources for the development of new trails without providing additional guidelines focused on protecting existing natural stormwater management infrastructure.

I'll be happy to discuss my concerns in greater depth, if and when it may become appropriate.

Changes to the National Flood Insurance Program (NFIP)

Christine Shirley
NFIP Coordinator, State of Oregon

August 21, 2013

Today's Presentation

- Understand why flood insurance costs are going up
- Identify who is affected
- Suggest actions that building owners can take to reduce risk and costs



Although the heavy rains have stopped, the Tillamook area is still under water.



A home along the Sandy River is destroyed by the floodwaters.

Background



Source: OregonLive, December 06, 2007

Flooding is the most prevalent and costly natural hazard in Oregon, and a component in 90% of the nation's disasters.

NFIP paid claims in Oregon = **\$91 million** (constant dollars)
plus ~ \$13 million in flood mitigation assistance grants
~26% of policies in Oregon located in the Special Flood Hazard Area have had claims

Background

NFIP created in 1968 to reduce flood-related disaster costs to the US Government

- Managed by FEMA
- Established quid pro quo: flood insurance in exchange for local floodplain management
- Purchase of flood insurance mandatory when building is located in the Special Flood Hazard Area
- Initially, FEMA subsidized premiums for older properties (pre-FIRM: built before first flood insurance rate maps issued to a jurisdiction)

In July 2012, Congress passed Biggert-Waters NFIP Reform:

- Authorized NFIP until 9/30/2017
- Requires that FEMA repay loans to Treasury and build a reserve fund
- Phases out and removes premium subsidies for a subset of pre-FIRM policyholders

For all Metro, ~26% of existing pre-FIRM policyholders (~1,500 buildings) could be affected;

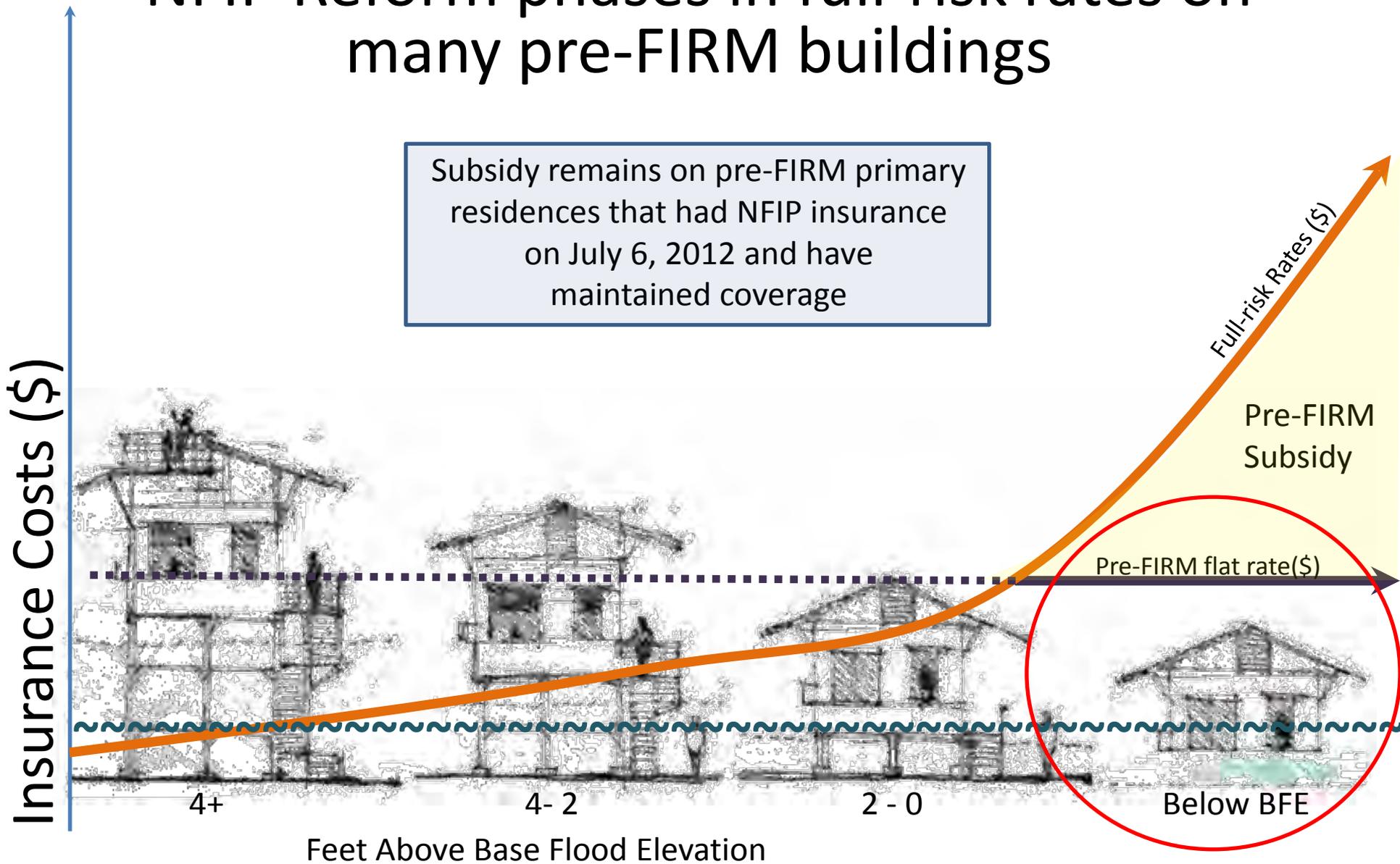
FIRM dates

BEAVERTON	09/28/84	MILWAUKIE	06/18/80
CLACKAMAS COUNTY*	03/01/78	MULTNOMAH COUNTY*	06/15/82
CORNELIUS	01/06/82	OREGON CITY	02/15/80
DAMASCUS	07/19/00	PORTLAND	10/15/80
DURHAM	01/06/82	RIVERGROVE	08/04/87
FAIRVIEW	03/18/86	SHERWOOD	01/06/82
FOREST GROVE	03/15/82	TIGARD	03/01/82
GLADSTONE	03/15/77	TROUTDALE	09/30/88
GRESHAM	07/16/79	TUALATIN	05/02/78
HAPPY VALLEY	12/04/79	WASHINGTON COUNTY*	09/30/82
HILLSBORO	05/17/82	WEST LINN	03/15/77
KING CITY	02/18/05	WILSONVILLE	01/06/82
LAKE OSWEGO	08/04/87	WOOD VILLAGE	12/18/09

Source: FEMA Community Status Book

<http://www.fema.gov/national-flood-insurance-program/national-flood-insurance-program-community-status-book>

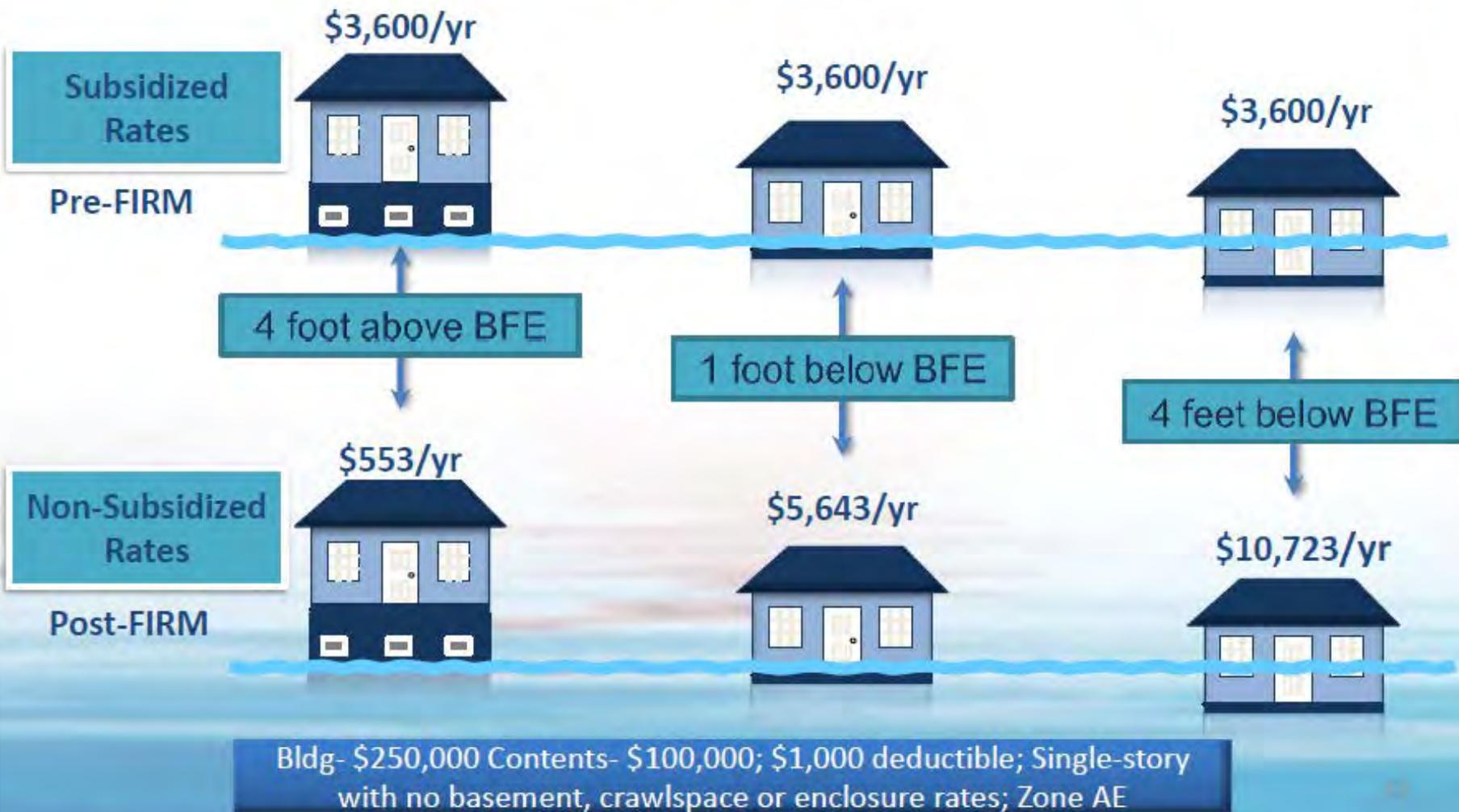
NFIP Reform phases in full-risk rates on many pre-FIRM buildings



What does “full risk rating” mean?

Riverine Flood Zones (A, AE)

Rate comparisons – AE Zone – Pre-BW12 vs. Post-BW12





Triggers

Full risk rating on pre-FIRM properties beginning on Oct. 1, 2013:

- New flood policies
- Upon sale of a building
- After a lapse in insurance coverage
- Upon renewal of a new policy purchased after July 6, 2012

Subsidies phased out for pre-FIRM policies in force before July 6, 2012:

- Non-primary residences (*January 2013*)
- Commercial properties (*October 2013*)
- Severe repetitive loss properties and where claims payments > fair market value (*October 2013*)
- Properties affected by map changes (*2014*)
- ✓ All categories except map changes: 25% increases over previous year until full-risk rate achieved
- ✓ Map Changes: 20% per yr. for five years

As of July 6, 2012

July 6, 2012 - Sept. 30, 2013

NEW pre-FIRM policies
written with subsidy

After October 1, 2013

At FIRST RENEWAL:

- * full risk rate (*no subsidy*)
- * Elevation Certificate required

- Pre-FIRM policies purchased before July 6, 2012 not affected
- Elevation Certificate will be needed to re-rate policies at renewal

Couple faces \$10,000-plus bill to renew flood insurance

CHANGE IN NATIONAL PROGRAM TAKING MANY BY SURPRISE

Recommend 7 Tweet 0 +1 0 Pin It Share Print Email



A pair of people travel by boat to home near the Mississippi on Thursday, June 6, 2013, in Thebes, Ill. (Paul Newton / The Southern)

Buy Now



July 6, 2012 - Sept. 30, 2013

NEW pre-FIRM policies
written with subsidy

After October 1, 2013

At FIRST RENEWAL:

* full risk rate (*no subsidy*)

* Elevation Certificate required

As of January 1, 2013, on existing Pre-FIRM policies:

NON-PRIMARY RESIDENCES:

25%/yr rate increases
until full risk rate reached

After January 1, 2014

AT RENEWAL:

25% rate increases
until full risk rate reached

Non-primary residences = a building that will **not** be lived in by the insured or insured's spouse for at least 80% of the 365 days following the policy effective date

Includes residential rental properties

July 6, 2012 - Sept. 30, 2013

NEW pre-FIRM policies
written with subsidy

After October 1, 2013

At FIRST RENEWAL:

- * full risk rate (*no subsidy*)
- * Elevation Certificate required

As of January 1, 2013

Non-primary Residences
25%/year increase

At RENEWAL:

- * Another 25% increase
- * Elevation Certificate may reduce policy cost

On October 1, 2013, Commercial and Severe Repetitive Loss Properties with existing policies on July 6, 2012:

25%/yr rate increases
until full risk rate reached

AT RENEWAL:
Another 25% rate increase
until full risk rate reached

A commercial property is a non-residential building that produces income: offices, shops, wholesale, hospitality, etc.

July 6, 2012 - Sept. 30, 2013

NEW pre-FIRM policies:
written with subsidy

After October 1, 2013

At FIRST RENEWAL:
* full risk rate (no subsidy)
* Elevation Certificate required

January 2013: NON-PRIMARY RESIDENCES:

25%/yr rate increases
until full risk rate reached

Next 25% increase over previous year
on renewals after January 1, 2014

October 2013: SRL & COMMERCIAL:

25%/yr rate increases
until full risk rate reached

Next 25% increase upon renewal

Beginning October 1, 2013

**NEW or LAPSED
Pre-FIRM policies:
rated like POST-
FIRM buildings**

**Elevation
Certificate:
*REQUIRED***

**PROVISIONAL
RATE:
1 year only,
*or until
EC is provided***

Renewed policies

AE, AO, AH Zones:

Post-FIRM 6% increase

Pre-FIRM 16% increase

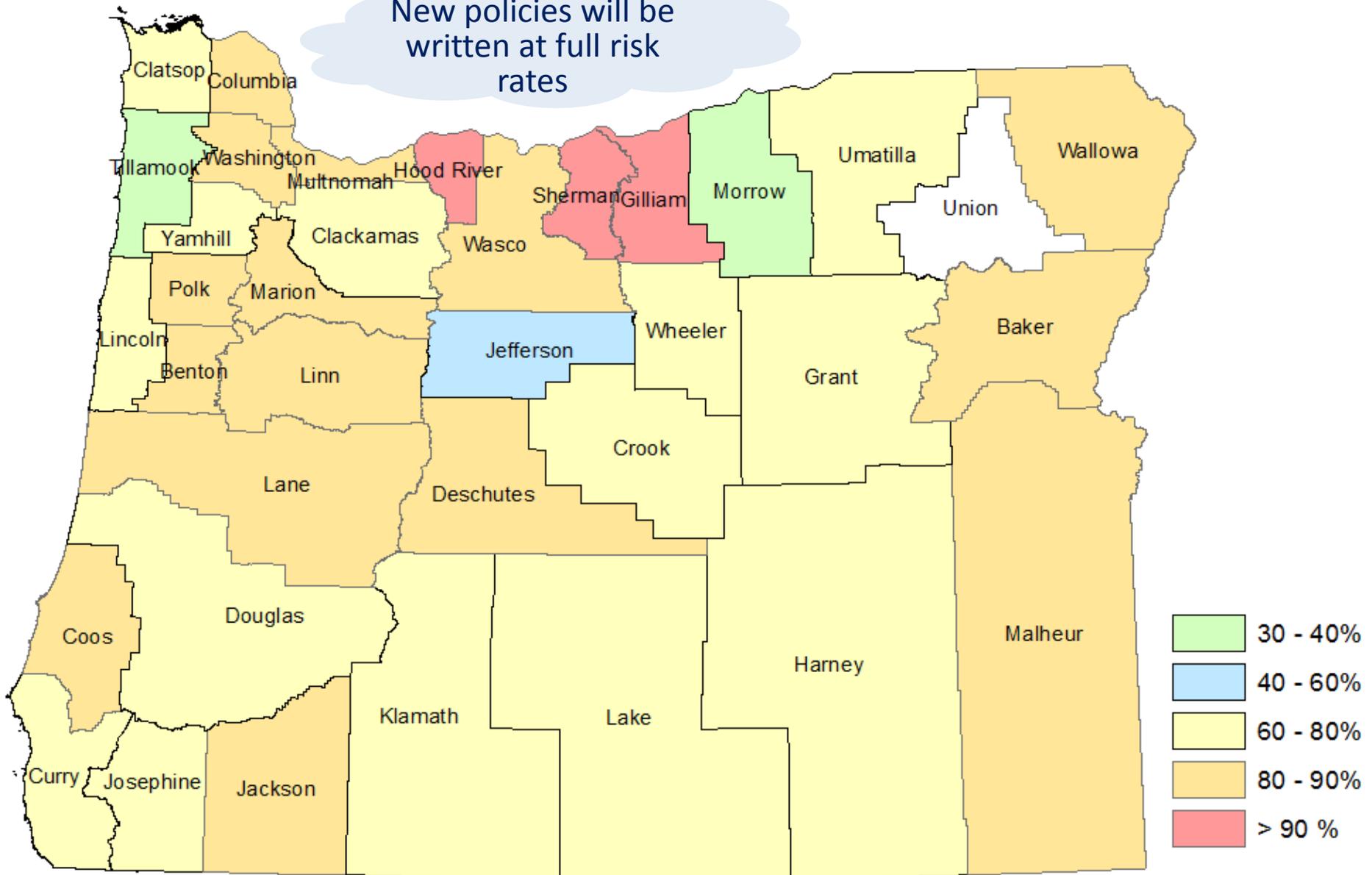
(pre-FIRM policies written before 7/6/2012)

Mandatory Purchase

- Purchase of flood insurance mandatory on buildings located in the Special Flood Hazard Area:
 - with federally backed mortgages
 - elevated using FEMA grant funds, even if no mortgage
 - where owner has received FEMA disaster assistance, even if present owner was not recipient of assistance and there is no mortgage
- **NFIP reform significantly increased penalties to lenders who fail to ensure that flood insurance is maintained by the building owner**
- Therefore, expect letters from lenders in the near future requiring purchase of flood insurance within 45 days.

Estimated % Households in SFHA without Flood Insurance

New policies will be written at full risk rates



Source: FEMA 2011

Union County = no data

Flood Zone Discrepancies

Insurance must be written on most restrictive zone determined by lender or insurance agent

Borrower's can dispute:

- Ask lender/insurance agent for a manual determination
- Letter of Determination Review
 - Lender and borrower must jointly submit to FEMA with \$80 fee; no Elevation Certificate
- Letter of Map Amendment
 - No fee to FEMA
- Example 1: Out as Shown, no Elevation Certificate needed
- Example 2: Requires an Elevation Certificate
- Example 3: on a high ground inside flood zone; Elevation Certificate required



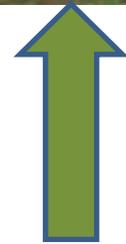
OWNER MITIGATION OPTIONS

- Talk to insurance agent
- Supply an elevation certificate
Double check that $LAG < BFE$, if not get a LOMA
- Install flood vents (riverine flood zones only)
- Remove workshops, laundry, and other improvements from below-BFE garages
- Fill basements and below grade crawlspaces



More OWNER MITIGATION OPTIONS

- Consider elevating flood prone buildings on higher foundation
- Move structures out of floodplain
- Support city and county CRS programs
- Contact local planning or emergency management office for more information about mitigation programs



Government Mitigation Actions

- Identify pre-FIRM neighborhoods:
 - Coordinate production of elevation certificates in vulnerable areas
 - Add mitigation action areas to your hazard mitigation plan
 - Identify buildings for acquisition that are adjacent to parks and open spaces
- Identify areas that can benefit from drainage improvements and floodplain restoration



More Information

- <http://www.fema.gov/national-flood-insurance-program/flood-insurance-reform-act-2012> for FEMA publications regarding **Flood Insurance Reform Act of 2012**
- www.floodsmart.gov for information on flood risks and flood insurance
- <https://msc.fema.gov/> to view online flood maps

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