 Metro | Agenda

REVISED, 8/27

Meeting: Transportation Policy Alternatives Committee (TPAC)
Date: Friday, August 30, 2013
Time: 9:30 a.m. to 12 p.m. (noon)
Place: Metro, Council Chamber

- | | | | |
|----------|----|--|--|
| 9:30 AM | 1. | Call to Order and Declaration of a Quorum | Elissa Gertler, Chair |
| 9:32 AM | 2. | Comments from the Chair and Committee Members | |
| | * | <ul style="list-style-type: none">• Transportation Alternatives Program Update• Recruitment for TPAC Community Representatives Open Mid-Late September | |
| 9:40 AM | 3. | Citizen Communications to TPAC Agenda Items | |
| 9:43 AM | 4. | * Consideration of the Minutes for July 19, 2013 | |
| 9:45 AM | 5. | * Draft Regional Active Transportation Plan
Acknowledgement: Resolution No. 13-4454 –
<u>RECOMMENDATION TO JPACT REQUESTED</u> | Lake McTighe, Metro |
| | | <ul style="list-style-type: none">• <i>Purpose:</i> Provide TPAC with an overview of the stakeholder changes that have so far and incorporated into the draft ATP, purpose of resolution and next steps.• <i>Outcome:</i> Recommendation from TPAC to JPACT on acknowledgement resolution. | |
| 10:15 AM | 6. | * Regional Flexible Fund Allocation Public Comment Period Summary and Local Coordinating Committee Update –
<u>INFORMATION / DISCUSSION</u> | Ted Leybold, Metro
Local Coordinating
Committee Staff |
| | | <ul style="list-style-type: none">• <i>Purpose:</i> Provide a summary of the regional public comments for the 2016-2018 regional flexible funds allocation process and give an update of the local coordinating committee process.• <i>Outcome:</i> Inform and update TPAC members of the 2016-2018 RFFA public involvement activities and actions. | |
| 10:55 AM | 7. | * Reduction Review Routes in the Oregon Highway Plan Amendments and Administrative Rule – <u>INFORMATION</u> | Michael Bufalino, ODOT |
| | | <ul style="list-style-type: none">• <i>Purpose:</i> Presentation on project review requirements for some state highways that were recently formalized in the Oregon Highway Plan and in Oregon Administrative Rule.• <i>Outcome:</i> TPAC understanding of recently adopted OTP amendments and new OAR. | |

Continued on back...

- 11:15 AM** **8. #** Port of Portland Rail Plan – INFORMATION **Phil Healy, Port of Portland**
- *Purpose:* Share process and outcome of the Port of Portland Rail Plan.
 - *Outcome:* Inform TPAC members of Rail facilities serving the Port and needed rail infrastructure projects.
- 11:50 AM** **9. *** 2014 Regional Transportation Plan Project Solicitation – INFORMATION **John Mermin, Metro**
- *Purpose:* Provide a preview of the upcoming 2014 RTP project solicitation.
 - *Outcome:* Bring awareness to local partners of the upcoming 2014 RTP project solicitation process.
- 12 PM** **10.** ADJOURN **Elissa Gertler, Chair**

Upcoming TPAC Meetings:

- Friday, Sept. 27, 2013 from 9:30 a.m. to 12 p.m. (noon) at the Metro Regional Center, Council Chamber.
- Friday, Oct. 25, 2013 from 9:30 a.m. to 12 p.m. (noon) at the Metro Regional Center, Council Chamber.
- Friday, Nov. 22, 2013 from 9:30 a.m. to 12 p.m. (noon) at the Metro Regional Center, Council Chamber.

- * Material available electronically.
- # Material will be distributed at the meeting.

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

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2013 TPAC Work Program

8/23/13

<p><u>Aug. 30, 2013 – Regular Meeting</u></p> <ul style="list-style-type: none">• Regional Active Transportation Plan – Recommendation to JPACT to acknowledge work done on the ATP to date• RFFA public comment period summary and local coordinating committee update• "Hole in the air" Freight Plan Amendments – Information• Port of Portland Rail Plan – Information• 2014 Regional Transportation Plan Project Solicitation – Information• Public Engagement Guide – Information	<p><u>Sept. 27, 2013 – Regular Meeting</u></p> <ul style="list-style-type: none">• Regional Flexible Fund Allocation projects – Action• Transportation Alternatives Program Contingency Fund – Recommendation to JPACT• Southwest Corridor: Steering Committee Recommendation – Information• Public engagement guide presentation and discussion on local expectations – Information/discussion• Willamette Falls Legacy Project: Community Conversation Forums – Information – Feedback
<p><u>Oct. 25, 2013 – Regular Meeting</u></p> <ul style="list-style-type: none">• Climate Smart Communities Scenarios Project – Phase II Findings/Results – Information / Discussion• Public engagement guide – Recommendation to JPACT• Streetcar Evaluation Methods Project – Information• STS Vision Findings and Recommendations – Information	<p><u>Nov. 22, 2013 – Regular Meeting</u></p> <ul style="list-style-type: none">• Climate Smart Communities Scenarios Project – Phase II Findings – Discussion

Parking Lot:

- Metropolitan Planning Area boundary update
- Travel model update
- Streetcar Methods
- Portland Metropolitan Scenario Planning Rule update

Date: August 23, 2013
To: Transportation Policy Advisory Committee and Interested Parties
From: Ted Leybold, MTIP Program Manager
Grace Cho, Assistant Transportation Planner
Subject: Transportation Alternatives Program – Update

I. Introduction & Update

As the metropolitan planning organization (MPO) for the urban area of the Portland region, Metro receives and distributes different sources of federal transportation funds. Under the new federal funding programs outlined in the federal MAP-21 authorization, several programs were collapsed to create the Transportation Alternatives (TA) program. The TA program establishes metropolitan planning organizations (MPOs) and State Department of Transportation (DOT) to administer the program jointly based on a population share formula. From the formula, Metro expects to administer half of the TA funds available to the region and ODOT will administer the remaining half of TA funds as part of a statewide funding program. The TA funding formula went into effect immediately.

Eleven local transportation projects selected for funding by ODOT will now be partially funded by Metro due to changes under the federal MAP-21 authorization. When originally selected for funding, these projects had access to ODOT contingency funds to address unexpected costs and ensure timely implementation. Without access to contingency funds, projects could face significant delays, higher administrative costs and possible cancellation and repayment of development costs.

Metro staff formed an ad-hoc working group that developed options to address this issue. At the June 28, 2013 TPAC meeting, TPAC members considered the working group options and recommended a preferred proposal for JPACT and Metro Council consideration. At the August 1, 2013 JPACT meeting, JPACT approved staff to move forward with drafting legislation to enable the Metro contingency fund.

II. Next Steps

With direction provided by TPAC, staff will make any revisions to the proposed administration worksheet shown in Attachment A and related legislation. Metro staff will take forward the attached legislation to JPACT and the Metro Council in September to approve the creation of the contingency fund. Following approval, Metro staff will develop the administrative materials necessary to receive and consider eligible requests from project sponsors.

Attachment A:

Table: Proposed Project Delivery Reserve Fund Details for TE/TA Transition Projects

Question	Proposal
Which projects are eligible?	All TE/TA transitional projects funded through 2015 within the Metro area, other than the P-M LRT project. Total of 10 projects.
What activities are eligible to ask for additional funds?	All activities and requests for funds must be consistent for project scope. 1. Unexpected costs accrued during construction; or 2. Shortfall to reach the 110% construction bid minimum deposit; or 3. Shortfall between the lowest construction bid from the 110% deposit. (e.g. lowest construction bid is 113%, 3% over the 110% deposit of the engineers estimate.)
What is the minimum and maximum a project can request?	50% of overrun funds up to max amount of funds available in project delivery fund. (same as ODOT's policy)
Is there a required local match for the cost overrun funds?	Yes. Cost overrun requests must demonstrate a 50-50 split (50% Metro, 50% local) for any requested funds over the existing allocation.
What is the process for asking for additional funds?	Simple application form
When can project sponsors make a request for funds?	Rolling application deadline. Applications will be accepted and considered in the order received. Initial conversations about project delivery fund request may begin at completion of 95% design.
Who makes the decision?	Metro Planning and Development Department Director.
How will the decision be made?	Metro staff reviews of application request. May consult with ODOT TA Program director and other technical resource staff to help evaluate request prior to recommendation to the Director.
What will be considered in the decision to award additional funds?	Factors to be considered will include, but not limited to: 1. Previous success of being able to deliver federal-aid projects; 2. Taken all possible steps to manage costs (e.g. look at reducing scope); 3. Review of project prospectus; 4. For projects requesting funds for bid estimates over 110%, consideration of gap between 110% engineers estimate and lowest construction bid.
How can the application and decision-making process be transparent?	Report out on decisions will happen quarterly at TPAC, and application with criteria will be available on the web.
How should the process be shaped to account for transparency, but also keep projects going?	Decisions by the Planning & Development Director allows for quick decision in collaboration with State TA Program director. Quarterly reporting to TPAC provides transparency.

Attachment B:**Projects Impacted by Transition from the Transportation Enhancements (TE) and Safe Routes to Schools (SRTS) funding programs to the Transportation Alternatives (TA) funding program**

Project Name	Project Sponsor	Total TE or TAP \$	Project Status
SW Birchwood Road: 87 th – Laurelwood Sidewalk	Beaverton	\$398,000	Going to bid
Springwater Trail: Rugg Road – Dee Street	Clackamas County Parks	\$1,200,000	Gone to bid March 2013
SE 122 nd Avenue and 132 nd Avenue Sidewalk Connections	Clackamas County	\$607,538	Bid not foreseeable in near future
Willamette Greenway Trail: Chimney Park – Pier Park	Metro	\$1,499,000	Gone to bid
SE Holgate and Ramona: 122 nd Avenue – 136 th Avenue Sidewalk	Portland	\$1,351,800	PE in progress
B Street: 23 rd Avenue – Primrose	Forest Grove	\$350,000	Bid date targeted for Dec 2013
NE 172 nd Avenue: Halsey Street to Glisan Street	Gresham	\$169,000	Going to bid summer 2013
SE Lake Road: Where Else Lane to Freeman Road	Milwaukie	\$233,724	Project rolled into 14064
Pedestrian Crossings at Four Schools	Portland	\$455,827	IGA in review
SW Leahy Road and W Stark Street	Washington County	\$411,000	Gone to bid March 2013
Portland-Milwaukie LRT: Kellogg Lake Bridge M/U Path	TriMet & Milwaukie	\$1,000,000	Gone to bid



TRANSPORTATION POLICY ALTERNATIVES COMMITTEE
July 19, 2013
Metro Regional Center, Council Chamber

MEMBERS PRESENT

Karen Buehrig
Chris Deffebach
Courtney Duke
Adrian Esteban
Carol Gossett
Nancy Kraushaar
Katherine Kelly
Margaret Middleton
Cora Potter
Jeff Swanson
Rian Windsheimer

AFFILIATION

Clackamas County
Washington Co.
City of Portland
Community Representative
Community Representative
City of Wilsonville, representing Cities of Clackamas Co.
City of Gresham, representing Cities of Multnomah Co.
City of Beaverton, representing Cities of Washington Co.
Community Representative
Community Representative
Oregon Department of Transportation

MEMBERS EXCUSED

Mike Clark
Steve Entenman
Elissa Gertler, Chair
Scott King
Dave Nordberg
Dean Lookingbill
Alan Lehto
Heather McCarey
Satvinder Sandhu
Karen Schilling

AFFILIATION

Washington State Department of Transportation
Community Representative
Metro
Port of Portland
Oregon Department of Environmental Quality
Southwest Washington Regional Transportation Council
TriMet
Community Representative
Federal Highway Administration
Multnomah Co.

ALTERNATES PRESENT

Ken Burgstahler
Phil Healy
Eric Hesse
Tom Kloster, Chair
Joanna Valencia

AFFILIATION

Washington State Department of Transportation
Port of Portland
TriMet
Metro
Multnomah Co.

STAFF: Grace Cho, Mia Hart, Ted Leybold, John Mermin, Josh Naramore, Kelsey Newell.

1. CALL TO ORDER, DECLARATION OF A QUORUM

Chair Tom Kloster declared a quorum and called the meeting to order at 9:32 a.m.

2. COMMENTS FROM THE CHAIR AND COMMITTEE MEMBERS

Mr. Rian Windsheimer updated members on the State Transportation Improvement Program (STIP) enhancement committee process. ODOT is in the process of scoping projects. The timeline was shifted for the 100% list and is slated for completion by July 31, 2013. Further information will be presented to TPAC prior to the ODOT region 1 meeting in September. Mr. Ted Leybold asked if there will be a draft project list to be narrowed. Mr. Windsheimer stated there is no clear answer. There was discussion at the July 18 OTC meeting, but a decision has not been reached.

Chair Tom Kloster provided an overview of Metro's Public Engagement Guide. The Public Engagement guide has been updated to ensure activities are effective, reach diverse audiences, and create opportunities to learn and participate in decision-making, while guiding Metro's efforts to meet FTA and FHWA regulations associated with receiving federal funds. There is a public comment period August through September. The Public Engagement Guide will be refined and brought to TPAC for recommendation to JPACT October 25.

Mr. Ted Leybold of Metro provided an update on the Metropolitan Transportation Improvement Program (MTIP). Metro staff will continue to bring a quarterly summary of MTIP amendments to TPAC. 2012-2015 MTIP programming adjustments are outlined in the MTIP memo to TPAC. Issues should be presented to Mr. Leybold or TPAC. There are approximately 50 to 60 changes each quarter.

Mr. John Mermin of Metro provided an overview of the 2014 Regional Transportation Plan (RTP) update. In conjunction developing transportation networks in the 2014 RTP, Metro creates a No Build network for the 2040 RTP. Projects completed by spring 2010 have been incorporated into the 2010 network with committed funding. Committed future roadway projects identified for Climate Smart Communities (CSC) Scenario A are identified in the 2040 RTP No Build memo in the packet. Metro staff request review of projects and any additional projects, which must be submitted to Ms. Grace Cho of Metro by September 1, 2013. This is the first year bicycle projects can be modeled. An email will be sent to TPAC members listing upcoming workshops related to revenue assessments, modeling, and RTP project solicitation and overview in the week of August 19.

Additional member comments included:

- Mr. Windsheimer reminded members that I-84 westbound is closed from I-5 to I-205 for construction beginning July 20. Mr. Windsheimer announced an Immediate Opportunity Fund project in Gresham was proposed for funding through at the next OTC meeting and that details of the request would be released with OTC materials.
- Chair Kloster stated Mr. Josh Naramore of Metro has resigned and accepted a position as Transportation Planning Manager at Cleveland's Metropolitan Planning Organization.
- Ms. Courtney Duke stated Mr. Paul Smith has resigned. Ms. Duke is replacing Mr. Smith at TPAC and JPACT. Mr. Robert Hillier is the alternate for TPAC. Mr. Greg Jones is the interim Group Manager.
- Mr. Jeff Swanson stated he accepted a position as Rail Employment Corridor Program Manager at Clark County and is no longer a community representative for TPAC.

3. CITIZEN COMMUNICATIONS ON TPAC ITEMS

There were none.

4. CONSIDERATION OF THE MINUTES FOR JUNE 28, 2013

MOTION: Mr. Dean Lookingbill moved, Mr. Rian Windsheimer seconded, to adopt the Minutes for June 28.

RESULT: With all in favor, the motion passed.

5. CORRIDOR BOTTLENECK OPERATIONS STUDY

Mr. Rian Windsheimer of ODOT provided an overview of the Corridor Bottleneck Operations Study (CBOS). Reoccurring bottlenecks are caused by decision points (ramps, merge areas, weave areas, or drop lanes) and physical constraints (curves, underpasses, narrow structures, or no shoulders). The objective of CBOS is to examine operational improvements and to improve safety to achieve a minimum 30% reduction in crashes related to reoccurring bottlenecks on I-5, I-205, I-84, I-405, and US26.

Reoccurring bottlenecks are defined by area of influence, congestion duration, contributing factors such as, mainline volumes, spacing of interchange and ramps, or speed change, and frequency of crashes. Over 30 reoccurring bottleneck locations were identified and 20 potential solutions were recommended based on the level of effectiveness and maintaining costs below \$10 million. The most frequent cause of reoccurring bottlenecks in Region 1 is inadequate interchange spacing, which results in congestion and traffic slowing. The proposed solution is to provide additional space by way of an auxiliary lane for merging and weaving of traffic that is distinct from the freeway through-lane.

Mr. Windsheimer provided an overview of recently completed improvements including, I-5 southbound auxiliary lane constructed in 2010, I-5 southbound Nyberg Rd exit-ramp widening constructed in 2010, and I-5 southbound Carmen Dr. to Lower Boones Ferry auxiliary lane constructed in 2012. Bottleneck improvements under construction include, I-84 eastbound auxiliary lane from Halsey St. exit ramp to I-205 northbound entrance and re-striping the I-5 divergence on I-84 westbound. Three CBOS projects have been submitted to the STIP Enhance and recommended for the 150% list: auxiliary lane addition on I-5 southbound, lower Boones Ferry Rd. exit to entrance; Lower Boones Ferry Rd. exist ramp reconfiguration on I-5 northbound; auxiliary lane from I-84 eastbound entrance to Stark St. exist ramp on I-205 southbound.

Mr. Windsheimer addressed questions formerly raised in regards to the effects of CBOS improvements on freeway capacity and encouragement of thru trips. Improvements do not increase capacity or thru trips to the freeway system. CBOS improvements are designed to address specific bottleneck areas to improve operations and safety and reduce diversion and out of direction travel.

Member comments included:

- Members asked if the bottleneck projects are improvement projects. Mr. Windsheimer stated all CBOS bottleneck projects are improvement projects, most of which focus on signal improvements rather than operation improvements.

- Ms. Chris Deffebach recommended consideration of broader measures of success to prioritize project improvements. Ms. Deffebach commented that higher cost improvements may be associated with greater benefits and should be taken into consideration. Mr. Windsheimer confirmed there is an extended list of projects separate from the high priority list associated with the low cost requirement. Consideration of the broader benefits will be most helpful following the current stage in order to gauge and quantify benefits of specific improvements.
- Members inquired how the public will be informed of restriping changes. Mr. Windsheimer stated ODOT has distributed informational pamphlets and confirmed media coverage. There will be an education campaign surrounding project changes and clarification through on-road signage.
- Members discussed the incorporation of an auxiliary lane definition in the RTP. Comments included:
 - Ms. Katherine Kelly stated that additional substantive discussion may not be necessary, but helpful for some basic parameters for auxiliary lanes, e.g. length, as a good starting point for discussion of future auxiliary lane projects.
 - Mr. Windsheimer stated he has met, or is currently scheduled to meet with select Metro Councilors and staff to discuss the CBOS report and redefining auxiliary lane in the RTP. Mr. Windsheimer stated he supported discussing specific CBOS projects that contained auxiliary lanes, but not the standalone auxiliary definition.
 - Ms. Nancy Kraushaar asked why there was controversy surrounding the issue. Mr. Kloster provided a brief overview of Metro staff's concerns that there is no existing definition of auxiliary lane in the RTP, so it is unclear how to distinguish an auxiliary lane from a through lane. Mr. Windsheimer stated there is a common established technical definition of auxiliary lane and did not support providing a definition of auxiliary lane in the RTP that may create an unnecessary layer of complexity. Mr. Windsheimer expressed frustration that the auxiliary lane discussion continued to be addressed at TPAC and believed from his conversations with select Metro councilors that they may be amendable to recommendations in the CBOS report.

6. DRAFT REGIONAL ACTIVE TRANSPORTATION PLAN (ATP)

Ms. Lake McTighe of Metro provided an overview of the purpose and framework of the Regional Active Transportation Plan (ATP). The ATP knits together the aspirations and plans of jurisdictions, agencies, and stakeholders into a comprehensive regional vision. Visions and guiding principles reflect the aspiration of the plan, which is mirrored in the RTP. The purpose is to provide a detailed look to inform and aid achievement of the goals and objectives identified in RTP.

Ms. McTighe provided an overview of the draft resolution, which acknowledges the current version of the draft ATP and directs staff to provide opportunities for further review and refinements in conjunction with the RTP update. The ATP is considered draft until adopted as a component of the RTP in July 2014. The plan will be refined while Metro staff continues stakeholder engagement through spring 2014. The final Draft ATP will be released for public comment March 2014 after which time it will be proposed for adoption in July 2014. Changes made to the RTP will be reflected in the ATP. The project timeline is available in the TPAC packet, which summarizes the extended timeline providing further opportunities for discussion.

A regional plan for active transportation is needed to coordinate development of routes that cross jurisdictions, as well as provide strategy for funding opportunities, including health, community, sustainability, and livability. The ATP effectively integrates with regional transit and effective allocation of regional funds.

Staff identified new routes through stakeholder engagement, a technical evaluation and analysis to update the regional bicycle and pedestrian networks, which are based on existing networks in the RTP. The network concepts and new routes were identified through extensive evaluation. Data and analysis informed how routes were classified, for example high demand routes were identified for Parkways. Bicycle “highways” and pedestrian corridors are integrated with transit and destinations, and integrated with established 2040 districts. Mr. Kloster noted the state is working on an active transportation plan and asked if the intention is to create an Oregon active transportation network map, highlighting the intersection for freight movement. Ms. McTighe stated she does not know if this is the state’s intention, but has encouraged them to employ a system plan for bicycle and pedestrian networks. Metro staff is currently examining how bicycle and pedestrian network projects intersect and overlap with designated freight routes.

Ms. McTighe stated one of the implementation strategies is to focus on bicycle and pedestrian districts and connectivity. The project list identifies major bikeways, pedestrian corridors and pedestrian/bicycle districts as projects. Ms. Cora Potter asked if there is a way to measure how investments are made and focus on switching investments from corridors to districts. Chair Kloster stated this falls under federal funding.

Regional bicycle design guidelines are drawn from existing guidelines already being implemented in the region. Metro uses best practices to achieve the vision of the ATP with the purpose of providing consistency and connectivity for bicycle and pedestrian networks while ensuring the active transportation network equitably and completely serves all people.

The funding strategy is a multi-prong approach that leverages existing investments, coordinates with other projects, develops a pipeline of projects, aligns projects with funding opportunities, and is flexible and strategic. The funding strategy focuses on identifying opportunities, working collaboratively, and providing a framework for local jurisdictions to choose to invest in active transportation. Implementation strategies and projects focus on completion of the network to drive outcomes with complete benefits. All transportation modes are prioritized together and a project list is in development.

The ATP provides information to local jurisdictions and agencies to inform elected officials in policymaking and work for highest return on investment. The plan helps to ensure that any projects funded achieve the best desired outcomes and provides information to jurisdictions as they are determining what projects are needed to help reduce congestion, increase safety, and make it easier to get around quickly and safely.

Member comments included:

- Members asked for further information related to the maintenance section of the ATP, given constrained funding. Ms. McTighe stated staff is working on a regional estimate of maintenance costs. The state and regional strategy takes a “fix-it-first” approach, which will be emphasized.
- Mr. Eric Hesse stated TriMet is hopeful their concerns are being addressed.

- Members asked about documenting market and existing conditions and how this impacts existing marketing conditions. Ms. McTighe stated there was an extensive existing conditions report evaluating the gaps in the network, as well as research examining the economic impacts of bicycling and walking. Increasing access to destinations supports local business and correlates with increased economic vitality.
- Members inquired how to identify new projects in the update project list. Ms. McTighe stated a project list will be released in August, identifying projects in the RTP that will help complete bicycle and pedestrian parkways and corridors. The project list is aimed towards the corridor and district projects concept, which will be available for jurisdictions for consideration.
- Members asked how new versus enhancement projects effect prioritization and funding. Ms. McTighe stated the ATP does not determine prioritization in this respect and focuses on increased access and completing the network according to decisions made by each community.
- Mr. Kloster stated he would like to ensure the state RTP is linked with the regional RTP and ATP, noting this should be communicated to ODOT for coordination.
- Members recommended several changes to the report, including adding citations and emphasizing differences between communities and providing examples to highlight the one size does not fit all approach. Additionally, members noted many cities have new TSPs and recommended holding workshops to inform and discuss network maps to ensure clarity.
- Members asked if the report data is applicable to communities outside the Portland region. Ms. McTighe stated ATP data and analysis is only applicable to the Portland region.
- Members asked for clarification in regards to the ATP referencing the 2014 or 2018 RTP. Ms. McTighe stated the intention of the ATP is to be proposed for adoption into the 2014 RTP and changes to the functional plan can be considered during the 2018 RTP update as necessary.
- Members expressed concern surrounding adequate time for review of the draft ATP prior to making a recommendation to JPACT. Members asked for a summary of changes to be incorporated in the next draft ATP. Ms. McTighe assured members that changes will be made visible.

7. COLUMBIA MULTIMODAL CORRIDOR STUDY

Mr. Swanson provided an overview of the Columbia Multimodal Corridor (CMC) Study, a study conducted for the Port of Portland by DKS to identify high priority intermodal projects within the Columbia Corridor. 15 projects were identified in the Corridor, which stretches 18 miles along the Columbia River with significant economic activity, encompassing 2,600 businesses or 65,000 total jobs. Major transportation gateways including I-5, I-84, I-205, marine terminals, rail lines, and airport facilities service the Corridor.

Mr. Alan Snook of DKS Associates provided a technical overview of the data and analysis utilized in the study. INRIX is all-hours data representing transit use represented throughout areas of the CMC. Traffic was coded based on amount of congestion and congestion areas were pinpointed to identify congestion areas to compare to the RTP. The Regional Travel Demand Model focused on origin and destination, particularly between the Rivergate Industrial District, the Portland Airport, and Troutdale, link capacity, and travel time. Significant congestion is a threat to economic vitality as

the delay in movement of goods and services is inefficient for existing business and deterrence for new businesses.

Mr. Swanson stated interviews were conducted with ten businesses were in area to gain a better understanding of how businesses use the area and what problems they face on a day-to-day basis for operations and mobility. The survey results indicated the primary reason businesses located to the Corridor was easy freeway access, as well as access to rail, marine, and air cargo facilities. Business representatives identified congestion as the primary issue facing business operations.

Approximately 35 projects were identified to have expected benefits related to freight movement, or mobility and access, ranging from localized intersection improvements to longer corridor improvements. The total estimated cost is approximately \$290 million dollars.

Mr. Snook provided an overview of four improvement projects: Burgard-Lombard North Street; NE Columbia Boulevard; NE 181st Avenue; Regional ITS projects, some of which are already in place. Future implications of the CMC study include support of advocacy and education, increased funding, and freight transportation policy coordination.

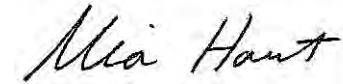
Member comments included:

- Members noted updates on two projects, NE 181st Avenue and NE Sandy Boulevard, and noted the Troutdale Interchange improvements projects has been approved for construction and NW Graham Road improvements project will be built in accordance with the RFFA.
- Mr. Eric Hesse stated TriMet is open to discuss safe and efficient movement of goods and services in the CMC to provide access to jobs and relieving congestion.
- Members asked about future development capacity in the CMC. Mr. Swanson stated there is a shortage of land supply, including West Hayden Island and the golf course in NE Columbia Boulevard project, as well as railroad and marine terminals. Enhancing site access would increase efficiency and increase economic output for business in this limited industrial land supply area.
- Members noted several valuable projects are held back by transit and indicated regional coordination and funding support could be of support.
- Members asked if the Columbia River Crossing (CRC) is still relevant to the CMC study. Mr. Snook stated there is more extensive opportunity to move forward with the CRC and its completion may ultimately depend on the region coming together, as opposed to one stakeholder.

8. ADJOURN

Chair Kloster adjourned the meeting at 11:41 a.m.

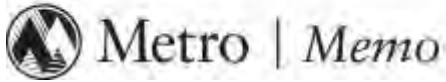
Respectfully Submitted,



Mia Hart

Recording Secretary

ITEM	DOCUMENT TYPE	DOC DATE	DOCUMENT DESCRIPTION	DOCUMENT No.
5	Handout	04/2013	CBOS Project Atlas	071913t-01
5	PowerPoint	N/A	Corridors Bottleneck Operations Study	071913t-02
5	Report	12/2012	Columbia Multimodal Corridor Study Final Report	071913t-03
6	Memo	07/16/13	Draft Regional Active Transportation Plan	071913t-04
6	Handout	07/17/13	Draft Active Transportation Plan Resolution	071913t-05
6	PowerPoint	07/19/13	Draft Regional Active Transportation Plan	071913t-06



Date: August 22, 2013
To: TPAC 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 30 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 TPAC 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 and a memo summarizing changes made so far or changes not yet made but upcoming, is included with this memo. Further refinements of the ATP 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
- Washington County
- Member of MTAC

At the August 30 TPAC meeting staff will be seeking a recommendation from TPAC to JPACT 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.

What is the purpose of the resolution?

The purpose of the resolution is to formally acknowledge work completed to date on the plan through the Transportation Growth Management grant 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 proposed for adoption 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 – presentation/discussion, request to defer recommendation to Sept. 4 meeting after review of revised draft
- August 30 TPAC- recommendation to JPACT on resolution
- September 4 MTAC - recommendation to MPAC 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. Track changes - Revised draft ATP – August 2013 review draft
3. Clean copy - Revised draft ATP – August 2013 review draft
4. Summary of changes made to the draft ATP – July review copy

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. 13-4454 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 R. Kean, Metro Attorney

STAFF REPORT - DRAFT

IN CONSIDERATION OF RESOLUTION NO. 13- 4454, FOR THE PURPOSE OF ACKNOWLEDGING THE WORK COMPLETED TO DATE AND INITIATING FURTHER REVIEW OF THE REGIONAL ACTIVE TRANSPORTATION PLAN PRIOR TO ADOPTION AS A COMPONENT OF THE REGIONAL TRANSPORTATION PLAN

Date: August 12, 2013

Prepared by: Lake Strongheart McTighe
503-797-1660

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.

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 adopted as a component of the RTP proposed for July 2014.

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 as part of the RTP update. The resolution does not adopt the ATP.

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 strategies and implementation strategies. A draft project list is attached to the plan. Elements of the ATP will be incorporated into the 2014 RTP.

ANALYSIS/INFORMATION

1. **Known Opposition** There is general support for the overall purpose of the Active Transportation Plan. There has been concern expressed on the timing, process and implementation of the Active Transportation Plan. Metro Council and staff have been responding to concerns. JPACT expressed general approval with moving forward with legislation at August 1 meeting.
2. **Legal Antecedents**
Resolution 08-3936 "For the Purpose of Establishing the Blue Ribbon Committee For Trails";
Ordinance 09-1209 "Amending the FY 2008-09 Budget and Appropriations Schedule Transferring for the Integrated Mobility Strategy, adding 1.0 fte"; *Resolution 09-4099* "For the Purpose of Accepting the Draft 2035 Regional Transportation Plan"; "Ordinance No. 10-1241B "For the Purpose of Amending the 2035 Regional Transportation Plan (Federal Component) and the 2004 Regional Transportation Plan to Comply with Federal and State Law; to Add the Regional transportation

Systems Management and Operations Action Plan, the Regional Freight Plan and the High Capacity Transit System Plan; To Amend the Regional Transportation Functional Plan and Add it to the Metro Code; To Amend the Regional Framework Plan; And to Amend the Urban Growth Management Functional Plan”; *Resolution No. 11-4239* “For the Purpose of Supporting Development of a Regional Active Transportation Action Plan”; *Ordinances - 13-1300A* “Adopting the Annual Budget For Fiscal Year FY2013-14, Making Appropriations, Levying Ad Valorem Taxes, and Authorizing an Interfund Loan”.

3. **Anticipated Effects** Active Transportation Plan is integrated into the update of the Regional Transportation Plan October 2013- June 2014; project list of the Active Transportation Plan is refined and made available to agencies, jurisdictions and other stakeholders to update Regional Transportation Plan project list; Active Transportation Plan is adopted as a component of the Regional Transportation Plan in July 2014.
4. **Budget Impacts** No additional budget impacts; budget was provided in FY 2013-14 adopted budget to implement next steps identified in resolution.

RECOMMENDED ACTION

Staff recommends the Metro Council support this resolution.

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REGIONAL

**ACTIVE
TRANSPORTATION PLAN**

REVIEW DRAFT 2

AUGUST 2013



**MAKING A
GREAT
PLACE**



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REGIONAL

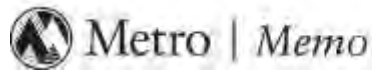
ACTIVE

TRANSPORTATION PLAN

REVIEW DRAFT 2

AUGUST 2013





Date: August 22, 2013
To: TPAC and interested parties
From: Lake McTighe, Transportation Planner
Subject: Summary of changes to July 2013 review draft of the Regional Active Transportation Plan

Below is a summary of changes that have been incorporated into the second draft of the Regional Active Transportation Plan ("ATP"). A draft showing the changes is included in your packet and posted to Metro's webpage. At least one more updated draft of the plan will be available prior to the plan being submitted for public comment in March 2014.

General

1. Edits for clarity, syntax errors
2. Citations added
3. When available, data/context for cities and counties added to reflect differences across the region (e.g. levels of walking and bicycling are not the same in all areas)
4. Added section on the need for unique approaches for implementing the network for different communities
5. Added references to SMART in addition to TriMet
6. Added selected glossary to appendix
7. Added list of local plans reviewed to appendix
8. Removed supplemental reports from appendix – they are referenced and available on Metro's webpage
9. Formatting/photos added changed in some places to accommodate new text

Networks

1. Added chapter summarizing evaluation of pedestrian and bicycle networks that was used to help identify recommended updates to the regional pedestrian and bicycle networks
2. Provided more explanatory detail on functional classifications
3. Changes to maps made based on input from jurisdictions and stakeholders including adding/changing routes, removing ped only trails from bike map; some requested changes have yet to be made due to timing but will be reflected in the next draft review
4. Maps edited for clarity, including color of routes (both bike and ped routes are now green)
5. Map books (zooms of smaller areas of the region) are being created to aid in future review of the maps
6. Edited overlap maps of freight networks and bike network
7. Added overlap with pedestrian network
8. Added overlap maps of sensitive/quality lands and riparian areas (Regional Conservation Strategy) and bike/ped networks

Design Options

1. Added volume of heavy trucks to be considered for Design Type C routes (high speed/traffic)
2. Added section on interim pedestrian and bike facility improvements when highest desired design is not feasible
3. Added language on need for protecting environment, avoiding habitat, or using environmentally sensitive design (whichever option is most appropriate)
4. Added language to emphasize guidelines are optional
5. Added language on the need for context (including level of activity, land use, nearby destinations, level of transit service, traffic speed and volume) to be considered in determining the appropriate design for walkways and bikeways; e.g. design could change along regional pedestrian and bicycle routes and in districts as context changes

Policies and actions

1. Edits for clarity
2. Language to emphasize that actions are proposed and are not policies
3. Added additional action under policy 5 for using habitat, sensitive land, riparian and freight route data when planning and implementing routes; added language to action item under Policy 2 to include conservation experts in trail planning

Performance targets

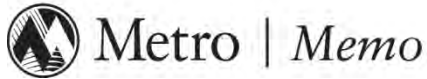
1. Recommend that additional performance measures be included in future ATPs, not in this update of the RTP
2. Added information on new performance management requirements under MAP-21

Funding

1. Clarified costs of network (section was confusing)
2. Added reference to value of bike/ped projects funded through larger roadway projects

Implementation/projects

1. Added project areas that rose to the top in evaluation for access, equity as examples of where access could be increased for the most people, highest volume of bicycle trips, and areas with underserved populations. Lists may not provide sufficient information, next draft will provide a more user friendly format and more detail on areas listed
2. Project list added as an attached appendix to the ATP; project list is still being developed. Staff will meet with jurisdictions, agencies and stakeholders to review list and highlight local priorities on the list.



Date: August 22, 2013

To: TPAC members and Interested Parties

From: Ted Leybold and Grace Cho

Subject: Summary of 2016-18 RFFA Public Comments and Sub-regional project analysis

Please find the attached items in preparation for the briefing on the public comments received and the sub-regional evaluation and recommendation process for regional flexible funds.

- Executive Summary of the regional public comment period
- City of Portland sub-region technical evaluation summary
- Clackamas County sub-region technical evaluation summary
- East Multnomah County sub-region technical evaluation summary
- Washington County sub-region technical evaluation summary

A presentation on each of these elements and the recommendation process to date within each sub-region will be provided at the meeting. This is in preparation for JPACT and Council action in October on allocation of regional flexible funds to projects for inclusion in the draft 2015-18 MTIP.

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Public comment report

Regional flexible funds allocation
Proposed projects for 2016-2018
funding cycle

June 2013

About Metro

Clean air and clean water do not stop at city limits or county lines. Neither does the need for jobs, a thriving economy, and sustainable transportation and living choices for people and businesses in the region. Voters have asked Metro to help with the challenges and opportunities that affect the 25 cities and three counties in the Portland metropolitan area.

A regional approach simply makes sense when it comes to providing services, operating venues and making decisions about how the region grows. Metro works with communities to support a resilient economy, keep nature close by and respond to a changing climate. Together we're making a great place, now and for generations to come.

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www.oregonmetro.gov/connect

Metro Council President

Tom Hughes

Metro Councilors

Shirley Craddick, District 1

Carlotta Collette, District 2

Craig Dirksen, District 3

Kathryn Harrington, District 4

Sam Chase, District 5

Bob Stacey, District 6

Auditor

Suzanne Flynn

About the Joint Policy Advisory Committee on Transportation (JPACT)

The Joint Policy Advisory Committee on Transportation is a 17-member committee of elected officials and representatives of agencies involved in transportation that make recommendations to the Metro Council on transportation needs in this region.

JPACT Members

Carlotta Collette, Metro Council, JPACT Chair	Charlie Hales, City of Portland Nick Fish, City of Portland	Rian Windsheimer, ODOT Nina DeConcini, DEQ
Shirley Craddick, Metro Council, JPACT Vice Chair	Donna Jordan, City of Lake Oswego Tim Knapp, City of Wilsonville	Andy Ginsburg, DEQ Don Wagner, WSDOT
Kathryn Harrington, Metro Council	Shane Bemis, City of Gresham	Bart Gernhart, WSDOT
Craig Dirksen, Metro Council	Lisa Barton-Mullins, City of Fairview	Bill Wyatt, Port of Portland
John Ludlow, Clackamas County	Denny Doyle, City of Beaverton	Susie Lahsene, Port of Portland
Paul Savas, Clackamas County	Jef Dalin, City of Cornelius	Tom Imeson, Port of Portland
Diane McKeel, Multnomah County	Neil McFarlane, TriMet	Jack Burkman, City of Vancouver
Deborah Kafoury, Multnomah County	Olivia Clark, TriMet	Dean Lookingbill, SW WQ RTC
Roy Rogers, Washington County	Dan Blocher, TriMet	Steve Stuart, Clark County
Andy Duyck, Washington County	Jason Tell, ODOT	Peter Capell, Clark County

Metro is the federally mandated metropolitan planning organization designated by the governor to develop an overall transportation plan and to allocate federal funds for the region. The Joint Policy Advisory Committee on Transportation (JPACT) is a 17-member committee that provides a forum for elected officials and representatives of agencies involved in transportation to evaluate transportation needs in the region and to make recommendations to the Metro Council. The established decision-making process assures a well-balanced regional transportation system and involves local elected officials directly in decisions that help the Metro Council develop regional transportation policies, including allocating federal transportation funds.

NONDISCRIMINATION NOTICE TO THE PUBLIC Metro hereby gives public notice that it is the policy of the Metro Council to assure full compliance with Title VI of the Civil Rights Act of 1964, the Civil Rights Restoration Act of 1987, Executive Order 12898 on Environmental Justice and related statutes and regulations in all programs and activities. Title VI requires that no person in the United States of America shall, on the grounds of race, color, sex, or national origin, be excluded from the participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity for which Metro receives federal financial assistance. Any person who believes they have been aggrieved by an unlawful discriminatory practice under Title VI has a right to file a formal complaint with Metro. Any such complaint must be in writing and filed with the Metro's Title VI Coordinator within one hundred eighty (180) days following the date of the alleged discriminatory occurrence. For more information, or to obtain a Title VI Discrimination Complaint Form, see the web site at www.oregonmetro.gov or call 503-797-1536.

The preparation of this report was financed in part by the U.S. Department of Transportation, Federal Highway Administration and Federal Transit Administration. The opinions, findings and conclusions expressed in this report are not necessarily those of the U.S. Department of Transportation, Federal Highway Administration and Federal Transit Administration.

TABLE OF CONTENTS

1. Introduction and background	2
2. Outreach approach	3
3. Summary of comments received	5

APPENDICES

A. Comments received	A1-301
B. Public notice documentation	B1-3

INTRODUCTION: THE FLEXIBLE FUNDS PROGRAM FOR 2016-18 AND PUBLIC INVOLVEMENT APPROACH

Background

Every two years, the Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Council decide how best to spend money from two federal funds: Congestion Mitigation Air Quality, and the Surface Transportation Program. As part of this process, Metro seeks feedback from the public to help shape projects proposed for funding. For the 2016-2018 Program Metro engaged in a collaborative process with local governments to nominate projects for 2016-2018 flexible funds. Local governments were asked to nominate projects which met the criteria of different competitive categories: 1) active transportation and 2) green economy and freight. The regional economic opportunity fund projects had been previously nominated by JPACT.

As an initial method to gain public feedback on projects, Metro publicized all the projects submitted for 2016-2018 flexible funds (29 projects along with five region-wide programs) for a 30-day public comment period that ran between May 8 and June 7, 2013. The purpose of this comment period was to ask the public how the proposed projects could be improved to meet community needs. Metro also held a public hearing on May 30 to collect oral comments.

Comments collected have been shared with the project applicant jurisdictions for review, response and project modification if appropriate.

Following the 30 day public comment process and project applicant review of comments, county coordinating committees and the Portland City Council will conduct their own public involvement process and prioritize among competing projects to nominate a “100 percent” list of projects to JPACT and the Metro for Council approval in October 2013.

OUTREACH APPROACH

The public comment outreach effort focused on notifying the communities that would be most impacted by the 29 proposed projects, with additional broader notification to the region as a whole. Staff reached out to local community groups, faith-based organizations, agencies and community media.

For this outreach effort, a web-based comment form was the primary tool used to receive public comments with comments also received via phone, email and letters. Metro held a public hearing to provide an opportunity for the public to give oral testimony before members of the Metro Council and JPACT.

The public hearing was held on May 30, 2013 starting at 5 p.m. in the Metro Council Chamber. Members of the public were invited to provide oral testimony and to submit written comments. All project materials at the hearing, including fact sheets, sign in sheets, testimony cards, and comment cards, were provided in English, Spanish, Chinese, Vietnamese, and Russian. Staff was trained to access a phone translation service to accommodate any participants requiring language translation. A total of 26 people participated in the public hearing; none requested language assistance.

Outreach to Limited-English Proficiency Populations

Metro sought to include all project area residents in the comment process, including those with limited-English proficiency (LEP). Metro used 2006-2010 ACS Census data to determine the languages spoken by at least five percent of the population or 1,000 persons within a one-half mile radius of each of the 29 proposed projects. Analysis showed that Spanish, Russian, Chinese and Vietnamese were spoken in the vicinity of several projects. Metro also looked at school district data and found that LEP speakers of these same languages lived in the vicinity of some projects.

Based on this data, Metro translated program background, introductory materials, and short project descriptions for the online comment tool in the four identified languages. In areas with higher percentages of non-English speakers, Metro translated longer, more detailed project descriptions into the appropriate language(s). Members of the public were encouraged to provide comments in any language via the online tool, email or a phone call (which would be assisted by a phone translation service). Metro also created fact sheets in the four identified languages for distribution to faith-based and non-profit organizations that work with non-native English speaking communities in project areas. In addition, Metro created bilingual advertisements to notify the public about the comment period in local newspapers in the project areas that had greater concentrations of non-English speakers. A full list of this outreach is available in Appendix B.

Notification of Comment Period

Metro's efforts to publicize the comment period and ways to comment included:

Email blasts – Metro announced the opening of the comment period to its interested persons list, which included approximately 1400 people, as well as to its local partners and coordinating committees. Local partners were encouraged to forward the email to their constituents and contacts. A second, third and fourth email reminded recipients about the comment period and announced the public hearing date.

Email to Councilors and Metro Chief Operating Officer – Metro announced the opening of the comment period and the public hearing date, and encouraged Councilors to forward the email to constituents and community contacts and include notice in their e-newsletters.

Newsfeeds – Metro encouraged public comments through several newsfeed stories, sent to media and interested parties and prominently placed on the Metro homepage. The newsfeed currently has 600 subscribers.

Multiple-language newspaper advertising – Advertising was placed in thirteen project area newspapers, encouraging readers to provide comments and attend the public hearing. Many of the ads were published in multiple languages, including Spanish, Vietnamese, Chinese, and Russian, based on the languages spoken in the area of newspaper distribution. A full list of newspaper advertising is included in appendix B.

Outreach to community leaders – Metro sent personalized emails to sixty Equity/Environmental Justice leaders in the Metro area. The emails encouraged recipients to forward the information to their contacts.

Providing tools for local jurisdictions and partners – Metro provided documents and tools to local jurisdictions and partners to help them invite members of the public to provide comments. This included an email template for email blasts, as well as translated materials for use in their own public meetings and hearings, translated fact sheets, sign in sheets and comment forms. Metro also offered to help jurisdictions financially in hiring interpreters, though no requests were made.

Outreach to bilingual faith-based communities – Metro distributed Spanish, Vietnamese, Chinese, and Russian language fact sheets to fourteen churches in the vicinity of Regional Flexible Funds projects. These churches were located primarily in the Hillsboro, Aloha, Beaverton, Gresham, and Southeast Portland areas. A full list of faith-based organizations that received fact sheets is included in Appendix B.

Media outreach – Metro sent a news release to media contacts announcing the public comment period and public hearing date. News releases were customized for local community media by highlighting local proposed projects. Media coverage about the process included an article in The Oregonian on May 22, available here: http://www.oregonlive.com/commuting/index.ssf/2013/05/metro_asks_public_to_help_spen.html

SUMMARY OF COMMENTS RECEIVED

Introduction

Metro received nearly 800 comments through the Regional Flexible Funds public comment process. The vast majority of these were received through the online web comment form (608). Additional comments came through email (30), letters (70), phone (1), and through oral testimony at the public hearing (26).

Summaries of comments for each of the 29 proposed projects are included below. The projects are organized in three categories: 1) Active Transportation & Complete Streets, 2) Regional Economic Opportunity Fund, and 3) Green Economy & Freight Initiatives. The online comment tool included a specific set of questions for projects within each of these categories. Several projects fall under more than one category, and have corresponding comment summaries based on questions asked about that category. These projects include St. Johns Truck Strategy, Phase 2; Hogan Road: Powell Boulevard to Rugg Road; and Sandy Boulevard: NE 181st Avenue to East Gresham City Limits.

No comments were received on the five region-wide programs.

The appendix to this report includes all comments submitted.

1) Active Transportation & Complete Streets: Project Comment Summaries (608 comments)

Clackamas County

Jennings Avenue: OR99E to Oatfield Road Sidewalk and Bike Lanes (35 comments)

People who commented on this project overwhelmingly supported it as a project to improve bicycling and pedestrian access, particularly for area school children and transit users. Many people noted that the community has been requesting this project for years, and the community is well-organized around and supportive of the project. All comments were in support of the project except one, who felt that road funds should be spent on road improvements, not cyclists.

People generally said that Jennings Avenue is currently unsafe for biking and walking due to a lack of sidewalks which forces people to compete with fast-moving auto traffic. Many people said that the project will allow for safe bicycle and pedestrian access to the Trolley Trail, to transit (specifically to bus transit on McLoughlin and Jennings Avenue), and to local shops. Many people said the project would improve safety for children attending area schools who cannot currently safely walk or bike to school. Several people noted that there are many apartments and multi-family dwellings in the area whose residents do not currently have safe access to transit on Jennings.

A number of people noted that Jennings Avenue is the main east/west connection in the area, and there are no good bike/ped routes going east or west. Jennings Avenue is most heavily used by bicyclists and pedestrians, so it is important that improvement be made. Nine people suggested extending the project to Webster Road on the east, and ten people suggested extending the project to River Road on the west. One person suggested a phased approach. There was also a suggestion to continue sidewalks on Jennings west of 99E to give better access to Jennings Lodge.

Additional suggestions to improve the project included installing a plant buffer between the street and sidewalk, and upgrading the storm water runoff system on Jennings Avenue. Another person suggested installing safe, continuous sidewalks and bike lanes at Addie Street and Boardman to improve access to transit and to the East Side Athletic Club. One person suggested two improvements to improve access for those with disabilities: reconfiguring the sidewalks on Hull Avenue and those corresponding to Trolley Trail, and installing talking crosswalk signals at the intersection of Jennings/99E. One person suggested adding a speed bump to Jennings Avenue. The organization Oregon Walks expressed support for this project.

Trolley Trail Historic Bridge Feasibility Study: Gladstone to Oregon City *(53 comments)*

People who commented on this project supported completing the Trolley Trail corridor to provide safe and scenic bicycle and pedestrian access between Gladstone and Oregon City. All comments supported the project except four. Of these, one person felt that park funds or a bike tax should be used to pay for the project; another felt that there are already enough bridges in the area and that Union Pacific should be mandated to remove this hazardous bridge; and the third was concerned about more taxes being levied on property owners for non-necessity projects. One person noted that the project only supports pedestrians and cyclists, and should instead focus on vehicles crossing to Highway 43/Kruse Woods employment areas.

Generally, people said that the project will provide a direct link for pedestrians and cyclists from Gladstone and Oregon City, and create a complete bike/ped network that will encourage more walking and biking, as well as improve health and livability. People supported extending the Trolley Trail to complete the corridor and supported rehabilitating and preserving the historic bridge as an alternative to creating a new structure. People noted that the current option of walking or biking along the OR 99E bridge is unappealing because of heavy traffic.

People supported the project because it will connect with the Springwater Corridor, creating a complete bike route. It will improve bicycle commuting to/from work. Several people felt that the project will help revitalize downtown Gladstone, and would improve businesses and the economy on both sides of the river. People noted that the project will improve access to existing trails, to area shopping (including the Oregon City Shopping Center), to transit and Amtrak, to the Willamette Falls Legacy Project, and to Clackamette

Park. A couple of people also felt that the project will prevent kids from hanging ropes from the bridge to swing into the river and other dangerous activities.

Several people suggested that the project could be improved by enhancing bike and pedestrian access on Portland Avenue, by installing better separation and signage, or designating Portland Avenue as a bike route with sharrows to encourage the connection between the Trolley Trail and Oregon City. Other suggestions included installing proper lighting and public access under the bridge, providing safe access for those with disabilities, and using red cedar instead of plastic. One person suggested putting fiber optics, power, phone, water, and sewer lines under the footbridge to better serve residents. One person suggested incorporating this project into the Regional 2040 Plan with updates to zoning and comprehensive plans between the City of Gladstone and the City of Oregon City. Another person suggested exploring ways in which the Lake Oswego-Tigard Water Project could contribute resources towards implementation of this project.

The Clackamas River Basin Council expressed support for the project, and especially supports assessment for any necessary stream bank restoration as well as structural inspections and analysis of the bridge, footings and abutments. They noted that financial support from Union Pacific Railroad and the Oregon Department of Transportation is available for any required rehabilitation work. Oregon Walks also supported the project.

SE 129th Avenue Bike Lane and Sidewalk Project *(96 comments)*

People overwhelmingly supported this project, with 91 comments in support and five comments opposed to the project. Overall, the majority of comments support the project because of the potential to improve bike and pedestrian safety in the area, including benefits to connectivity in Happy Valley. The comments in opposition generally support roadway improvements but felt that sidewalks and bike lanes are not needed, or were opposed to the cost of the project.

Suggestions for improving the project included putting a light at the bottom of Mountain Gate, adding a light or three-way stop at Mountain Gate and 122nd/129th, adding sidewalks to King Road, making improvements from Sunnyside to King, and adding landscaping maintenance for visibility. Some people also wanted to see the project extended north and south of the current proposed area. This project has the support of the City of Happy Valley, which has pledged matching funds. It is also supported by Oregon Walks.

Molalla Ave – Beavercreek Road to OR 213 *(36 comments)*

All comments supported the project except three. One person opposed adding medians and widening bike lanes or sidewalks because it would narrow the already congested Molalla Avenue. One person opposed using road money for bike improvements, and another noted that there are already bike lanes in the area.

People commented that the area in general is very unsafe for pedestrians due to heavy, fast-moving traffic on Molalla and it is unsafe to cross. People supported filling the sidewalk

gaps along Molalla Avenue. Generally, many people said that the project would improve bicycle and pedestrian access; improve safety for pedestrians, transit users, cyclists, and drivers; and would promote active transportation. The project would improve access to transit and to shopping, and to the post office. A couple of people said that the project would provide better bike/pedestrian options to the new businesses and housing in the booming Hilltop area, and improve the economy.

A number of people also noted that this project is needed for equity reasons. The project will benefit the many low-income and elderly households in the area who need safe access to transit and safe pedestrian facilities. It will also improve access for students attending Clackamas Community College. Some people noted that the sidewalks are not wide enough in areas, and utility poles make wheelchair use difficult.

A few people suggested extending the project to improve all of Molalla Avenue. Some also suggested making pedestrian/bike improvements from upper Oregon City to downtown lower Oregon City. There were also some suggestions to remove some business access points to improve driver and pedestrian safety. Some suggested synchronized traffic signals, as well as pedestrian-activated crossing lights in some intersections. One person suggested eliminating or restricting left-hand turns from parking lots, which are dangerous for both pedestrians and drivers. One person suggested improving the intersection and lights at Gaffney Lane and Molalla Avenue.

Other suggestions included: making crosswalks more visible; installing ADA upgrades; new asphalt surfacing or repaving; noting 35 mph on the asphalt; and boulevard lighting and better intersection lights. Oregon Walks expressed support for the project.

City of Portland

OR 99W: SW 19th Avenue to 26th (Portland) Barbur Boulevard Demonstration Project *(40 comments)*

People overwhelmingly supported the project as a means to fill in the sidewalks gaps along Barbur Boulevard. They noted that currently it is dangerous to walk along or cross Barbur due to poor pedestrian infrastructure and fast moving auto traffic. The segment of Barbur Boulevard between SW 19th and 26th is especially dangerous, and is a high crash corridor with a high rate of pedestrian/motor vehicle collisions. All comments made supported the project except one, who does not want more bike lanes.

People noted that sidewalks would promote safer pedestrian travel, transit access, and access to businesses along Barbur, as well as to the many area multi-family housing developments. The project would provide safe access to nearby schools and to the trail system in Marshall Park. A few people also noted that the project will serve the disadvantaged communities in the area. People liked that the project would fill in the bike lane gaps along Barbur, which is currently dangerous because bikes have to merge with

fast-moving traffic at various points. People noted that this would improve bike commuting, and encourage new bike commuters.

Two people noted that the project leverages two nearby funded active transportation improvements: sidewalk infill on SW 19th and SW Spring Garden; and Multnomah Boulevard cycle-tracks, sidewalks and stormwater improvements. The project is highly supported by nearby neighborhood associations and coalitions.

Many suggestions for improvement were made. These included:

- Add curb extensions with greenspace and trees.
- Add a northeast-bound bike lane on 99W through project area.
- Install pull-outs for buses to assist in smooth traffic flow.
- Bicycle improvements at the northbound Barbur Boulevard from Capitol Highway on-ramp.
- Expand the project to the north and south of proposed area; or from the Burlingame Fred Meyer to 30th Avenue.
- Create a better pedestrian infrastructure to knit together PSU, OHSU, Lair Hill and the South Waterfront.
- Extend project to include sharrows along SW 19th Avenue, Capitol Hill Road, and SW 26th Avenue.
- Enhance bus stops with seating and refuge, and especially enhance the bus stop in front of Tobacco Town.
- Provide improved access at the Headwaters area and the fire station.
- Install crossings with lighted road level strips which are controlled via the crosswalk signal button, longer crosswalk times with a dual choice button for longer cross walk time for those with disabilities, and well-lit, well-signed crossings at all proposed crossings.
- Improve drainage on the bridge over I-5 at 19th Avenue and Spring Garden, which currently pools, making walking near it dangerous.
- Install medians with trees in longer open stretches.
- Second phase of project should improve the old trestle fill segment of Barbur Boulevard. between SW Evans and SW 19th Avenue.

The following organizations expressed support for this project: City of Portland Pedestrian Advisory Committee, Willamette Pedestrian Coalition, Southwest Neighborhoods, Inc., TriMet, ODOT Region 1, Oregon Walks, and the City of Portland Bicycle Advisory Committee. They also noted that the project will fund portions of the approved Barbur Streetscape Plan. ODOT staff has also been in discussions with the City of Portland regarding the potential of including enhanced pedestrian crossings as part of the project, and will continue these

conversations. TriMet noted that its recently completed Pedestrian Network Analysis project identified high activity, need, and opportunity for pedestrian improvements in this area.

Portland Central City Multimodal Safety Project, Phase 2 *(6 comments)*

All comments supported the project, except one, which opposed using road funds for bicycle projects. People said that the project would improve cycling and pedestrian safety in the downtown area. Currently, the downtown area is a patchwork of bike lanes, and a comprehensive system is needed. One person suggested bike-focused traffic lights on Salmon at MLK and Grand, as well as a redesign of the 11th/12th couplet similar to the 86th Stark/Washington couplet to prevent traffic from cutting through to the neighborhood. The City of Portland Bicycle Advisory Committee expressed support for this project.

Southwest In Motion (SWIM) *(17 comments)*

All comments expressed support for the project, except one who would prefer to use funding to build existing plans, rather than continue with planning. People generally stated that currently, the only safe and efficient way to get around Southwest Portland is by car, because the area has been ignored in regards to installing comprehensive bicycle, pedestrian, and transit facilities. More investment in sidewalks and bike lanes are needed to make pedestrian and bicycle travel safe, and to encourage people to walk and bike instead of drive. One person supported providing high capacity transit to help the growth of businesses in the downtown corridor. One person suggested improving all of Vermont Street and Terwilliger for bikers and pedestrians.

People generally supported a comprehensive plan that will lead to construction of projects that fill in bike lane and sidewalk gaps. The project is supported by Southwest Neighborhoods, Inc., Oregon Walks, the City of Portland Pedestrian Advisory Committee, and the City of Portland Bicycle Advisory Committee.

Powell/Division Corridor Safety and Access to Transit *(22 comments)*

All comments supported the project. People said that the project is needed to improve bike and pedestrian safety in an area with very fast moving vehicles. They also noted that crossing Powell and Division currently feels very unsafe, and improvements are needed. The TriMet Frequent Service Transit lines along Powell and Division are very heavily used, and improvements are needed to improve transit access, particularly street crossings on Powell and Division. Current bike lanes in the area feel unsafe because they are too close to very fast-moving automobile traffic. There are also a number of schools and a retirement community in the area, so improvements are needed for the safety of children and seniors.

People supported adding sidewalks, especially along outer Powell, and even lowering the speed limits in areas that have no sidewalks, such as on 136th Avenue. People also supported the beautification of Powell and Division. A number of people noted the equity concerns that this project would address. East Portland has a very diverse population with

many low-income residents, and there is a huge disparity between pedestrian facilities in East Portland compared to other parts of town. The project would also benefit people with disabilities traveling in the area, especially by evening out sidewalks to make walking or traveling in a wheelchair safer.

A number of suggestions were made to improve the project. People suggested installing flashing pedestrian crossing lights at Division/168th, Division/SE 154th, Division/143rd, Division/157th, as well as near Cleveland High School (Powell/28th). Many children cross at 157th/Division from the apartments. One person noted that a traffic light at Powell/28th would allow for a seamless 20 mph greenway to be built from SE 27th and Hawthorne past Clinton south to Raymond pointing east. One person also suggested better coordinated traffic lights on Division to improve traffic flow, as well as building a park and ride there to reduce vehicle traffic.

Representative Vega Pederson, Representative Shemia Fagan, the Gresham Area Chamber of Commerce, Oregon Walks, the City of Portland Pedestrian Advisory Committee, and the City of Portland Bicycle Advisory Committee expressed support for the project.

Foster Rd: SE Powell Boulevard to SE 90th Avenue - Pedestrian/ Bicycle Phase 2 *(142 comments)*

All comments supported the project except two. People enthusiastically support the project first to provide much needed safety improvements, and second because it will help economic development and livability in the Foster area. People felt that the area is on the verge of having a vibrant heterogeneous business mix, and – with a little help - could become the next great neighborhood to live in. The project will motivate people to walk and bike, and stay in the area for services rather than just passing through. To this end, there was much support for streetscaping and lighting to help the area feel more inviting to people.

People said that wider sidewalks and crosswalks as well as bicycle improvements are needed to improve safety. The striped bike lanes are insufficient; instead, the project needs buffered bike lanes. Transit accessibility and safety are needed, including more bus shelters. People said that slower traffic speeds on Foster Road are a priority. Some comments noted that many children cross Foster Road to go to school, which is currently very dangerous. Comments generally supported reducing the number of travel lanes, though they were cautious about reducing street parking for businesses.

Commenters said that bike and pedestrian safety and accessibility improvements will incentivize walking, biking and transit use. They also said that encouraging more biking and walking will help economic development and livability, bringing more traffic to local businesses. Beautification of the area such as clean up and landscaping is also needed and

will also help bring more pedestrians. Suggestions for improvement of the proposed project include increase street trees and lighting, and extending the project east of 82nd Avenue.

Two comments in opposition to the project noted that there is not community or political consensus for this inequitable project. Another opposed reducing traffic lanes because it will increase congestion and pollution.

People noted that there is tremendous community support for Foster Road improvements as demonstrated by high turnouts at open houses hosted by the PDC. Representative Vega Pederson, OPAL Environmental Justice, the City of Portland Pedestrian Advisory Committee, and the City of Portland Bicycle Advisory Committee expressed support for the project.

St. Johns Truck Strategy, Phase 2 *(73 comments)*

The comments for the St. Johns Truck Strategy Phase 2 overwhelmingly support the project with only three of 73 comments in opposition. The comments in opposition felt that money should be spent improving Lombard before more money is spent on Fessenden and St. Louis, and that freight capacity should not be reduced.

Overall, those in support of the project felt that there are safety issues in the Fessenden corridor and this project will improve safety, especially for bikes and pedestrians. Many comments also noted that this project is fully supported by all stakeholders, including an advisory committee, neighbors, freight interests, and City Commissioner Novick. The project is also supported by Oregon Walks, the City of Portland Bicycle Advisory Committee, and the City of Portland Pedestrian Advisory Committee.

Many people felt that the project will greatly improve their neighborhood, improve livability, walkability and businesses. Many people also felt that the project was such a good idea that it should be expanded to other areas of St. Johns. Many were thankful that much of the illegal freight traffic had been moved off of Fessenden but felt that this project would further reduce freight through the neighborhood and, in turn, will lead to a more livable and safer neighborhood.

Some suggestions to improve the proposed project include adding a traffic light on Burr, adding a crosswalk at Oswego and Fesseden, installing red-light cameras to slow traffic, and adding greenstreet facilities to enhance beauty and slow down traffic. People want to see more street trees, better lighting, and bulb-outs and other beautification. One person suggested completing traffic calming before doing this project. Another person suggested more improvements to the designated truck route to make freight free of delays.

East Multnomah County

Hogan Road: Powell Boulevard to Rugg Road *(16 comments)*

All comments supported the project. The project area is currently very dangerous for cyclists and pedestrians, and people feel that adding sidewalks and bike lanes will improve

access for pedestrians and cyclists between Gresham and Damascus/North Clackamas County. They said that the project would provide safe access to businesses and to transit stops. People liked that the project would connect to the Springwater Corridor.

A few people noted that the project will reduce freight delays and improve freight access to the Springwater Industrial Area, and will help future development of the Springwater Development Plan. A couple of people suggested extending the project to Highway 212 in the future, extending it to south of the Clackamas County line to ensure access to the east metro area. One person noted that SE 242nd Avenue is currently used as an arterial road because it is the only way to get from Clackamas/Damascus to Gresham. Yet SE 242nd Avenue is too narrow to serve as an arterial and it needs safety improvements. The Gresham Area Chamber of Commerce and East Metro Economic Alliance expressed support for the project.

Sandy Boulevard: NE 181st Avenue to East Gresham City Limits *(9 comments)*

All comments supported the project. People generally noted that the project is needed for better bike and pedestrian access to the major employment and industrial area. Employers in the area encourage employees to seek alternative modes of transportation to work, and this project will help meet this goal. One person noted that vehicle congestion seems to be most severe at the NE 181st stop light.

One person suggested expanding the project to include all of Sandy Boulevard from 181st to 238th. Another person suggested expanding improvements to 185th, by putting a traffic signal at the 185th/Sandy Boulevard intersection, adding an additional lane on the south side of Sandy Boulevard from 181st to 185th, and moving the TriMet bus stop on the south side. One person also suggested an extension of the Gresham-Fairview trail north to Marine Drive to complement this project. The Gresham Area Chamber of Commerce expressed support for the project.

Washington County

Canyon Road Streetscape and Safety Project *(27 comments)*

People supported this because it will help Beaverton establish a truly walkable and livable downtown center and will improve safety for cyclists and pedestrians. All comments supported the project except two. One person wants no more bike lanes, and the other said that the neglected northern part of Canyon Road should get improvements before pursuing this project.

People overwhelmingly said that the project is needed to improve bike and pedestrian safety on the high-traffic Canyon Road. Improvements are needed to help pedestrians and cyclists cross Canyon Road. People felt that moving bike traffic off of Canyon Road and onto Millikan Way would improve bike safety and improve vehicle traffic flow on Canyon. People noted that the project will improve multi-modal access to the Beaverton Transit Center, which is currently difficult to access by walking or biking. The project would also help bring

the improvements suggested through the Beaverton Visioning process to reality, which specifically called out a need for traffic flow improvements on Canyon Road, as well as safer bicycle and pedestrian amenities. The project also has other potential funding sources, including City funding and a potential TIGER federal grant. Oregon Walks expressed support for the project.

Several people said the project would also make the area more attractive for new businesses, spurring economic development. Some people also felt that the project will improve the quality of life in Beaverton, improve aesthetics and provide a nice complement to other downtown development plans. A few of people suggested expanding the project to include more of Canyon Road to create a comprehensive bike/pedestrian corridor.

Some people suggested improved crosswalks and intersections at Watson and Hall. One person suggested putting a bus-only lane on Canyon Road to make bus transit more efficient. One person suggested that the project could also install alternative bike routes on lower-traffic parallel routes, which would include the wide shoulders of TV Highway or on Millikan to connect with existing path on 114th.

Downtown Hillsboro Accessibility Project *(6 comments)*

All comments supported the project except one who opposed the project because it would remove car lanes. People said that biking and walking in downtown Hillsboro is currently dangerous due to a lack of crosswalks. The project will improve access to and through downtown Hillsboro for cyclists and pedestrians and those accessing transit. One person suggested installing ADA-compliant sidewalks and improved lighting. The project is supported by Oregon Walks and the Greater Hillsboro Chamber of Commerce, who said that the project would provide much-needed crossing improvements to help residents safely reach bus stops, schools, shopping, and homes.

Beaverton Creek Trail Crescent Connection: Westside Trail to SW Hocken Avenue *(2 comments)*

Both comments supported the project, noting that it would allow for safer bicycle access in Beaverton, including into downtown Beaverton and to 158th. Suggestions were made to include benches and garbage and recycling facilities along the path.

Fanno Creek Trail: Woodward Park to Bonita Road and 85th Avenue to Tualatin Bridge *(9 comments)*

All comments supported the project. People said the project will close the existing trail gaps and provide a comprehensive trail with full access from Beaverton and downtown Tigard, with connections to Tualatin and Lake Oswego. This would improve bike commuting on off-street trails, and will provide people with a greater opportunity to choose bike commuting over automobile travel. It will also enhance health, wellness, and recreation opportunities. One person suggested including benches along the trail, and another suggested keeping the

trail at-grade as much as possible for ease of cycling. One person suggested a safer crossing on the trail at the north end of Hall Boulevard, and another suggested expanding the project to create a connection between Bonita and the existing trail in Cook Park/Durham City Park.

Merlo/170th Complete Corridor Design Plan *(7 comments)*

All comments supported the project, and supported widening the road to improve traffic flow. People said that the narrowness of 170th leads to lots of traffic congestion, and is unsafe for bicycles. 170th has very heavy traffic, and is near several area schools and low-income housing developments. People said that this project will increase bike and pedestrian safety and access to area schools, small businesses, and the MAX station. One person suggested phasing the project to resolve design conflicts. The project is supported by Oregon Walks and the Greater Hillsboro Chamber of Commerce, who said that the project will help determine practical solutions to safely move people by all modes in the corridor.

Washington County Arterial Pedestrian Crossings *(4 comments)*

All comments supported the project. One suggested an improvement to the intersection of SW 185th and Alexander, and the other noted that pedestrian crossings should reach schools and important destinations. One person supported extending improvements to unincorporated areas of Washington County (such as the Aloha-Reedville area) which do not benefit from municipality funding. Oregon Walks expressed support for this project.

2) Regional Economic Opportunity Fund: Project Comment Summaries *(59 comments)*

Clackamas County

Sunrise System: Industrial Area Freight Access and Multimodal Project *(10 comments)*

Overall, comments on this project were split with six comments supporting the project, three comments opposing the project, and one neutral comment. Those that support the project felt that it would improve safety and provide needed connections for jobs and business. Those that were opposed to the project felt that the project is not needed yet, money would be better spent elsewhere and that the project would increase the number of transportation disadvantaged people in the immediate area.

The project has support from Oregon State Representative Shemia Fagan, the Eagle Creek Barton CPO, and the Clackamas County Board of Commissioners.

City of Portland

East Portland Access to Employment and Education Multimodal Project *(22 comments)*

Twenty-one comments support the project with only one comment in opposition. Generally those that support the project stated a need for improvements in pedestrian and transit access; especially gaps in the sidewalk network are needed for ADA accessibility issues. Many comments noted that this area of Portland has been traditionally neglected and is in much need of safety improvements, especially sidewalks. Many people said that the project should be expanded to other areas because it will improve access for job opportunities and businesses. The one comment in opposition stated that roadway money should only be spent on roadways for cars.

Suggestions for specific improvements to the project included expanding the project to include SE Ellis from 82nd to 92nd, and expanding the project north of Sandy. One person suggested reducing speed limits in the area, another suggested adding playgrounds to green spaces, and another suggested more crossings on 82nd as well as on East Clinton Parkway.

The project has support from the Bicycle Advisory Committee, City of Portland Pedestrian Advisory Committee, Oregon State Representative Shemia Fagan, Representative Vega Pederson, and the Gresham Area Chamber of Commerce.

East Multnomah County

NE 238th Drive: Halsey Street to Glisan Street Freight and Multimodal Project *(12 comments)*

11 comments support the project with one in opposition. Generally, the comments that support the project say that it has political and stakeholder support, and that it includes many safety improvements, especially for bikes. The one comment in opposition felt that money should only be spent on moving cars, not on moving bikes. This project has support from all cities in the East Metro area, local Chambers of Commerce, and the East Metro Economic Alliance.

Troutdale Industrial Access Project *(10 comments)*

All comments supported the project. Generally people felt that the project is needed for job growth, access to industrial land and a needed tax base, as well as improved bike connections. This project has support from the City of Troutdale, City of Wood Village, East Metro Economic Alliance, the Columbia Corridor Association, the Portland Business Alliance, and the Gresham Area Chamber of Commerce.

Washington County

US 26/Brookwood Interchange Industrial Access Project *(1 comment)*

One comment offered tentative support of the project saying that the project should only be funded if all nearby streets are not widened in the future.

3) Green Economy and Freight Initiatives: Project Comment Summaries *(104 comments)*

Clackamas County

Clackamas County ITS Plan, Phase 2B *(3 comments)*

Two comments support the project and one comment opposes the project. Those in support felt that the project will make the area safer for cyclists. The one comment in opposition felt that there is too much traffic already. This project has support from the Clackamas County Board of Commissioners.

City of Portland

South Rivergate Freight Project *(5 comments)*

Five comments all support the project. Generally commenters felt that improvements are needed in the area to improve safety, and the speed and reliability of freight movement. Some commenters also felt that more money needs to be spent on freight movement efficiency and this project is a step in the right direction. This project has the support of the Portland Business Alliance, Columbia Corridor Association, and the Portland Freight Committee Chair.

N Going to the Island Freight Project *(2 comments)*

Comments were split with one comment in opposition and one comment in support. One comment felt that the project will decrease safety in the area and the other comment felt that the project is needed to improve the safety, speed, and reliability of freight movement. This project has support from the Portland Freight Committee Chair.

St Johns Truck Strategy, Phase 2 *(45 comments)*

Forty-three comments overwhelmingly support the project and two comments oppose the project. Generally, the comments discussed the unsafe barrier of Fessenden in the neighborhood saying that this project will improve the safety of the area. One member thought that "...the improvements proposed for N Fessenden, if funded, will slow still often speeding traffic, alert drivers to pedestrians, and make it easier for freight to not accidentally take the route. Most importantly though it will make the area feel like the great neighborhood it has the potential to be." Those in opposition did not like the increase of freight traffic on Lombard and that it will reduce freight operations. One opposition comment noted that no traffic calming is needed in the area and that the project has no neighborhood support. Many commenters pointed out that the project has support from all of the stakeholders, including an advisory committee, neighbors and freight interests. The

project has support from Oregon State Senator Chip Shields and the Portland Freight Committee Chair.

Other suggestions for improving the project include extending bike lanes northward along Lombard, installing a traffic signal or stop sign at Fesseden and Charleston, and installing a stop sign near Seneca. One person suggested investing in the Six Points area, and another suggested funding the bridge across Columbia Boulevard. One person suggested reducing the speed limit and including bulb-outs at crosswalks, and another suggested installing red light cameras. One person said that staff should study the results before implementation of Phase III.

East Multnomah County

Hogan Road: Powell Boulevard to Rugg Road (11 comments)

Eight comments support the project with three neutral comments. People noted that the project will help reduce delays and improve access to industrial lands so that the Springwater Industrial Area can be developed. The project will provide an alternative travel route for all types of travel—residential, commercial and freight, reducing overall traffic. One person suggested expanding the project to the Clackamas County line, and another suggested extending it to Hwy 212. This project has support from the East Metro Economic Alliance and Oregon State Representative Shemia Fagan.

Sandy Boulevard: NE 181st Avenue to East Gresham City Limits (8 comments)

Eight comments all support the project. People noted that the project will improve access and development potential which is important for job growth. Overall, many felt that the project will improve safety, connectivity, and travel times. An additional turn lane at 181st might help reduce travel times and improve safety. The project has support from various stakeholders, including consensus from local governments, the City of Wood Village and East Metro Economic Alliance.

Suggestions for improving the project included extending the project to 238th, and installing an additional turn lane at 181st to help reduce travel times and improve safety.

Washington County

Concept Development for Hwy 217 Overcrossing at Hunzicker Street (9 comments)

Four comments support the project, four oppose, and one comment was neutral. Overall, those in support say that the project will improve safety and access in the area and those that oppose the project say that it will not specifically improve freight and that it is too expensive. Oregon Walks expressed support for the project.

Silicon Forest Green Signals (10 comments)

All comments support the project. Generally people felt that the project will improve traffic flow, gas mileage, business access, freight speeds, and bike and pedestrian access and safety. People said that using technology to better coordinate traffic signals and adapt them to real-time traffic conditions would help to improve traffic flow. One person suggested that such signals be installed throughout Washington County, and another suggested improving all signals from Cornelius through 185th. This project has support from Washington County Commissioner Andy Duyck and the Greater Hillsboro Chamber of Commerce.

Tonquin Road/Grahams Ferry Rd Intersection Project (11 comments)

11 comments all support the project. Many comments said that the project will improve safety for all users near the project area, as well as providing improved access to industrial areas. The project has support in Tualatin, including from the Chamber of Commerce, CIOs, CCIOs, and Washington County Commissioner Andy Duyck.

4) Other Comments (14 comments)

Regional Freight Analysis and Project Development (3 comments)

The Portland Business Alliance, the Port of Portland, and the Metropolitan Policy Program of the Brookings Institution commented on the Regional Freight Analysis and Project Development through the Metropolitan Transportation Improvement Program.

They said that other regions around North America have already begun to invest in tools and data for freight analytical capabilities that we lack in this region to support decision making. The freight industry is very dynamic and the data to support local decision making is not always readily available. Commenters said that investing in this project will help ensure the region develops the necessary tools and projects to address future challenges and support the recovering economy. This will help ground plans in reality and will help support broader economic development by reducing congestion and expanding exports.

Funds could be used to develop tools and strategies to address and analyze a variety of freight issues, including environmental and community impacts of freight movement, management and operation of the freight system, and financing of freight infrastructure. Such tools could also help provide a better understanding of freight movements and impacts in the region through development of the next generation of truck/freight models and acquisition and analysis of truck GPS data

Equity and Environmental Justice Concerns (2 comments)

Housing Land Advocates (HLA) and OPAL Environmental Justice submitted letters regarding equity and environmental justice concerns of the RFFA process. HLA suggested

that Metro review block group data to analyze demographics at the tract level, and engage representatives of communities of color and underserved populations to establish a disparate impact methodology. It also noted that the RFFA process does not reflect how Metro meets the TIGER requirement that all projects include a cost-benefit analysis, including health effect impacts.

OPAL Environmental Justice commented that the RFFA process does not meet environmental justice requirements and that proposals that are predicated on vague or conclusory statements should be re-analyzed. There is not a clear indication of how proposals were developed to meet a demonstrated community need. Metro must directly engage low-income people and communities of color before doling out millions of federal dollars.

Other Projects *(9 comments)*

Some comments were made on other projects that are not related to the RFFA process. These included:

- French Prairie bike/pedestrian/emergency bridge in Wilsonville
- Light rail in Southwest Portland
- Highway 26 Sylvan overpass
- Intersection at SW Beaverton Hillsdale Highway and SW Oleson Road
- Suggestion to add a lane to east-bound I-84
- TriMet funding to restore daytime service on Route 51, Vista
- Right turn project at Union Mills and Highway 213
- Pedestrian sidewalk along SW 103rd Avenue, East Butte Heritage Park in Tigard
- Proposed apartment complex at SE 23rd Avenue and Tacoma Street

Portland - Regional Economic Opportunity Fund	Grant Request	Match	Total Cost	Regional Economic Opportunity Funds Criteria (Scoring 1 - 5, 5 Highest)														Total Score
				Primary Criteria (X -2)									Secondary Criteria (X -1)					
				Good Repair	Economic Competiveness	Livability	Environmental Sustainability	Safety	Job Creation/Economic Stimulus	Implements Project for a Corridor Plan	Improves Access to Jobs and Essential Services for EJ/underserved communities	Total - Higher Priority Criteria Weighted Score	Innovation	Partnership	Can leverage private sector funds	Takes a system wide approach	Total - Secondary Criteria	
East Portland Access to Employment and Education	\$8,267,000	\$849,021	\$9,116,021	4	4	5	5	5	4	4	5	72	5	4	3	5	17	89

TABLE A - Regional Flexible Funds Technical Evaluation: Active Transportation

	Jurisdiction	Project limits	Project Description	Estimated Cost	Grant Funds Requested	Jurisdictional Match	Percent Match
Trolley Trail Historic Bridge Feasibility Study	Gladstone	Gladstone to Oregon City - Over Clackamas River	The Portland Avenue Historic Trolley Bridge is located on the Clackamas River between the cities of Gladstone and Oregon City. The project extent includes the 290 foot-long, 18 foot-wide bridge structure, as well as the immediately adjacent land on both ends of the bridge. The north end of the bridge is 120 feet south of the intersection of Portland Avenue, Clackamas Boulevard, and the Clackamas River Greenway Trail in downtown Gladstone. The south end of the bridge is 280 feet north of the existing Clackamas River Greenway Trail in Oregon City. The bridge is ½-mile upriver from the 99E/McLoughlin Boulevard Bridge and ¾-mile downriver from the I-205 bridge.	\$225,000	\$201,892	\$23,108	10.27%
Molalla Ave - Beaver Creek Rd to Hwy 213	Oregon City	Beaver Creek Road to Hwy 213	The project provides substantial community and transportation service benefits such as: safety, access, bus stop, and transit operations improvements. Molalla Avenue is a key route for all travel modes connecting the Oregon City Transit Center with Clackamas Community College. As shown in Map 1 - Vicinity Map, the east side of the Molalla Avenue corridor includes commercial development where much of Oregon City's services are provided. Fred Meyer, Goodwill, and Wells Fargo are just samples of the service providers that reside on the east side of Molalla Avenue. Across the street to the west, are 90 acres of high to medium density residential, including seven multifamily residential developments	\$7,266,322	\$4,588,000	\$2,687,322	36.98%
Jennings Ave: Sidewalk and Bike lanes Improvements	Clackamas County	OR 99E to Oatfield	Jennings Ave is a minor arterial in a densely populated residential area and is a high priority infrastructure project in Clackamas County. The existing street lacks bicycle and pedestrian facilities that are needed to connect local residents to nearby businesses and transportation options. These bicycle and pedestrian improvements will also provide safe routes and important connections to two schools in the immediate area with a total combined student body of approximately 1,460. The project is located in a low to moderate income area and the project is a critical infrastructure project needed to enhance the livability and vitality of the area. Without the proposed improvements, the current state of Jennings Ave will not enable it to meet the needs of the community	\$3,806,673	\$3,415,728	\$390,945	10.27%
SE 129th Ave: Bike lanes and Sidewalk Improvements	Happy Valley	SE Mountain Gate Rd to SE Scott Creek Lane	The project will provide safe connectivity for pedestrians and bicyclists along SE 129th Avenue, which is one of the few major thoroughfares leading into a more established area of the City developed with single family homes, Happy Valley Elementary/Middle Schools, a fire station, police station, several churches and a regional park (Happy Valley Park). SE 129th Avenue also provides direct access to Spring Mountain Elementary School and the commercial center at the intersection of SE 122nd Ave. (Minor Arterial) and SE Sunnyside Road (Major Arterial and Transit Route). This section of improvements will be the "last mile" connection for pedestrians and bikes on the east side of SE 129th Avenue. Because there are so few ways into this established area, there are no nearby alternatives for pedestrian or bicycle traffic.	\$3,105,644	\$2,720,644	\$385,500	12.41%

TABLE A - Regional Flexible Funds Technical Evaluation: Active Transportation		Highest Priority Criteria (X 3)			High Priority Criteria (X 2)				Priority Criteria (x 1)			Total Score
		1. Access - Score	2. Improves Safety Score	3. EJ Community Score	4. Improves Safety by removing conflicts with Freight	4. Completes Last Mile Score	5. Improves User Experience Score	6. Serves Higher Density / Growth Areas	7. Outreach Element Score	8. Leverage Funds Score	9. Reduces Need for Hwy Expansion - Score	
Trolley Trail Historic Bridge Feasibility Study	Gladstone	M (3*2 = 6)	M (3*2 = 6)	M (3*2 = 6)	H (2*3 = 6)	H (2*3 = 6)	M (2*2 = 4)	M (2*2 = 4)	M (1*2 = 2)	L (1*1 = 1)	M (1*2 = 2)	
		6	6	6	6	6	4	4	2	1	2	43
Molalla Ave - Beaver Creek Rd to Hwy 213	Oregon City	H (3*3 = 9)	H (3*3 = 9)	M (3*2 = 6)	M (2*2 = 4)	H (2*3 = 6)	H (2*3 = 6)	H (2*3 = 6)	M (1*2 = 2)	H (1*3 = 3)	M (1*2 = 2)	
		9	9	6	4	6	6	6	2	3	2	53
Jennings Ave: Sidewalk and Bike lanes Improvements	Clackamas County	M (3*2 = 6)	H (3*3 = 9)	M (3*2 = 6)	M (2*2 = 4)	H (2*3 = 6)	H (2*3 = 6)	M (2*2 = 4)	M (1*2 = 2)	L (1*1 = 1)	M (1*2 = 2)	
		6	9	6	4	6	6	4	2	1	2	46
SE 129th Ave: Bike lanes and Sidewalk Improvements	Happy Valley	M (3*2 = 6)	H (3*3 = 9)	L (3*1 = 3)	M (2*2 = 4)	H (2*3 = 6)	H (2*3 = 6)	M (2*2 = 4)	M (1*2 = 2)	M (1*2 = 2)	M (1*2 = 2)	
		6	9	3	4	6	6	4	2	2	2	44

Green Economy and Freight Initiatives

Clackamas County ITS Plan, Phase 2B

The proposed project meets all of the priority criteria outlined in the RFFA solicitation packet for this category. The project application sufficiently addressed each of the criteria below.

- Reduces freight vehicle delay
- Project increases freight access to:
 - • Industrial lands
 - • Employment centers & local businesses
 - • Rail facilities for regional shippers
- Projects that help green the economy and offer economic opportunities for EJ/underserved communities
- Improves safety by removing conflicts with active transportation and/or provides adequate mitigation for any potential conflicts
- Reduces air toxics or particulate matter
- Reduces impacts to EJ communities – for example, reduced noise, land use conflict, emissions
- Increases freight reliability
- May not get funding otherwise
- Can leverage (or prepare for) future funds
- Reduces need for highway expansion
- Multi-modal component

Regional Economic Opportunity Fund Project

Sunrise System: Industrial Area Freight Access and Multi-Modal Improvements

The proposed project meets all of the priority criteria outlined in the RFFA solicitation packet. The background information for this review includes the information submitted at the December JPACT meeting and the TIGER IV application for this project.

Regional Flexible Funds Priority Criteria

- *Economic Competitiveness*: Contribute to long-term productivity of US and Metro region economy. – Meets Criteria
- *Livability*: Further Partnership for Sustainable Communities principles. -Meets Criteria
- *Environmental Sustainability*: Promote environmentally sustainable transportation system. . -Meets Criteria
- *Safety*: Improve safety of the transportation system. . -Meets Criteria
- *Job Creation and Economic Stimulus*: Creation or preservation of jobs. . -Meets Criteria
- *Innovation*: Use of innovative technology, system management and project delivery techniques . -Meets Criteria
- *Partnership*: Jurisdiction and stakeholder collaboration, and disciplinary (non-transportation agency) integration. -Meets Criteria

East Multnomah County Active Transportation Projects					Total Funds Allocated for Multnomah County: \$2,578M									
Project Name	Lead Agency	Project Description	Construction or Project Development	RFF Request	Highest Priority Criteria			High Priority Criteria			Priority Criteria			
					H-M-L Score	H-M-L Score	H-M-L Score	H-M-L Score	H-M-L Score	H-M-L Score	H-M-L Score	H-M-L Score	H-M-L Score	
					Improves access to and from priority destinations (mixed-use centers, large employment areas (K-12 schools, essential services for EJ/underserved communities)	Improves Safety- Addresses site issues documented in BIA/Ped crash data and/or separates Bikeway traffic	Serves Underserved Communities	Improves safety by removing conflicts with freight and/or provides adequate mitigation for any potential conflicts	Completes "last mile"	Increases use/ridership by providing a good user experience (refer to Active transportation design elements)	Serves high density/projected high growth areas	Includes outreach, education, engagement component	Can leverage funds	Reduces need for highway expansion
Hogan Road Improvements from Powell Blvd. to South City Limit	City of Gresham	This project is on SE Hogan Road/242nd Avenue between SE Powell Boulevard and SE Rugg Road. The purpose of this project is to improve multimodal access between the Gresham Regional Center and the Springwater Plan Area along Hogan Road. It is intended to begin implementation of a priority project recently identified in the Metro region's East Metro Connections Plan (EMCP) that will support development of the Springwater Plan Area, a planned and regionally significant employment zone that envisions 15,000 industrial or industrial-related jobs and a new residential community built around a village center.	Project Development	\$2,578M of Active Transportation Subregional Cost Target of Multnomah County (Total: \$3,644M)	Based on Metro's 2007-2011 Fatality/Fatal crash hotspot GIS data this portion of the Hogan corridor has a relatively low rate of crashes. State data shows five pedestrian crashes on this segment of Hogan, all of those with injuries. The most impactful safety improvement will be the provision of new bicycle/pedestrian multi-use paths on both the west and east sides of Hogan Road to separate those modes from auto and freight vehicles traveling the corridor.	H	HM	M	M	M	H	H	M	M
US 30/Sandy Boulevard Improvements from 181st Avenue to Gresham East City Limit	City of Gresham	This US 30/Sandy Boulevard project extends from 181st Avenue approximately 1.1 miles to the east Gresham city limit and encompasses both the north and south sides of this arterial roadway. The purpose of this project is to improve multimodal access and mobility in a regionally significant industrial employment area. This project will enhance safety and provide new multimodal facilities along US 30/Sandy Boulevard (hereafter referred to as "Sandy Boulevard"), a regionally significant active transportation and freight route. Demographic data show that Sandy Boulevard directly serves "above average" concentrations of EJ and underserved persons. It also falls within the Rockwood Urban Renewal Area (URA) which includes a "significantly above average" concentration of EJ and underserved persons. This project will provide those communities more attractive, direct, non-auto travel options to access transit, employment, and social services.	Construction and Project Development	\$2,578M of Active Transportation Subregional Cost Target of Multnomah County (Total: \$3,644M)	Based on Metro's 2007-2011 Fatality/Fatal crash hotspot GIS data, this portion of the Sandy Boulevard corridor has a "mid-range" rate of crashes. State data shows three pedestrian crashes on this segment of Sandy Boulevard, two of those with injuries and one fatal. The most impactful safety improvement will be the provision of new bicycle/pedestrian multi-use paths on both the north and south sides of Sandy Boulevard to separate those modes from freight vehicles accessing this primarily industrial area.	H	H	H	H	H	H	H	H	H

East Multnomah County Freight/Green Economy Projects				Total Funds Allocated for Multnomah County: \$1.066M																						
Discussion Draft				Highest Priority Criteria						High Priority Criteria						Priority Criteria										
Project Name	Lead Agency	Project Description	Construction or Project Development	Estimated Cost	RFF Request	Reduces freight delay	H-M-L Score	Increases freight access to industrial lands, employment centers and local businesses and/or rail facilities for regional shippers	H-M-L Score	Contributes to the "greening the economy" and offer economic opportunities to Env. Justice/underserved communities.	H-M-L Score	Reduces air toxics or particulate matter	H-M-L Score	Reduces impacts to EJ communities (e.g., reduced noise, land use conflict, emissions)	H-M-L Score	Increases freight reliability	H-M-L Score	May not get funding otherwise	H-M-L Score	Can leverage (or prepare for) future funds	H-M-L Score	H-M-L Score	H-M-L Score	H-M-L Score	H-M-L Score	
Hogan Road Improve from Powell Blvd. to South City Limit	City of Gresham	This project is on SE Hogan Road/242nd Avenue between SE Powell Boulevard and SE Rugg Road. The purpose of this project is to improve multimodal access between the Gresham Regional Center and the Springwater Plan Area along Hogan Road. It is intended to begin implementation of a priority project recently identified in the Metro region's East Metro Connections Plan (EMCP) that will support development of the Springwater Plan Area, a planned and regionally significant employment zone that envisions 15,000 industrial or industrial-related jobs and a new residential community built around a village center.	Project Development		\$1.066M of Freight/Green Economy Subregional Cost Target of Multnomah County (Total=\$3.644M)	Travel data on the regional freight roadway network shows that speeds along this corridor are in the 25-35 MPH range in the AM and Mid-	H	Hogan Road is a primary corridor serving the Springwater Plan Area, an important employment area in the Regional 2040 Plan. This project will provide freight and multimodal connections to that industrial lands and employment area from the Gresham Downtown Regional Center.	M	Enhanced access and mobility provided by this project will incentivize development along this corridor to its planned potential. This will "green" the economy by creating a more balanced jobs-housing ratio in this area. The Gresham Regional Center contains a workforce population with an "above average" concentration of EJ/underserved persons.	M	The provision of new multimodal facilities to increase mode split and reduced freight delay will help reduce air toxics and particulate matter.	H	The project will help reduce impacts to the EJ communities primarily by reducing emissions. New multimodal facilities to access employment, new residential, schools, and recreational facilities (Gradin Sports Park and the Springwater Corridor Trail in particular) will increase mode split and reduce vehicular conflicts to enhance mobility along the corridor.	H	Travel reliability on the regional freight roadway network shows that this corridor is "less reliable" in the 2hr AM, mid-day, and PM peak hours. This project will construct safer and more efficient access through full build-out of Hogan Road to arterial standards between Downtown and Springwater areas as well as to US 26/Powell Boulevard and I-84.	H/M	The project would not be funded by the mechanisms noted in this question. (state trust fund pass through to local agencies, local bridge program, or large state funding programs) It is too expensive for the City to construct using its share of state trust fund pass through and would not be eligible for local bridge funding.	H	This project leverages other East Multnomah County top priority projects along the Hogan corridor, namely improvements on 238th/Hogan Drive	M	M				
US 30/Sandy Boulevard Improve from 181st Avenue to Gresham East City Limit	City of Gresham	This US 30/Sandy Boulevard project extends from 181st Avenue approximately 1.1 miles to the east Gresham city limit and encompasses both the north and south sides of this arterial roadway. The purpose of this project is to improve multimodal access and mobility in a regionally significant industrial employment area. This project will enhance safety and provide new multimodal facilities along US 30/Sandy Boulevard (hereafter referred to as "Sandy Boulevard"), a regionally significant active transportation and freight route. Demographic data show that Sandy Boulevard directly serves "above average" concentrations of EJ and underserved persons. It also falls within the Rockwood Urban Renewal Area (URA) which includes a "significantly above average" concentration of EJ and underserved persons. This project will provide those communities more attractive, direct, non-auto travel options to access transit, employment, and social services.	Construction and Project Development		\$1.066M of Freight/Green Economy Subregional Cost Target of Multnomah County (Total=\$3.644M)	Sandy Boulevard is a critical part of the north and east Portland region freight transportation network in two primary ways: 1) it diverts traffic off of I-84, an already congested corridor, and 2) it allows access to business and industry in the north	H	This project is located in a regionally significant industrial district with a high concentration of industrial-sector opportunity in the region.	H	Constructing improvements fronting approximately 19 acres of vacant, state certified industrial land will support environmentally-conscious economic development by attracting employers and new jobs to a shovel-ready industrial site. The site is strategically located with easy access to I-84 and marine, rail, and air freight facilities. Enhancing site frontages and completing the auto, bicycle, and pedestrian network along this corridor will attract new businesses and therefore new employment opportunities. Due to the corridor's proximity to "above average" concentrations of EJ/underserved populations it will greatly enhance connections from those communities to jobs.	H	The project will manage traffic mobility for existing and projected traffic demands that will not be met under current conditions, thereby alleviating excessive motorist delays as employment densities continue to increase in this industrial area. These improvements will create efficiencies in the reduction of freight delay and thereby help alleviate greenhouse gas and particulate emissions.	H	Land uses in the project area are primarily industrial. Residential populations that would be impacted by noise, land use conflicts, or emissions are geographically removed so that this project does not negatively impact them.	M	Existing conditions of the roadway are such that it is not built to full arterial standards and left-turn lanes are not provided along its entire length. Some widening of US 30/Sandy Boulevard has been accomplished through private development, with widening of site frontages. However, this is not consistent throughout the corridor and thus there is a patchwork of lane additions and lane drops. This project will align curbs and restripe travel lanes to eliminate any minor delay experienced by freight vehicles along the corridor due to these inconsistencies.	H	The project would not be funded by the mechanisms noted in this question. It is too expensive for the City to construct using a share of state trust fund pass through and would not be eligible for local bridge funding.	H	This nomination will leverage existing private and public investments along Sandy Boulevard as described in the project narrative. It was identified as a priority project by the City of Gresham because it will leverage public investments to attract	H	H				



WASHINGTON COUNTY OREGON

June 24, 2013

To: WCCC Transportation Advisory Committee

From: Dyami Valentine, Senior Planner

Subject: **Regional Flex Fund Allocation Draft Project Evaluations**

REQUEST

Please review the attached draft evaluation matrix and supplemental materials before the June 27, 2013, WCCC TAC meeting and be prepared to discuss the draft evaluations. The technical evaluation is a tool to help inform the discussion and narrow the projects for consideration by the WCCC as potential candidates for funding through the Regional Flexible Fund Allocation (RFFA).

BACKGROUND

As a reminder, the RFFA process set targets of \$8.671 million for Active Transportation/Complete Streets projects and \$2.132 million for Green Economy/Freight Initiatives projects for Washington County. The minimum individual project cost is \$3 million for an Active Transportation/Complete Streets construction project and \$1 million for a Green Economy/Freight Initiatives construction project. Minimum project development cost for Freight is \$200,000 and \$500,000 for Active Transportation.

EVALUATION OF CANDIDATES

Staff completed an initial project evaluation using the Metro criteria as outlined in the evaluation methodology distributed to the WCCC TAC at its May 30, 2013 meeting (Attachment 1). The evaluation matrices are attached to this memo.¹ The draft evaluations were reviewed by project leads prior to distribution.

In general, all the projects score well. Metro's RFF Task Force categorized criteria into three priority tiers: highest priority, high priority, and priority. Staff took this into consideration and scored the criteria using a weighting factor for the categorized prioritization.² The intent of illustrating the numerical values of the evaluation is to easily identify projects that respond well to the prioritized criteria. With or without the weighted scoring the relative order remains the same. However, the scoring should not be the sole basis for project selection or elimination. The project

¹ Projects scored high (scored as 3), medium (2), or low (1) under each criterion.

² Highest priority criteria, indicated by an (H) in the matrix, received a weighting multiplier (x3). High priority criteria, indicated by (M) in the matrix, received a weighting multiplier (x2). Priority criteria, indicated by (L) in the matrix, received a weighting multiplier (x1).

evaluation matrices are intended to help inform the discussion and provide a comparison between the projects.

As part of your review, please consider what questions or other factors may need to be considered to help the WCCC narrow the number of potential candidates recommended to the public and Metro Council. In preparation for the July 18th TAC meeting, in which the TAC will take action on recommending a narrowed project list to the WCCC, the following questions should be addressed:

1. Is the evaluation fairly and consistently applied?
2. Is there an opportunity to supplement the application material to support a revised evaluation?
3. How will public comments be addressed and considered in the process?
4. To what extent are projects scalable?
5. What other qualitative factors bear consideration?

Significant qualitative discussion about the evaluation, the merits, benefits and trade-offs associated with each project should be considered prior to forwarding a recommendation to the WCCC.

Please note that there may be other qualitative factors beyond these scores that may determine which projects are best to advance. These qualitative factors may include:

- Local priority.
- Geographic Equity.
- Multi-jurisdictional benefit.

Since project information may be refined and evolve, especially in response to public comment, we expect modifications to the evaluation over the next couple of weeks. Any revisions the spreadsheet will be distributed prior to the July 18 TAC meeting.

Attachments

- Draft Active Transportation and Complete Streets Project Evaluation
- Draft Green Economy and Freight Project Evaluation
- Regional Flexible Funding Proposed Evaluation Methodology

Regional Flexible Funds

Active Transportation and Complete Streets Project Evaluation - Draft

Project	Jurisdiction	Project Description	Project Extent	Request	Est. Cost ³	Evaluation ²										Score ¹
						Improves Access to/from High Priority Destinations (H)	Improves Safety (H)	Serves Traditionally Underserved (H)	Conducted Outreach to Underserved (M)	Mitigates Conflict between Freight/Bike (M)	Completes Last Mile Connection (M)	Improves user experience (M)	Serves High Density or Projected High Growth Area (M)	Leverages Funds (L)	Reduces Need for HWY Expansion (L)	
Canyon Road Streetscape and Safety Project	Beaverton	The project will design and improve six existing intersections with high-visibility paint, paving and bulbouts, add a signalized intersection at Rose Biggi Avenue and Canyon Road, install a mid-block pedestrian refuge and beacon at East Avenue and Canyon Road, construct a sidewalk and bike lane on the south side of Canyon, install a crosswalk and curb ramps across Broadway Street, and install stormwater quality treatments.	Hocken to 117th Ave	\$3,525,000	\$3,885,000	3	3	3	3	2	3	2	3	3	2	58
Downtown Accessibility Project	Hillsboro	The project will be based on the outcome and findings of the Downtown Hillsboro Accessibility study.	Adams to 10th Ave	\$3.0M	\$4.7million - 9.0 million (scalable)	3	2	3	2	1	3	2	3	2	2	50
BCT Crescent Connection: Westside Trail	THPRD	The project will design and construct a 1.4-mile multiuse off-street trail. The 10-foot wide asphalt trail will parallel Beaverton Creek at the east end and parallel the TriMet light rail line on the west end.	Hocken to Tualatin Nature Park	\$4,247,649	\$4,733,812	3	3	2	1	3	3	3	3	2	2	54
Fanno Creek Trail	Tigard	This project will construct four sections of the Fanno Creek Trail in Tigard: 1) Woodard Park to Grant Avenue; 2) Main Street to Hall Boulevard; 3) Tigard Library to Bonita Road, and 4) 85th Avenue to Tualatin River Bridge.	Woodard Park to Bonita Road and 85th Avenue to Tualatin River Bridge	\$3.7M	\$4,600,000	3	3	2	2	3	2	3	3	3	3	56
Merlo/170th Complete Corridor Design Plan	Washington County	The project will create a design plan for two adjacent corridors: SW 170th Avenue from Tualatin Valley ("TV") Highway to Baseline Road and SW Merlo Road / 158th Avenue from 170th Avenue to Jenkins Road.	Baseline to TV Hwy	\$445,000	\$500,000	2	3	3	3	2	3	2	2	1	1	50
Pedestrian Arterial Crossings	Washington County	The project will look at specific roadway segments to enhance existing and create new designated arterial crossings along Walker Road, Baseline Road, Cornell Road, 185th Avenue, and 170th.	Walker Road (Murray to Cedar Hills Blvd), Baseline Road (Cornelius Pass Rd to 185th), Cornell Road (Aloclek to John Olson), 185th Avenue (Baseline to Alexander), and 170th (Merlo to Farmington).	\$3,585,000	\$3,979,350	3	3	3	3	2	3	2	3	1	2	56

Notes:

¹ Criteria weighted by RFF Task Force as Highest Priority indicated by (H) is scored with a weighting factor (x3), High Priority indicated by (M) is scored with a weighting factor (x2) or Priority indicated by (L) is scored with a weighting factor (x1)

² Scored as high (3), medium (2) or low (1). Refer to evaluation methodology memo distributed to TAC May 30, 2013.

³ Minimum construction project cost is \$3 million; minimum project development cost is \$500,000

Regional Flexible Funds

Green Economy and Freight Project Evaluation - Draft

Project	Jurisdiction	Project Description	Project Extent	Request	Est. Cost ³	Evaluation ²											Score ¹
						Reduces Freight Delay (H)	Access (H)	Green Economy and Economic Opportunity (H)	Mitigates Conflict between Freight/Bike (M)	Reduces Air Toxics/Particulate Matter (M)	Reduces Impacts to EJ Community (M)	Increases Freight Reliability (M)	Innovation (L)	Leverage (L)	Reduces Need for HWY Expansion (L)	Includes Multi-Modal Element (L)	
Concept Development for Hwy 217 Overcrossing at Hunziker Street	Tigard	The project will begin concept development for realignment of Hunziker Road to cross over OR 217, connecting with Hampton Street on the east side of the highway and the closure of Hunziker at 72nd Avenue. Potential design elements may include: widening of 72nd Avenue; intersection improvements; complete street elements such as pedestrian, bicycle, and auto connections between the Tigard Triangle and Tigard Town Center; and a potential high capacity transit alignment. The project will also identify impacts or opportunities related to the interchange of 72nd Avenue and OR 217, such as changes in ramp or ramp intersection configuration.	Overcrossing of Hwy 217 between Hunziker Road to Hampton Street at 72nd Avenue	\$800,000	\$900,000	2	3	2	2	3	2	2	1	2	2	3	47
Silicon Forest Green Signals	Washington County	The project extends adaptive signal control along county-maintained arterial roadways : 1) Cornelius Pass Road from the Sunset Highway (US 26) interchange north to West Union Road; 2) Cornelius Pass Road from Baseline Road south to, but not including, Tualatin Valley Highway (OR 8); 3) Baseline Road west of Cornelius Pass Road to Borwick Street (2 intersections); 4) Cornell Road from east of Cornelius Pass Road east to 185th Avenue. The project also constructs one signalized mid-block crossing at the Rock Creek Trail intersection with Cornell Road.	1) Cornelius Pass Road from the US 26 interchange north to West Union Road; 2) Cornelius Pass Road from Baseline Road south to, but not including, TV Hwy; 3) Baseline Road to Borwick Street; 4) Cornell Road from east of Cornelius Pass Road to 185th Avenue	\$1,895,700	\$2,130,000	3	3	1	2	3	1	3	1	2	3	3	48
Tonquin Road / Grahams Ferry Road Intersection Project	Washington County	The project will reconstruct the approaches and intersection of Tonquin Road and Grahams Ferry Road in unincorporated Washington County between Tualatin and Wilsonville. Project elements include raising the intersection to replace the existing steep intersection grades, widening Tonquin Road and Grahams Ferry Road to standard 3-lane collector roadway, designing intersection curb returns, and installing traffic signals (if needed), and constructing bike lanes and sidewalks.	intersection of Tonquin Road and Grahams Ferry Road	\$2,132,000	\$3,350,000	2	3	1	2	2	1	2	1	3	2	3	41

Notes:

¹ Criteria weighted by RFF Task Force as Highest Priority indicated by (H) is scored with a weighting factor (x3), High Priority indicated by (M) is scored with a weighting factor (x2) or Priority indicated by (L) is scored with a weighting factor (x1)

² Scored as high (3), medium (2) or low (1). Refer to evaluation methodology memo distributed to TAC May 30, 2013.

³ Minimum construction project cost is \$1 million; minimum project development cost is \$200,000



Memorandum

To: WCCC Transportation Advisory Committee
From: Dyami Valentine, Associate Planner
Date: May 24, 2013
Re: Regional Flexible Funding Proposed Evaluation Methodology

The WCCC TAC will take action on a recommendation to the WCCC on a 100% project list for both Active Transportation/Complete Streets and Green Economy/Freight candidates at the July 18 meeting. In preparation of that recommendation a technical evaluation of the candidate projects based on Metro's criteria will occur in June. Washington County staff will take the lead on providing an initial evaluation of the Active Transportation/Complete Streets applications. Washington County staff and Tigard staff will evaluate the Green Economy/Freight applications together, as there are only two applicants. The evaluations will be reviewed with the TAC at the June 27 meeting.

The purpose of the May 30 WCCC TAC discussion is to agree upon how the projects will be evaluated as well as a common understanding of some of the more subjective criteria. For example, what is an effective approach to determine whether a project helps green the economy and/or offers economic opportunities for EJ/underserved communities?

Some readily available mapped data may be used to help inform the evaluation. However, the applications should already make the case of how the projects address each criterion. Each criterion below includes a proposed methodology for evaluating the candidate projects in a way that attempts to be clear and objective. Please review and come prepared to discuss at the May 30 WCCC TAC meeting.

Relative priority established by Metro RFF Task Force is indicated as follows:

- Highest Priority (H),
- High Priority (M), and
- Priority (L)

Active Transportation / Complete Streets Criteria

Access (H)

Improves access to priority destinations, including mixed use centers, large employment areas, schools, and essential services for EJ/underserved communities.

Proposed methodology: Measure proximity to and density of existing priority destinations using mapped data. High, medium and low scores based on land use suitability map, related to number and size of priority destinations. Mapped data includes:

- Population density
- Major employment centers
- Schools
- Parks
- Social service and civic centers

- Commercial centers (includes grocery stores)

Safety (H)

Improves safety

- Proposed methodology: Evaluate candidate projects using safety indicators like bicycle and pedestrian involved crashes, traffic volume, traffic speed, and freight conflicts, and that the proposed project would separate or otherwise address the conflict
- High score indicates all of the following characteristics exist on or parallel to the proposed improvement and the project addresses the conflict:
 1. bicycle or pedestrian involved crash within last 3 years of available data,
 2. high daily volume and average speed, and
 3. freight route.
 - Medium score indicates two of the above characteristics are present and the project addresses the conflict.
 - Low score indicates one of the above characteristics is present and the project addresses the conflict.

Equity (H)

Serves traditionally underserved (minority, low-income, limited English speaking, youth, elderly, disabled) communities.

- Proposed methodology: Evaluate whether the candidate project will serve traditionally underserved communities based on Metro's mapped EJ data:
- High score indicates the candidate project **directly** serves an area of **significantly above average** minority, low-income, limited English speaking, youth, elderly, disabled
 - Medium score indicates the candidate project **directly** serves an area of **above average** minority, low-income, limited English speaking, youth, elderly, disabled
 - Low score indicates the candidate project **indirectly** serves an area of **significantly above average** or **above average** minority, low-income, limited English speaking, youth, elderly, disabled

Outreach (M)

Outreach has been conducted with EJ/underserved communities.

- Proposed methodology: Evaluate previous outreach efforts
- High score demonstrates that the candidate project is
 1. the result of a previous study,
 2. on the RTP project list, or
 3. on the TSP project list/other local project list, and
 4. included direct outreach to underserved communities.
 - Medium score demonstrates that the candidate project is
 1. the result of a previous study, with low income or minority community involved as part of study
 2. on the RTP project list, or
 3. on the TSP/other local project list,
 - Low score did not have outreach conducted.

Mitigates mode conflict (M)

Addresses or mitigates conflicts between freight and active transportation.

- Proposed methodology: Evaluate the level in which the proposal addresses or mitigates conflict.
- High score indicates a **significant reduction** of conflict between modes, including physical separation of ped/bike facilities from vehicular traffic.
 - Medium score indicates **moderate reduction** of conflict between modes
 - Low score indicates a **minimal reduction** of conflict between modes

Last Mile (M)

Includes last mile connections to transit.

- Proposed methodology: Evaluates whether the candidate project improves access to transit.
- High score means the project addresses a need identified by TriMet's Pedestrian Network Analysis, and/or directly benefits a transit stop **within ¼ mile**.
 - Medium score means the candidate project indirectly benefits a transit stop **within ½ mile**.
 - Low score means the candidate project is not within close proximity to a transit stop **beyond ½ mile**.

User experience (M)

Will lead to an increase in non-auto trips through improvements to the user experience.

- Proposed methodology: Evaluate whether candidate project will likely result in improved transportation options for non-auto trips by including design elements like access to nature for off-street trails, vegetative buffers for on-street routes, noise buffers, avoids steep terrain, minimizes interaction with traffic, provides the most direct route possible, provides way-finding and signage, and bicycle storage at transit stops.
- High score incorporates five or more elements
 - Medium score incorporates 2-4 elements
 - Low score incorporates 0-1 elements

Density and growth (M)

Serves a high density or projected high growth area.

- Proposed methodology: Evaluate whether the candidate project is located in an existing high density residential or high growth area.
- High score indicates an average existing or zoned residential density in excess of 15 units per acre within ¼ mile buffer or an area forecast for employment growth
 - Medium score indicates an average existing or zoned residential density between range of 7-15 units per acre within ¼ mile buffer, or near an area forecast for employment growth
 - Low score indicates existing or zoned residential density less than 7 units per acre within ¼ mile buffer, and not near an employment growth area

Will include outreach/education/engagement element (L)

- All candidate projects score yes.

Leverages other funds or investments (L)

Proposed methodology: Evaluate the relative level in which the proposal improves upon an existing and/or committed investment or has a greater level of local match.

- High score indicates the candidate project improves upon an existing and/or committed investment or has a relative high level of local match
- Medium score indicates the candidate project has a relative medium level of local match
- Low score indicates the candidate project has a relative low level of local match

May help reduce the need for road and highway expansion (L)

- Score as a yes, if a candidate project increases connectivity in an area that lacks alternative routes

Green Economy / Freight Criteria

Reduces freight delay (H)

Proposed methodology: Evaluate the relative level in which the proposal reduces freight delay. Considerations may include whether the project is on a freight route and/or high freight volumes are experienced on the route.

- High score indicates project will **significantly reduce delay** on an identified freight route.
- Medium score indicates project will **moderately reduce delay** on an identified freight route.
- Low score indicates project will **serve freight movement indirectly**

Access (H)

Increases freight access to industrial lands, employment centers & local businesses, and/or rail facilities for regional shippers.

Proposed methodology: Measure proximity to existing industrial lands, employments centers & local businesses and/or rail facilities priority land use using mapped data.

- High score indicates the candidate project is located within and/or directly serves **more than one priority land use** as defined in the RTP.
- Medium score indicates the candidate project is located within and/or directly serves **one priority land use**
- Low score indicates the candidate project **is not located within** and/or **indirectly serves one priority land use**

Green Economy and Economic Opportunity (H)

Helps to green the economy and offer economic opportunities to Environmental Justice / underserved communities.

- Proposed methodology: Measure proximity to mapped Environmental Justice / underserved community data. *Need assistance with defining how a project greens the economy or offers economic opportunities.*
- High score indicates the candidate project is located within and/or directly serves an area with **significantly above average EJ concentration**
 - Medium score indicates the candidate project is located within and/or directly serves an area with **above average EJ concentration**
 - Low score indicates the candidate project is **not located within and/or indirectly serves significantly above average or above average EJ concentration**

Mitigates freight / active transportation conflicts (M)

Addresses or mitigates conflicts between freight and active transportation.

- Proposed methodology: Evaluate the relative level in which the proposal addresses or mitigates conflict.
- High score indicates a **significant** reduction of conflict between modes, and inclusion of separated ped/bike/transit facilities.
 - Medium score indicates **moderate** reduction of conflict between modes
 - Low score indicates a **minimal** reduction of conflict between modes

Reduces air toxics or particulate matter (M)

- Proposed methodology: Evaluate whether the project addresses an area where congestion is observed, and the relative level in which the proposal reduces congestion and/or idling time of cars and freight.
- High score indicates the candidate project will **significantly reduce congestion and delay**
 - Medium score indicates the candidate project will **moderately reduce congestion and delay**
 - Low score indicates the candidate project will **minimally reduce congestion and delay**

Reduce Impacts (M)

Helps reduce impacts, such as noise, land use conflicts, emissions, etc. to Environmental Justice communities.

- Proposed methodology: Evaluate the relative level in which the proposal reduces impacts to Environmental Justice communities.
- High score indicates the candidate project is located within and/or directly impacts an EJ community and **significantly reduces** impacts of freight
 - Medium score indicates the candidate project is located within and/or directly impacts an EJ community and **moderately reduces** impacts of freight

- Low score indicates the candidate project is located within and/or directly impacts an EJ community and **minimally reduces** impacts of freight or is not within close proximity to EJ community

Increases freight reliability (M)

- Proposed methodology: Evaluate the relative level in which the proposal increases freight reliability.
- High score indicates the candidate project is located on a freight route and **significantly increases** freight reliability
 - Medium score indicates the candidate project is located on a freight route and **moderately increases** freight reliability
 - Low score indicates the candidate project is located on a freight route and **minimally increases** freight reliability

Innovation (L)

Is of an innovative or unique nature such that it is not eligible or typically funded with large, traditional transportation funding sources.

- Score as yes, if it is innovative or unique in nature

Leverage (L)

Leverages other funds or prepares project to compete for discretionary funding that may not otherwise come to the region.

- Proposed methodology: Evaluate the relative level in which the proposal improves upon an existing and/or committed investment, has a greater level of local match and/or leverage private development.
- High score indicates the candidate project improves upon an existing and/or committed investment, has a relative high level of local match, and/or will leverage significant private development
 - Medium score indicates the candidate project has a relative medium level of local match, and/or will leverage moderate private development
 - Low score indicates the candidate project has a relative low level of local match, and/or will leverage low private development

Reduce need for highway expansion (L)

May help reduce the need for highway expansion.

- Score as a yes, if a candidate project increases connectivity in an area that lacks alternative routes

Includes multi-modal elements (L)

- Score as a yes, if a candidate project includes multi-modal elements



WASHINGTON COUNTY OREGON

August 17, 2013

To: Ted Leybold,
From: Dyami Valentine, Senior Planner
Subject: Regional Flex Fund Allocation – Technical Evaluation

In an effort to compare and contrast the candidate projects staff performed a technical evaluation based on a scoring methodology agreed upon by the WCCC TAC at their May 30 meeting (see RFFA Evaluation Methodology memo). The projects were scored against the prioritized criteria established by Metro. The TAC agreed at their June 27 meeting to approve the draft project evaluation (see technical evaluation matrices for the Community Investment Fund Active Transportation & Complete Streets and Green Economy & Freight categories). In addition to the scoring evaluation, the TAC's recommendation to WCCC took into consideration a number of other factors like public comment received during the regional public comment process, scalability, local priority, geographic equity, multi-jurisdictional benefit and deliverability (see RFFA Project Evaluation memo).

Attachments:

- RFFA Project Evaluation Memo dated June 24, 2013
- Active Transportation and Complete Streets Project Evaluation Spreadsheets
- Green Economy and Freight Project Evaluation Spreadsheets
- RFFA Evaluation Methodology memo dated May 24, 2013

Text of Oregon Highway Plan amendment to designate Reduction Review Routes

Add to page 66 of the OHP

Additional Background:

The 2003 legislature adopted changes to Oregon Revised Statutes (ORS) 366.215. This statute identifies the Oregon Transportation Commission's authority to build and modify state highways. The statute states that that the Commission may not permanently reduce the "vehicle-carrying capacity" of an identified freight route unless safety or access considerations require the reduction or a local government requests the reduction. In the context of this statute, "vehicle-carrying capacity" references the vertical and horizontal clearance for larger vehicles. Depending on the size and weight of a truck, oversized vehicles are issued permits on an annual or trip specific basis.

The need to protect existing vertical and horizontal clearance is different from the mobility function of the State Highway Freight System. The designated Reduction Review Routes identify where the Department will apply the OAR 731-012-0010 review of vertical and horizontal clearance.¹

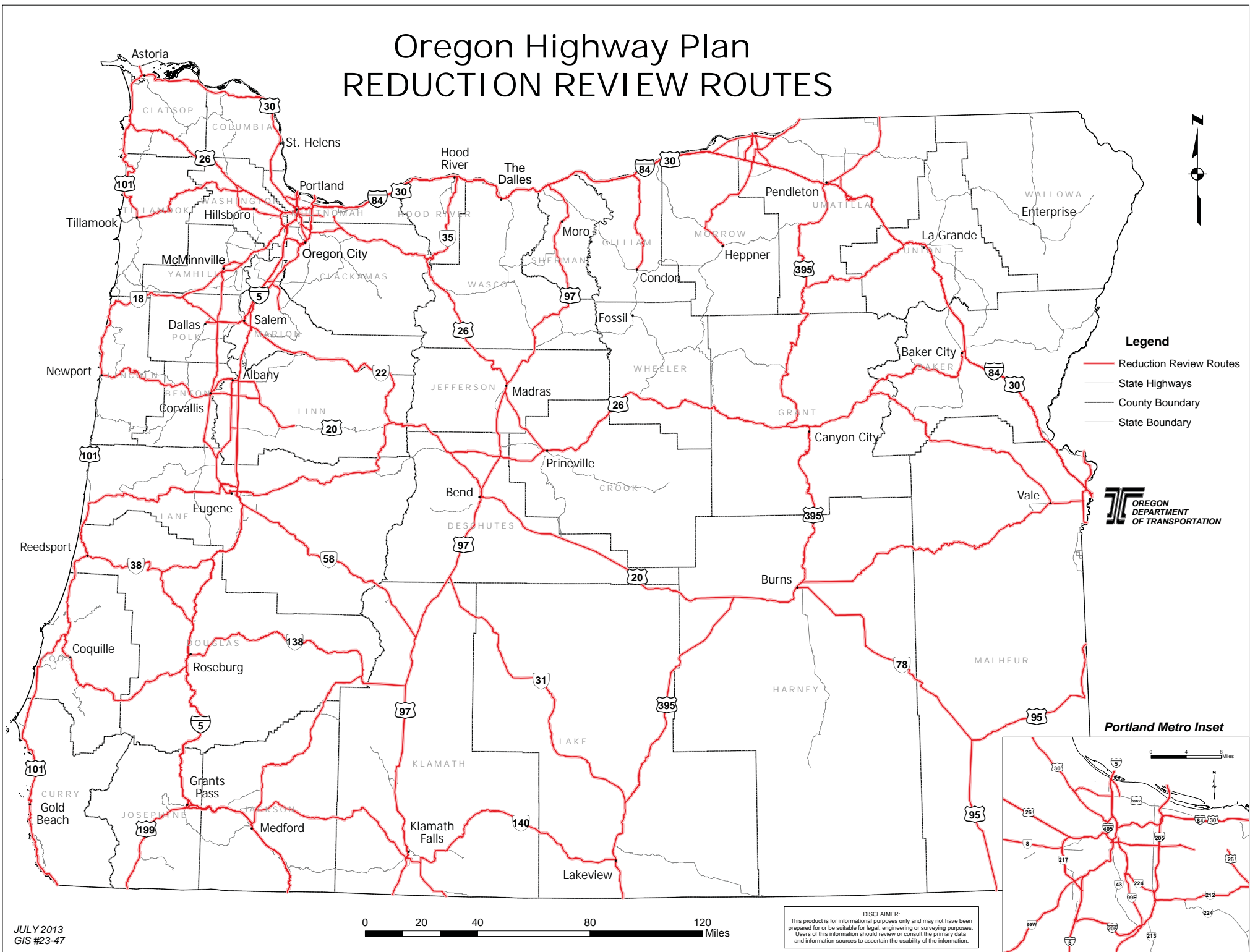
Action 1C.5

Apply the review process proscribed in OAR 731-012-0010 to the Reduction Review Routes.

The amendments will also include a map that identifies the state highways designated as Reduction Review Routes (Figure 10c.).

¹ In 2013 the state adopted Administrative Rules (OAR 731-012-0010) to implement ORS 366.215. The rule details the review of potential reductions of vertical and horizontal clearance and includes requirements for input from affected stakeholders and local governments.

Oregon Highway Plan REDUCTION REVIEW ROUTES



731-012-0010

Purpose

This division implements ORS 366.215. The purpose of this division is to define terms, identify a review process and facilitate communication and development of consensus during this review process.

Stat. Auth.: ORS 184.616, 184.619

Stats. Implemented: ORS 366.215

731-012-0020

Definitions

For the purposes of Division 12 rules, the following terms have the following definitions, unless the context clearly indicates otherwise:

- (1) “Access Considerations” means activities regulated under OAR 734-051, and ORS 374.300 to 374.360
- (2) “Chief Engineer” means the Chief Engineer of the Oregon Department of Transportation.
- (3) “Commission” means Oregon Transportation Commission.
- (4) “Department” means Oregon Department of Transportation.
- (5) “Director” means the Director of the Oregon Department of Transportation.
- (6) “Engineer” means a professional engineer licensed by the State of Oregon.
- (7) “Mobility Policy Committee” means a committee of the Director, Chief of Staff, Motor Carrier Division Administrator, Highway Division Administrator, and the Transportation Development Division Administrator of the Oregon Department of Transportation that oversees Department policies related to the statewide traffic mobility program.
- (8) “Oregon Highway Plan (OHP)” means the Oregon Highway Plan adopted by the Oregon Transportation Commission, pursuant to ORS 184.618.
- (9) “Permanent Reduction” means a reduction subject to this rule will be considered permanent if the reduction is intended to be permanently left in place after installation and is not easily removable for short-term expansion of Vehicle-Carrying Capacity. (Permanent structures could include, but are not limited to, traffic signals, signposts, stationary bollards, curbs, trees, raised or depressed medians, roundabouts, streetlights and overhead wiring.) If there is uncertainty as to whether or not a structure is permanent, the Department will provide an opportunity for Stakeholder Forum input.
- (10) “Proposed Action” means any activity that will alter, relocate, change or realign a state highway including those proposed in planning documents approved by a public agency.
- (11) “Reduction of Vehicle-Carrying Capacity” means a permanent reduction in the horizontal or vertical clearance of a highway section, by a permanent physical obstruction to motor vehicles located on useable right-of-way subject to Commission jurisdiction, unless such changes are supported by the Stakeholder Forum. Street markings such as bike lane striping or on street parking are not considered a reduction of vehicle-carrying capacity.
- (12) “Reduction Review Routes” means identified state highways that require a review under this rule prior to a Reduction of Vehicle-Carrying Capacity. For the purposes of this rule, the Reduction Review Routes will be the routes subject to ORS 366.215.

(13) “Safety” means the condition of reduced risk of death or bodily injury associated with any mode of transportation as determined by established engineering practice.

(14) “Safety Consideration” means a consideration for determining when the Department will reduce Vehicle-Carrying Capacity. This can occur when an Engineer, after evaluating pertinent information and applying appropriate principles, decides that a safety countermeasure is required for reducing certain types of crashes that are occurring or, in the judgment of the Engineer, have a high risk of occurring and are of the type that would produce severe injuries (i.e., injuries involving pedestrians and/or bicyclists).

(15) “Stakeholder Forum” means a group of stakeholders with open membership that meets on an as-needed basis to advise the Department regarding the affect of Proposed Actions on the ability to move motor vehicles through a section of highway. Statewide transportation stakeholders and local agency(ies) affected by a proposed action will be invited to participate in the Stakeholder Forum meetings. At a minimum, the Department will invite to each Stakeholder Forum; a bicycle representative, pedestrian representative, a trucking industry representative, a mobile home manufacturing representative, an oversize load freight representative, a representative of automobile users, and a representative from any affected city, county or Metropolitan Planning Organization. In the case of a development review (ODOT staff review of a proposed land use action), a representative of the affected development will also be invited to participate in the meeting.

(16) “Vehicle-Carrying Capacity” means the horizontal or vertical clearance of a highway section that can physically carry motor vehicles.

Stat. Auth.: ORS 184.616, 184.619

Stats. Implemented: ORS 366.215

731-012-0030

Reduction Review Routes

(1) The Department will establish a system of Reduction Review Routes for the purposes of the implementation of ORS 366.215. The Reduction Review Routes will consist of the routes listed below. Reduction Review Routes include all parts of the state highway(s) that must be travelled to complete the prescribed route and/or connect with other state highways. This includes couplets and on and off ramps.

(The Table of Reduction Review Routes is located at the end of this document)

(2) The Reduction Review Routes will be added to the OHP policy section. After the Commission adopts this amendment, the OHP Reduction Review Routes subject to Commission jurisdiction will be used to implement this rule.

Stat. Auth.: ORS 184.616, 184.619

Stats. Implemented: ORS 366.215

731-012-0040

Application of the Rule

- (1) A review of potential permanent Reduction of Vehicle-Carrying Capacity is required for all Proposed Actions located on a Reduction Review Route. Proposed Actions that are not located on a Reduction Review Route are not subject to Division 12.
- (2) Department staff will determine if a Proposed Action is located on a Reduction Review Route.
- (3) If Department staff determine that the Proposed Action is not on a Reduction Review Route, no further Division 12 review is required. The Department may continue with the Proposed Action using Department processes including other appropriate reviews not covered by this division.
- (4) If a Proposed Action is on a Reduction Review Route, Department staff will notify the affected local agencies, and in the case of a development review, the affected applicant prior to proceeding with the determination of a potential Reduction of Vehicle-Carrying Capacity.

Stat. Auth.: ORS 184.616, 184.619

Stats. Implemented: ORS 366.215

731-012-0050

Determination of a Potential Reduction of Vehicle-Carrying Capacity

- (1) Department staff is responsible for identifying if the Proposed Action has the potential for a Reduction of Vehicle-Carrying Capacity.
- (2) When identifying the potential for a Reduction of Vehicle-Carrying Capacity, Department staff will employ an appropriate level of analysis of the Proposed Action. During this analysis Department staff may review plans and designs, and consult with technical experts outside the Department. In making this identification, the Department will involve staff from the appropriate Department Divisions. (For example, the addition of a raised median may involve staff from the Highway Division and the Motor Carrier Transportation Division.)
- (3) If the Department determines that a Proposed Action would not result in a Reduction of Vehicle-Carrying Capacity, no further Division 12 review is required. The Department may continue with the Proposed Action using Department processes including other appropriate reviews not covered by this division.
- (4) If a Proposed Action has the potential for a Reduction of Vehicle-Carrying Capacity, Department staff will notify the affected local agencies, and in the case of a development review, the affected applicant prior to proceeding with a Stakeholder Forum review.

Stat. Auth.: ORS 184.616, 184.619

Stats. Implemented: ORS 366.215

731-012-0060

Stakeholder Forum

- (1) If Department staff identify that the Proposed Action has the potential for a Reduction of Vehicle-Carrying Capacity, a Stakeholder Forum will be convened.
- (2) In preparation for a Stakeholder Forum meeting, Department staff will prepare a project description including any anticipated Safety Considerations and Access Considerations.

(3) Department staff will ask the Stakeholder Forum to review the project description of a Proposed Action and provide advice to the Director regarding whether or not the Proposed Action meets the definition of Reduction of Vehicle-Carrying Capacity. The Stakeholder Forum may advise the Department that a Proposed Action will not result in a Reduction of Vehicle-Carrying. Pursuant to 731-012-0020 (10) the Stakeholder Forum may also record support for a Proposed Action regardless of any changes to horizontal or vertical clearance.

(4) Department staff will prepare documentation of Stakeholder Forum advice and recommendations. Documentation will include which elements of the Reduction of Vehicle-Carrying Capacity definition (731-012-0020 (10) the Stakeholder Forum feels will result in the reduction.

(5) If agreement is reached by the Stakeholder Forum on a design that avoids any actual Reduction of Vehicle-Carrying Capacity or is supported by the Stakeholder Forum no further Division 12 review is required.” The Department may continue with the Proposed Action using Department processes including other appropriate reviews not covered by this division.

Stat. Auth.: ORS 184.616, 184.619

Stats. Implemented: ORS 366.215

731-012-0070

Stakeholder Forum Planning Input

(1) Planning documents that include Proposed Actions on Reduction Review Routes, and are subject to Commission adoption, approval, or acceptance must be presented to the Stakeholder Forum. The Stakeholder Forum presentation must include an opportunity for identification of the Vehicle-Carrying Capacity needs from the prospective of the members of the forum.

(2) In some cases, a Proposed Action may be located within a planning document such as a transportation system plan or facility plan. Depending on the time period covered by the planning document, and the scheduled start date of the conceptual Proposed Actions, the planning document may not contain sufficient detail to determine if a Reduction of Capacity will result from the Proposed Actions.

(3) If a planning document includes proposed actions on a Reduction Review Route, but does not contain sufficient detail to determine if a Reduction of Capacity will result from such actions, then the plan must include a record of all Reduction Review Routes in the area subject to the plan, and the document must indicate that proposed roadway dimensions (such as total road width, lane widths, median widths, bike lane widths, shoulder widths, etc) are subject to review of Vehicle-Carrying Capacity during future design.

(4) Planning documents that include documenting Stakeholder Forum comments and identification of the need for future Vehicle-Carrying Capacity review may be finalized without the Commission approving a reduction of capacity at the time of plan completion.

Stat. Auth.: ORS 184.616, 184.619

Stats. Implemented: ORS 366.215

731-012-0080

Proposed Actions for Access

(1) After consultation with the Stakeholder Forum, Department staff will identify if the Proposed Action is subject to OAR 734-051 (Access Management). All activities that are required for the

Department's administration of OAR 734-051 or implementation of ORS 374.300 to 374.360, and §27, ch. 330, OL 2011 are not subject to this rule. The Department may continue with the Proposed Action using Department processes proscribed in OAR 734-051.

Stat. Auth.: ORS 184.616, 184.619

Stats. Implemented: ORS 366.215

731-012-0090

Proposed Actions for Safety

- (1) After reviewing the Safety Considerations of a Proposed Action that has the potential to result in a Reduction of Vehicle-Carrying Capacity, Department staff may recommend a determination that the reduction is required by the Department for Safety purposes.
- (2) Department staff will use engineering judgment supported by the documented record of Safety Consideration to determine if the Proposed Action is required for Safety.
- (3) Any Department staff recommendation that a Proposed Action is required by the Department for Safety purposes will be forwarded to the Director and the Chief Engineer prior to Director Determination of Reduction of Vehicle-Carrying Capacity.

Stat. Auth.: ORS 184.616, 184.619

Stats. Implemented: ORS 366.215

731-012-0100

Director Determination of Reduction of Vehicle-Carrying Capacity

- (1) If a Proposed Action has a potential for a Reduction of Vehicle-Carrying Capacity that cannot be resolved through the Stakeholder Forum, including affected local agencies, and is not needed for Access Considerations (731-012-0080) then the Director will determine if the Proposed Action would be a Reduction of Vehicle-Carrying Capacity.
- (2) The Director will review the Department staff record for a Proposed Action (including potential Safety Considerations) and make a determination on whether or not the Proposed Action is a Reduction of Vehicle-Carrying Capacity.
- (3) In making such determinations the Director may consider such information as:
 - (a) The existing and proposed highway design and plans;
 - (b) Previously approved Reduction of Vehicle-Carrying Capacity documented for the highway segment of the Proposed Action;
 - (c) Existing limited Vehicle-Carrying Capacity at other locations within the highway system that limit the ability of a vehicle to get to the highway segment of the Proposed Action;
 - (d) Stakeholder Forum meeting comments from stakeholders, affected local agencies and the public;
 - (e) Function of roadway for all transportation modes including freight, vehicle, transit, pedestrian, and bicycle;
 - (f) Reasonable alternate routes on the state highway system; and
 - (g) Consultation with Department staff, such as the Mobility Policy Committee, Traffic Engineer and Chief Engineer.

(4) The Director may determine that a Proposed Action will or will not be a Reduction of Vehicle-Carrying Capacity, or may direct Department staff to revise the Proposed Action and hold another Stakeholder Forum meeting pursuant to 731-012-0060. Department staff will provide notification of the Director's determination to the affected local agencies, stakeholder forum and in the case of a development review, the affected applicant. If the Director determines that the Proposed Action will result in a Reduction of Capacity, the Department will inform the affected local agency(ies) about their right to request an exemption of ORS 366.215 under 731-012-0120.

(5) If the Director determines the Proposed Action will not result in a Reduction of Vehicle-Carrying Capacity then the Department may continue with the Proposed Action using Department processes including other appropriate reviews not covered by this division.

Stat. Auth.: ORS 184.616, 184.619

Stats. Implemented: ORS 366.215

731-012-0110

Chief Engineer Certification

(1) If the Department staff has recommended that a Proposed Action should be required by the Department for Safety purposes and the Director determines there is a reduction of vehicle-carrying capacity, then the Chief Engineer will review the Proposed Action and certify (through a memo) that the Proposed Action will be required by the Department for Safety purposes. Prior to certifying the reduction, the Chief Engineer will review the documented Safety Considerations of the Proposed Action.

(2) Proposed Actions certified by the Chief Engineer required for Safety purposes will be presented to the Commission for approval.

731-012-0120

Local Agency Exemption from Restrictions Prohibiting Reduction of Vehicle-Carrying Capacity

(1) At the request of an affected local agency, the Department region manager must direct Department staff to prepare a Commission agenda item for an exemption request. The local agency is responsible for providing analysis that documents the reason for the request and for demonstrating that the Proposed Action will not unreasonably impede the movement of freight.

(2) The local agency analysis may include, as appropriate to the proposed action, information such as:

(a) Safety;

(b) Access;

(c) The interests of the state as identified in statute, rule, regulation or policy;

(d) Approved plans covering the area of the Proposed Action;

(e) Input from the Stakeholder Forum regarding the potential of the Proposed Action to unreasonably impede the movement of freight;

(f) The assurance of alternative routes consisting of local streets and state and local highways; and

(g) Function of roadway for all transportation modes, including freight, vehicle, transit, pedestrian, and bicycle.

Stat. Auth.: ORS 184.616, 184.619

Stats. Implemented: ORS 366.215

731-012-0130

Commission Decision

(1) When there has been a determination by the Director that a Proposed Action results in a Reduction of Vehicle-Carrying Capacity, and there has been a determination that the Proposed Action is needed or required for Safety Considerations, or a local government requests and exemption under ORS 366.215(3), the Commission will make the final determination and may authorize proceeding with the Proposed Action or granting the exemption.

(2) The Department staff will prepare meeting materials for the Commission that include a record of any Safety Considerations, Access Considerations, Stakeholder Forum advice, or Chief Engineer determination.

(3) Any Commission approval of an exemption will include a determination that the exemption is in the best interest of the state and that the movement of freight will not be unreasonably impeded.

Stat. Auth.: ORS 184.616, 184.619

Stats. Implemented: ORS 366.215

731-012-0140

Record Keeping

(1) The Department will publish on a website and maintain for least ten years, a record of all Department, Director and Commission determinations regarding a Reduction of Vehicle-Carrying Capacity and of all Commission approved Reductions of Vehicle-Carrying Capacity.

(2) The Department record of determinations will include the following information:

(a) The route number and Department highway number, mile-point range, (roadway 1 or 2);

(b) Brief description of project;

(c) Date of determination;

(d) The approved minimum horizontal clearance;

(e) The approved minimum vertical clearance;

(f) Any other site-specific requirements identified in the determination;

(g) If a subsequent review is required prior to construction;

(h) Any Commission determination based on the best interest of the state; and

(i) Any Commission determination that the movement of freight will not be unreasonably impeded.

(3) The Department will publish on a website and maintain for least ten years, a record of all Reduction of Vehicle-Carrying Capacity Stakeholder Forum discussions regarding proposed

potential Reductions of Vehicle-Carrying Capacity. The Department record of Stakeholder Forum meetings will include the following information:

- (a) Stakeholders present;
- (b) Stakeholders invited to participate;
- (c) Brief description of project;
- (d) Date of discussion;
- (e) The signed route number and Department highway number, mile-point range (roadway 1 or 2);
- (f) Any site specific conditions identified by stakeholders including the identification of a potential for a permanent reduction in the horizontal or vertical clearance of a highway section;
- (g) Formal support of a Proposed Action despite any proposed changes to the horizontal or vertical clearance of a highway section;
- (h) Any recommendation that the Proposed Action would not result in a Reduction of Vehicle-Carrying Capacity; and
- (i) Any requests for additional information.

Stat. Auth.: ORS 184.616, 184.619


Stats. Implemented: ORS 366.215

ORS 366.215 - Reduction Review Routes (Text Description)

Reduction Review Routes include all parts of the state highway(s) that must be travelled to complete the prescribed route and/or connect with other state highways. This includes couplets and on and off ramps which are not included in the text description below.

Route	Begin Route	Begin Description (General Location)	End Route	End Description (General Location)
I-5		California Border		Washington Border
I-82	I-84	Hermiston		Washington Border
I-84	I-5	Portland		Idaho Border
I-105	OR 99	Eugene	I-5	Springfield
I-205	I-5	Tualatin		Washington Border
I-405	I-5	SW Portland	I-5	NE Portland
US 20	US101	Newport	0.14 mile east of Riggs Hill Rd	Sweet Home
US 20	OR 22	Santiam Junction		Idaho Border
US 26	US 101		I-405	NW Portland
US 26	99W	Portland	US 20	Vale
US 30 Bypass	US 30	NW Portland	I-5	NE Portland
US 30	US 101	Astoria	I-405	NW Portland
US 95		Nevada Border		Idaho Border
US 95S	OR 201			Idaho Border
US 97		Washington Border		California Border
US 101	US 30	Astoria	OR 6	Tillamook
US 101	OR 18	Otis	US 20	Newport
US 101	OR 126	Florence		California Border
US 199	I-5	Grants Pass		California Border
US 395		Washington Border		California Border
US 730	I-84	Boardman		Washington Border
OR 6	US 101	Tillamook	US 26	Banks
OR 7	US 26	Austin	I-84	Baker City
OR 8	OR 47	Forest Grove	OR 217	Beaverton
OR 11	I-84	Pendleton		Washington Border
OR 18	US 101	Otis	OR 99W	
OR 19	OR 206	Condon	I-84	Arlington
OR 22	OR 18	Valley Junction	US 20	Santiam Junction
OR 31	US 97	La Pine	US 395	

Route	Begin Route	Begin Description (General Location)	End Route	End Description (General Location)
OR 34	OR 99W	Corvallis	US 20	Lebanon
OR 35	US 26	Mt. Hood	I-84	Hood River
OR 38	US 101	Reedsport	OR 99	Drain
OR 39	OR140	Klamath Falls		California Border
OR 42	US 101		I-5	Green
OR 47	OR 8	Forest Grove	US 26	
OR 58	I-5		US 97	
OR 62	I-5	Medford	OR 230	
OR 78	US 20	Burns	US 95	Burns Junction
OR 99	OR 99W	Junction City	I-105	Eugene
OR 99	I-5	Grants Pass	I-5	Rock Point
OR 99	OR 38	Drain	I-5	
OR 99E	I-5	NE Portland	I-5	Salem
OR 99E	US 20	Albany	OR 99W	Junction City
OR 99EB	I-5	Salem	OR 22	Salem
OR 99W	I-5	Portland	OR 99	Junction City
OR 126	US 101	Florence	US 26	Prineville
OR 138	I-5	Roseburg	US 97	
OR 138	I-5	Sutherlin	OR 38	Elkton
OR 140	OR 62	White City	US 395	Lakeview
OR 201	US 20	Cairo	US 95S	
OR 212	OR 224	Rock Creek Junction	US 26	Boring
OR 207	OR 74	Heppner	I-84	
OR 214	I-5	Woodburn	OR 213	Silverton
OR 217	US 26	Portland	I-5	Tigard
OR 224	99E	Milwaukie	OR 212	Rock Creek Junction
OR 223	99W	Rickreall	OR 223	Dallas
OR 230	OR 62		OR 138	Diamond Lake
OR 244	US 395	Ukiah	I-84	La Grande
OR 331	I-84		OR 11	
OR 569	OR 126	Eugene	I-5	Eugene

 **Metro** | *Memo*

Date: August 30, 2013
To: TPAC and interested parties
From: Grace Cho, Assistant Transportation Planner
John Mermin, 2014 RTP Update Project Manager
Re: 2014 Regional Transportation Plan (RTP) – Call For Projects

Purpose

Throughout the fall and winter of 2013, Metro and its regional partners will be updating the region's transportation priorities as part of the 2014 Regional Transportation Plan (RTP) update. The purpose of this memorandum is to provide background information on the "Call for Projects" and next steps for finalizing the plan by early summer 2014. **Attachment 1** includes the instructions to project sponsors for this effort. (*Note – Attachment 1 will be provided as a supplemental material prior to the August 30th TPAC meeting*)

Action Requested

No action is requested. This is informational.

Background

On September 23, 2013 Metro will issue a "call for projects" to refine RTP investment priorities. The current RTP goals and performance targets will provide policy direction for investment priorities to be brought forward for consideration in the 2014 RTP update.

Two levels of investment were developed for the 2014 RTP. The first level, the *2014 RTP Federal Priorities* (also known as the Financially Constrained System), will represent the most critical transportation investments for the plan period.¹ The second level, the "state" *2014 RTP Investment Strategy*, will represent additional priority investments that would be considered for funding if new or expanded revenue sources are secured.² Both levels of investment are tied to a funding target.

New to the 2014 RTP project solicitation are funding targets tied to expenditure schedules. Serving as soft financial targets, these expenditure schedule targets are intended to assist local jurisdictions, counties, TriMet, South Metro Area Rapid Transit (SMART), Port of Portland, and the Oregon Department of Transportation prioritize investments.

Next Steps

Metro staff will host a 2014 RTP project solicitation workshop on September 23, 2013 from 2pm – 4pm. The workshop is open to all local and regional partners who will be involved with the project submission and solicitation process. Metro will also hold a separate meeting with lead county coordinating committee staff to discuss coordination of local jurisdiction project submittals. The meeting will be held prior to the 2014 RTP project solicitation workshop.

¹ The 2014 RTP Federal Priorities will be the basis for findings of consistency with federal metropolitan transportation planning factors, the Clean Air Act and other planning provisions identified in SAFETEA-LU.

² The 2014 "state" RTP Investment Strategy will be the basis for findings of consistency with the Statewide Planning Goal 12, the Oregon Transportation Planning Rule and the Oregon Transportation Plan and its components.

As part of the fall 2014 RTP project solicitation, ODOT, TriMet, SMART, the City of Portland, Port of Portland and local coordinating committees are asked to complete the following three-step process:

- **Step 1:** Review existing RTP goals and objectives, performance targets, draft active transportation and safety policy edits, mobility corridor atlas and needs assessment, current RTP project lists and new priorities identified through regional plans, local transportation system plans, or other recently completed studies (or nearly completed). The purpose of this step is to identify priorities consistent with regional policy to be included in Steps 2 and 3.
- **Step 2:** Update the federal priorities project list consistent with the financially constrained funding target, and expenditure schedule targets, *recognizing that in some cases no change may be needed.*
- **Step 3:** Update the project list in the “state” RTP investment strategy, consistent with the JPACT recommended funding target, performance targets and the refinement criteria included in the “Call for Projects” instructions.

Project submittals are due to Metro no later than **December 6, 2013**. (Submit electronically to Grace.cho@oregonmetro.gov)

Projects and programs submitted will undergo a system-level performance evaluation, policy review and formal public comment as part of the process of finalizing the RTP. In winter 2014, MPAC and JPACT will review the draft project list and policy refinements. Metro staff will begin the performance evaluation and compile an updated draft investment strategy (project list) and policy refinements to be released for public comment. A 45-day public comment period is planned to start in late March 2014. An air quality conformity analysis will occur in May, followed by a final 30-day public comment period on the air quality conformity determination in June.

Opportunities to comment will be available on Metro’s website and through regional public involvement events. JPACT, MPAC and Metro Council will consider public comments, and recommended amendments prior to final action (by Ordinance in June-July 2014.)

Further questions can be directed to project solicitation coordinator Grace Cho (grace.cho@oregonmetro.gov) or 2014 RTP project manager John Mermin (john.mermin@oregonmetro.gov).

MEMO

DATE: August 22, 2013
TO: TPAC
FROM: Karen Withrow, Public Involvement Manager
RE: Public engagement guide helps region's residents be heard

Metro is committed to providing all residents across our region with meaningful opportunities to participate in decisions that impact our community.

Building on internal work over the summer, this fall Metro will update public engagement guidelines to ensure everyone has opportunities to learn about and participate in decision-making at Metro.

The Public Engagement Guide, formerly the Public Involvement Policy for Transportation Planning, establishes consistent ways Metro will ensure everyone has opportunities to participate in Metro's work.

The guide provides an overview of public engagement principles and requirements, a description of Metro's governing structure and public meetings, ways to connect with Metro, examples of the types of tools and techniques Metro uses to engage the public and methods used to consistently measure our effectiveness when engaging the community.

Visit www.oregonmetro.gov/engagementguide to review the draft guide. Tell Metro what you think by taking a short survey using the link in the green box on the webpage by 5 p.m. on Sept. 30.

Prefer another way to weigh in? Email cassie.salinas@oregonmetro.gov or call 503-813-7586 or send written comments to the address below to share your views.

Attention: Cassie Salinas
Metro Public Engagement Guide
600 NE Grand Ave
Portland, OR 97232-2736

To request a printed copy, call 503-813-7586.

Materials following this page were distributed at the meeting.

5. CORRIDOR BOTTLENECK OPERATIONS STUDY

Mr. Rian Windsheimer of ODOT provided an overview of the Corridor Bottleneck Operations Study (CBOS). Reoccurring bottlenecks are caused by decision points (ramps, merge areas, weave areas, or drop lanes) and physical constraints (curves, underpasses, narrow structures, or no shoulders). The objective of CBOS is to examine operational improvements and to improve safety to achieve a minimum 30% reduction in crashes related to reoccurring bottlenecks on I-5, I-205, I-84, I-405, and US26.

Reoccurring bottlenecks are defined by area of influence, congestion duration, contributing factors such as, mainline volumes, spacing of interchange and ramps, or speed change, and frequency of crashes. Over 30 reoccurring bottleneck locations were identified and 20 potential solutions were recommended based on the level of effectiveness and maintaining costs below \$10 million. The most frequent cause of reoccurring bottlenecks in Region 1 is inadequate interchange spacing, which results in congestion and traffic slowing. The proposed solution is to provide additional space by way of an auxiliary lane for merging and weaving of traffic that is distinct from the freeway through-lane.

Mr. Windsheimer provided an overview of recently completed improvements including, I-5 southbound auxiliary lane constructed in 2010, I-5 southbound Nyberg Rd exit-ramp widening constructed in 2010, and I-5 southbound Carmen Dr. to Lower Boones Ferry auxiliary lane constructed in 2012. Bottleneck improvements under construction include, I-84 eastbound auxiliary lane from Halsey St. exit ramp to I-205 northbound entrance and re-striping the I-5 divergence on I-84 westbound. Three CBOS projects have been submitted to the STIP Enhance and recommended for the 150% list: auxiliary lane addition on I-5 southbound, lower Boones Ferry Rd. exit to entrance; Lower Boones Ferry Rd. exist ramp reconfiguration on I-5 northbound; auxiliary lane from I-84 eastbound entrance to Stark St. exist ramp on I-205 southbound.

Mr. Windsheimer addressed questions formerly raised in regards to the effects of CBOS improvements on freeway capacity and encouragement of thru trips. Improvements do not increase ~~capacity or~~ thru trips to the freeway system. CBOS improvements are designed to address specific bottleneck areas to improve operations and safety and reduce diversion and out of direction travel.

Member comments included:

- Members asked if the bottleneck projects are improvement projects. Mr. Windsheimer stated all CBOS bottleneck projects are improvement projects, most of which focus on ~~signal improvements rather than operation improvements.~~ safety and operations.
- Ms. Chris Deffebach recommended consideration of broader measures of success to prioritize project improvements. Ms. Deffebach commented that higher cost improvements may be associated with greater benefits and should be taken into consideration. Mr. Windsheimer confirmed there is an extended list of projects separate from the high priority list associated with the low cost requirement. Consideration of the broader benefits will be most helpful following the current stage in order to gauge and quantify benefits of specific improvements.
- Members inquired how the public will be informed of restriping changes as part of the upcoming I-84 maintenance work. Mr. Windsheimer stated ODOT has distributed

informational pamphlets and confirmed media coverage. There will be an education campaign surrounding project changes and clarification through on-road signage.

- Members discussed the incorporation of an auxiliary lane definition in the RTP. Comments included:
 - Ms. Katherine Kelly stated that additional substantive discussion may not be necessary, but helpful for some basic parameters for auxiliary lanes, e.g. length, as a good starting point for discussion of future auxiliary lane projects.
 - Mr. Windsheimer stated he has met, or is currently scheduled to meet with select Metro Councilors and staff to discuss the CBOS report and redefining auxiliary lane in the RTP. Mr. Windsheimer stated he supported discussing specific CBOS projects that contained auxiliary lanes, but not the standalone auxiliary definition.
 - Ms. Nancy Kraushaar asked why there was controversy surrounding the issue. Mr. Kloster provided a brief overview of Metro staff's concerns that there is no existing definition of auxiliary lane in the RTP, so it is unclear how to distinguish an auxiliary lane from a through lane. Mr. Windsheimer stated there is a common established technical definition of auxiliary lane and did not support providing a definition of auxiliary lane in the RTP that may create an unnecessary layer of complexity. Mr. Windsheimer expressed frustration that the auxiliary lane definition discussion continued to be addressed-raised by metro staff at TPAC and believed from his conversations with select Metro councilors that they may be were amendable to reviewing the projects to recommendations in the CBOS report for inclusion in the RTP without pursuing a new policy or definition on auxiliary lanes.



City Club of Portland

Good citizens are the riches of a city

Officers

John Horvick
President

Karen Kervin
President-Elect

Bill Holmer
Treasurer

David Quisenberry
Secretary

August 26, 2013

Metro Council
Joint Policy Advisory Committee on Transportation (JPACT)
Metro Policy Advisory Committee (MPAC)
600 NE Grand Ave.
Portland, OR 97232

Governors

Robert Aldisert

Jeanne Crouch

Paul DeMuniz

Toya Fick

Deane Funk

Sue Hildick

Greg Macpherson

Nichole Maher

Su Midghall

Kourtney Nelson

Mac Prichard

Jazzmin Reece

Pat McCormick
Immediate Past President

Dear Members of JPACT, MPAC, and Metro Council:

The City Club of Portland urges your continued support of the draft Regional Active Transportation Plan (RATP). The RATP is a vital component of a healthier, more cost-effective transportation system that is better attuned to the interests and needs of the region's residents.

In June 2013, the City Club's members overwhelmingly adopted the recommendations of an extensive research report on the role of bicycles in Portland's transportation system. By adopting the report, the City Club concluded there is an urgent need to create a bicycle network that is better integrated, better connected, and above all, safer for all types of bicycle riders and all neighborhoods of the city.

The City Club recognizes the significant amount of work Metro planning staff and numerous community groups and individuals have put into this draft plan. Our own research concurs with many of the RATP's findings and recommendations, including the need for a more thoroughly connected system of separated and low-stress bikeways, well integrated with the needs of other roadway users.

Although the City Club's research focused on the City of Portland, we also recognize that city and county lines do not dictate the travel patterns of our region's residents. That is why it is paramount that we pursue a *regional* system of safe routes for people riding bicycles, walking, and using other modes of transportation. Gaps in these routes put vulnerable users in unsafe situations, and also deter many residents from biking or walking at all. At a regional scale, these gaps are more troubling.

Staff

Sam Adams
Executive Director

Greg Wallinger
Research & Policy Director

Jennifer Thompson
Director of Finance
& Membership

Rachel Loskill
Program and
Communications
Coordinator

Established 1916
Tax ID: 93-0140220



City Club of Portland

Good citizens are the riches of a city

Addressing these shortcomings will also support efforts to meet many other goals our region has adopted to promote health, livability, sustainability, and prosperity. Taxpayers and transportation users expect leaders to plan for active transportation in a coordinated, responsible way. The work done so far on the RATP sets us on a path to do so.

The resolution you are considering (13-4454) does not change local transportation plans, nor does it close the door to further conversation and refinement that will improve the RATP before adoption. It does acknowledge the considerable work that has gone in already to creating a regional plan of this scale, and makes a clear statement about the region's priorities. It also keeps the region eligible for funding that will help get to a final plan the whole region can be proud to adopt and implement via the Regional Transportation Plan.

The City Club of Portland strongly urges you to adopt the original, un-amended Metro Resolution 13-4454, so we can continue moving forward toward a *regional* transportation system that works for everyone.

Thank you for the opportunity to comment on this important decision for our region.

Sincerely,

Craig Beebe
Chair, Bicycle Transportation Advocacy and Awareness Committee
City Club of Portland

Cc:
Transportation Policy Alternatives Committee
Joseph Rose, *The Oregonian*
Jonathan Maus, BikePortland.org



**PROTECTING YOUR
RIGHT TO ROAM**

August 22, 2013

Board of Directors Metro Council

Aaron Brown,
President Joint Policy Advisory Committee on Transportation
Metro Policy Advisory Committee

Noel Mickelberry,
Vice President 600 NE Grand Ave.
Portland, OR 97232

Laura Becker,
Recording Secretary

Peter Welte,
Corresponding
Secretary

Dear Members of JPACT, MPAC, and Metro Council,

Members at Large

Steve Bozzone

Katja Dillmann

Sara Morrissey

Lidwien Rahman

For the past year and a half, Oregon Walks has had the privilege to work with planners, engineers and stakeholders from jurisdictions throughout the Portland metropolitan region to develop the draft Regional Active Transportation Plan (RATP). We urge JPACT, MPAC and Council to acknowledge the work done to date on the draft Regional Active Transportation Plan and to direct staff to provide opportunities for further review and refinements as part of the comprehensive RTP update.

Executive Director

Steph Routh

Advocacy Outreach

Coordinator

Casey Ogden

As the state's only pedestrian advocacy organization, passage of this plan - which details necessary investments in active transportation infrastructure - is a top priority for us. Great work has been done. We thank the Metro Council for its leadership in leveraging the TGM investment into the RATP. We also thank all local jurisdictions for their work on local bike/ped plans, which have served as the foundation for the Regional Active Transportation Plan. The RATP knits together local active transportation plans in order to leverage local investments and commitments into a regional whole.

This document does not mandate jurisdictional decision-making. It is a plan of how to proceed forward. The RATP distills the numerous projects of myriad of jurisdictions across the region into one document that can be a guide for policymakers in making decisions about investments.

For the following reasons, we believe that the Regional Active Transportation Plan deserves acknowledgment and momentum:

- Staff and stakeholders have been preparing the RATP for over a year a half. A tremendous amount of work has been done to produce an exemplary record of our existing conditions, priorities for future investment, and key opportunities for collaborative work between cities, counties and other jurisdictions.
- This document is crucial in order to be eligible for new funding. It will help demonstrate that the region has thought critically about our priorities for multimodal investment in active transportation.
- As the draft RATP states, the need for access to jobs, a thriving economy, and sustainable transportation and living choices for people and businesses in the region do not stop at city limits or county lines.

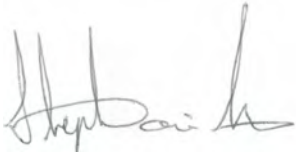
An opt-in poll was conducted by Metro that showed overwhelmingly that people from all over the region wish to have more opportunity to bike and walk for commuting, health and recreation.

"Three in four (75%) agree that they would walk or bike more often if their destinations were closer to where they lived. More than half (57%) would walk or bike more often if there were more bicycle paths and sidewalks in their neighborhood and if they knew it would be safe. No differences in agreement exist by county" - Opt In, March 2013

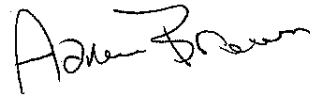
The RTP is the product of years of careful deliberation about how to best integrate active transportation in to the daily lives of Oregonians living across the entire metropolitan region. Oregon Walks strongly supports the original, un-amended Metro Resolution 13-4454. We urge the members of the Joint Policy Advisory Committee on Transportation and the Metro Council to acknowledge the work done to date and to move this work forward towards adoption into the RTP in 2014.

Thank you for your consideration.

Sincerely,



Steph Routh
Executive Director, Oregon Walks



Aaron Brown
Board President, Oregon Walks

CC: Transportation Policy Alternatives Committee

August 13, 2013

President Tom Hughes
Metro
600 NE Grand Avenue
Portland Oregon

RE: Draft Regional Active Transportation Plan

Dear President Hughes,

First and foremost, thank you for the time extension until January 2014 for review and comment on the Draft Regional Active Transportation Plan (ATP). The new timeline will allow staff and policymakers adequate time to review all of the new information it contains and to begin discussions about its implications for local transportation plans and the concurrent Regional Transportation Plan (RTP) update. We appreciate your responsiveness to our concerns.

Given the new timeline, we would also encourage you to delay action on the resolution. While we appreciate the effort to meet the regional concerns (particularly with the need for extensive local review) with the draft resolution issued on July 23, 2013, we are still uncomfortable with Metro taking action at this point. Primarily, the regional mayors would prefer to see the ATP as a guiding or reference document, rather than obligatory and binding. The proposed resolution would close off any conversation as to whether adoption of the ATP into the RTP is the most appropriate action.

Much of the Draft ATP is well done and compatible with local plans. It reflects many hours of analysis of the active transportation system as a whole and begins to integrate it with the full regional transportation system. This is a valuable effort that brings all local transportation plans together and puts forth a proposed connected network with draft project improvements for transit, bicycles and pedestrians. It acknowledges the necessary safety, health, and economic vitality components, and specifically works to balance the pedestrian, bicycle, transit, freight and motor vehicle needs in future.

While the ATP itself may be compatible with local plans, we do have concerns with the five new policies and more than 30 actions and their potential inclusion in the RTP. These policies and actions, as well as the new bikeway and walkway design guidelines, maps, and project lists will need much discussion between now and January. The ATP notes 225 miles of new bike routes (a 19% increase), 57 miles of new Pedestrian Parkways, and 242 new miles of Regional Pedestrian Corridors. Over 200 miles of regional trails were also recommended to be added. How all of these ATP components and the Regional Transportation Plan mesh and are translated to the local level remains to be seen. We look forward to working through these issues.

In addition to those listed above, initial concerns identified by regional mayors include:

-
- Leave matters of implementation to local decision makers. To the extent that assistance is required in coordinating plans between jurisdictions, Metro could serve in that role.
- Neither the ATP nor its polices, goals or guidelines should be tied to federal funding.
- Impact on Freight
 - Potential for "Road Diet" as a solution – in an April 2013 Washington County Transportation Survey prepared by DHM Research of Washington County residents found that "*residents*

are more likely to disagree than agree that they would be okay with the county narrowing roads to add sidewalks and bike lanes (72% disagreed)".

- Agreement with issues in the June 13, 2013 letter from the Portland Freight Committee.
- Mandatory nature of the policies (see, for example, action item 2.10, which directs Metro to update the RTP and implementing plan of the RTP "to include **requirements** that will implement the recommended networks and policies of the ATP.")

Given our desire to see the ATP serve as a guiding document, as well as concerns with the policies and actions, if Metro chooses to take action on the ATP in September, we ask that the resolution be amended to

- Delete references to incorporation of the ATP or elements thereof into the RTP
- Limit the resolution to the ATP and not the policies and actions; and
- Limit the "acknowledgement" of the ATP only as a "concept plan," as further outreach with the public is needed before a decision can be made as to whether to incorporate the ATP into the RTP.

We are attaching a proposed resolution that conforms to this request.

Thank you for your consideration.

Sincerely,



Lou Ogden
Mayor, Tualatin

On behalf of the mayors listed below

Mayor Shane Bemis, Gresham
Mayor Wade Byers, Gladstone
Mayor John Cook, Tigard
Mayor Jeff Dalin, Cornelius
Mayor Doug Daoust, Troutdale
Mayor Lori DeRemer, Happy Valley
Mayor Jeremy Ferguson, Milwaukie
Mayor Mark Hardie, Maywood Park
Mayor David Hatcher, North Plains
Mayor Heather Kibbey, Rivergrove
Mayor Tim Knapp, Wilsonville
Mayor Bill Middleton, Sherwood
Mayor Doug Neeley, Oregon City
Mayor Gery Schirado, Durham
Mayor Ron Shay, King City
Mayor Patricia Smith, Wood Village
Mayor Steve Spinnett, Damascus
Mayor Kent Studebaker, Lake Oswego
Mayor Pete Truax, Forest Grove
Mayor Mike Weatherby, Fairview
Mayor Jerry Willey, Hillsboro

cc: Metro Councilors

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF ACKNOWLEDGING)	RESOLUTION NO.
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, local governments have expressed concern about the Draft ATP’s five policies and numerous implementation actions, as well as whether the ATP, its policies and implementation actions should be incorporated into the RTP; 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, its

polices and implementation actions 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, additional review of the ATP, its policies and implementation actions items will be provided contemporaneously with the update of the RTP in 2013-2014.

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, exclusive of its policies and implementation actions, attached to this resolution as Exhibit A, to formally acknowledge the work completed to date as a "concept plan".
2. Directs staff to provide opportunities for further review and refinement of the draft plan, its policies and implementation actions by local governments, ODOT, TriMet and other stakeholders through the contemporaneous with 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, its policies or implementation actions or direct local plans.
- 3.4. Acknowledges that further regional discussion is needed as to the appropriate form of the ATP and whether the ATP, its policies and implementation actions should be incorporated into the RTP. 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

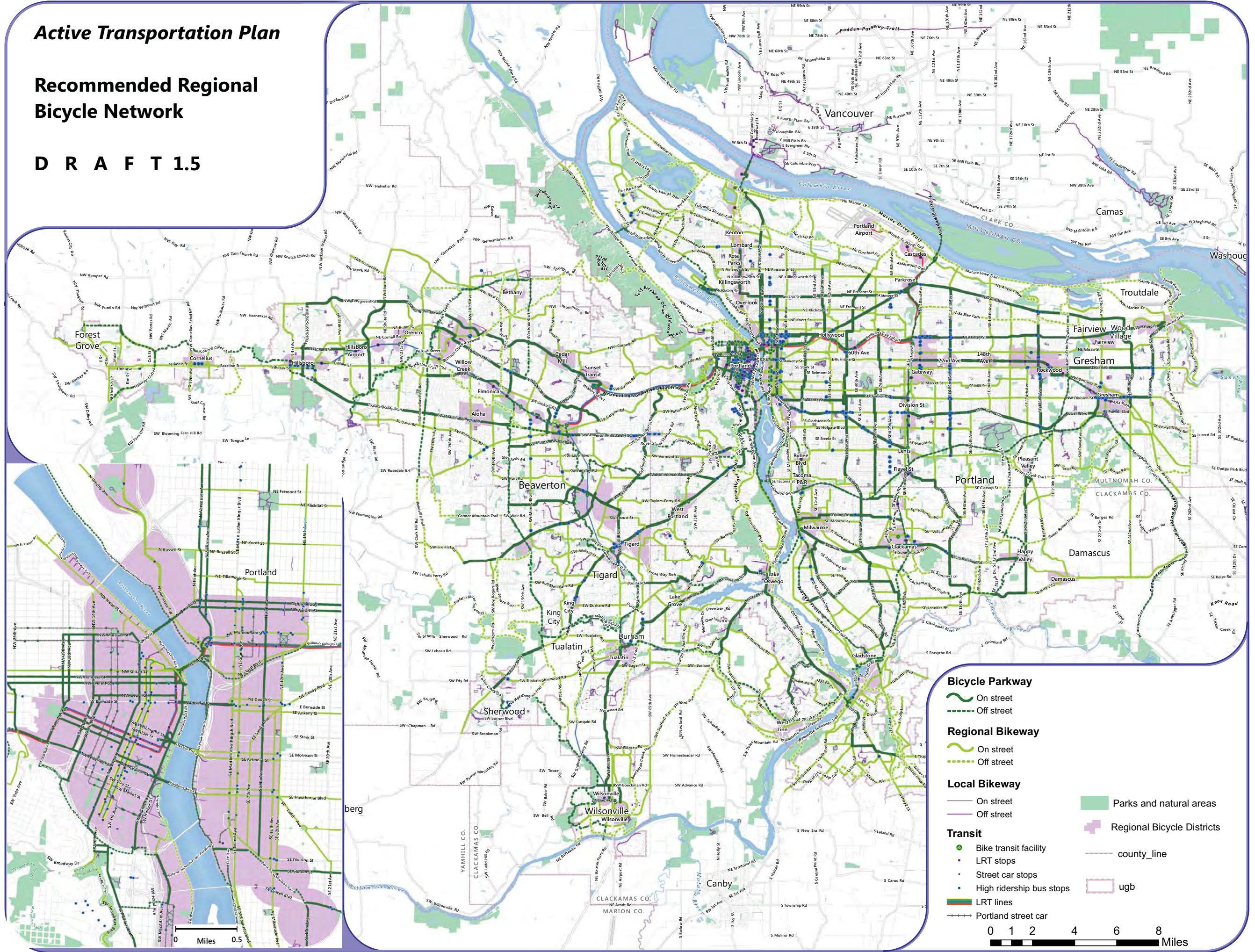
Approved as to form:

Alison Kean Campbell, Metro Attorney

Active Transportation Plan

Recommended Regional Bicycle Network

DRAFT 1.5



Bicycle Parkway

- On street
- Off street

Regional Bikeway

- On street
- Off street

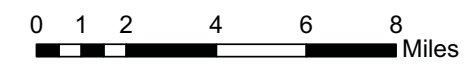
Local Bikeway

- On street
- Off street

Transit

- Bike transit facility
- LRT stops
- Street car stops
- High ridership bus stops
- LRT lines
- Portland street car

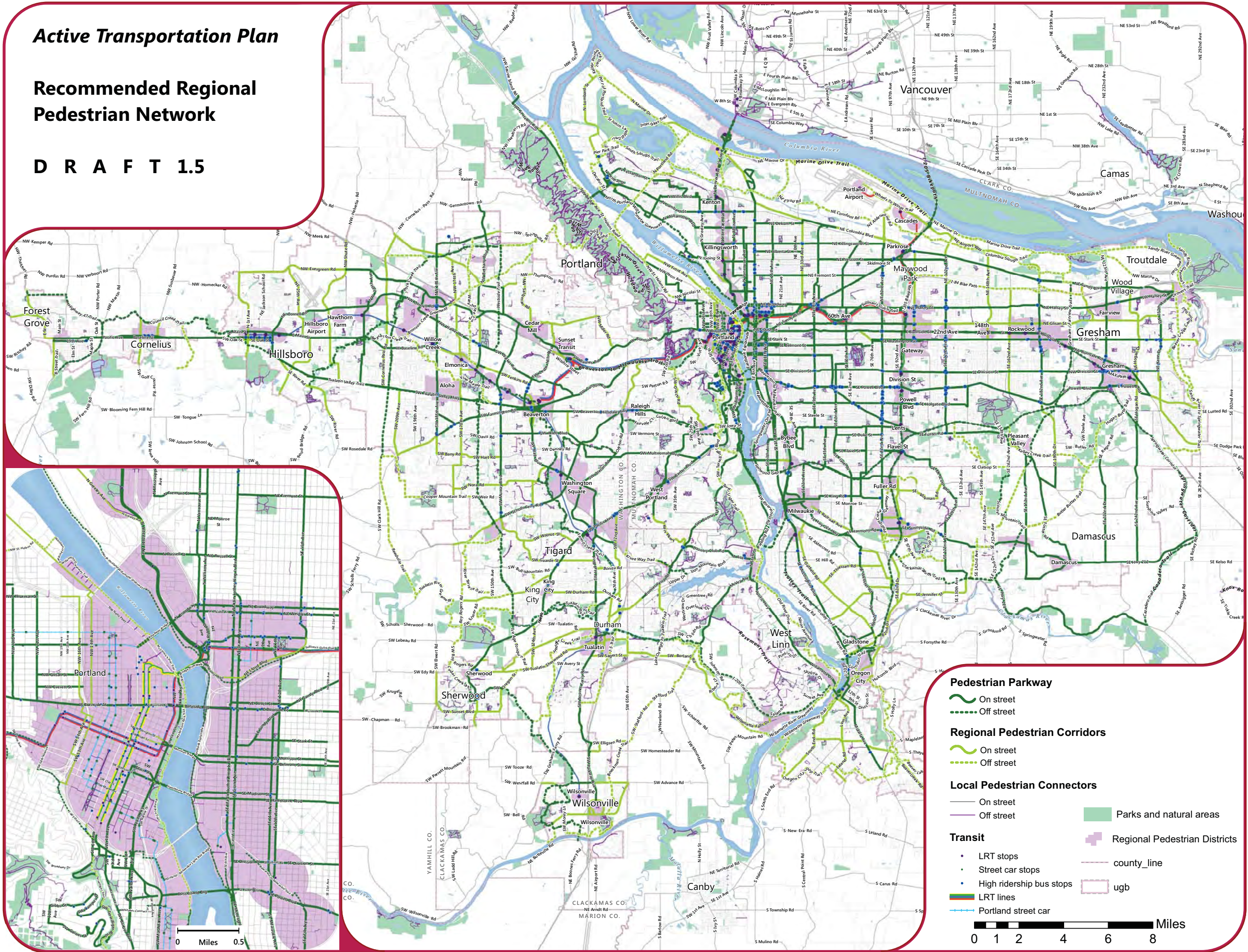
- Parks and natural areas
- Regional Bicycle Districts
- county_line
- ugb



Active Transportation Plan

Recommended Regional Pedestrian Network

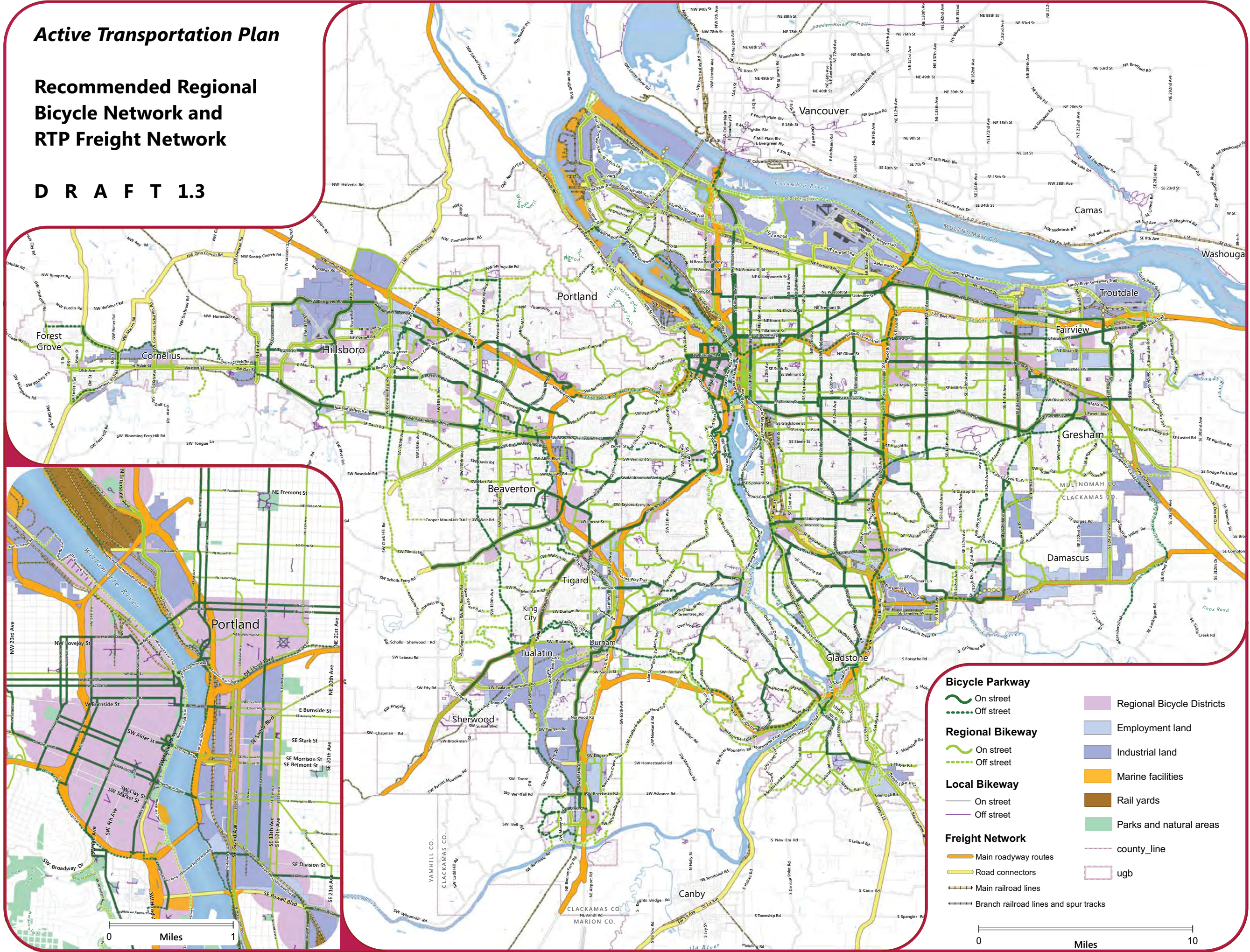
DRAFT 1.5



Active Transportation Plan

Recommended Regional Bicycle Network and RTP Freight Network

DRAFT 1.3



Bicycle Parkway

- On street (solid green line)
- Off street (dashed green line)

Regional Bikeway

- On street (solid yellow-green line)
- Off street (dashed yellow-green line)

Local Bikeway

- On street (solid light green line)
- Off street (dashed light green line)

Freight Network

- Main roadway routes (thick orange line)
- Road connectors (thin orange line)
- Main railroad lines (thick brown line)
- Branch railroad lines and spur tracks (thin brown line)

Regional Bicycle Districts

- Regional Bicycle Districts (light purple shaded area)
- Employment land (light blue shaded area)
- Industrial land (medium blue shaded area)
- Marine facilities (orange shaded area)
- Rail yards (brown shaded area)
- Parks and natural areas (green shaded area)

Other Symbols

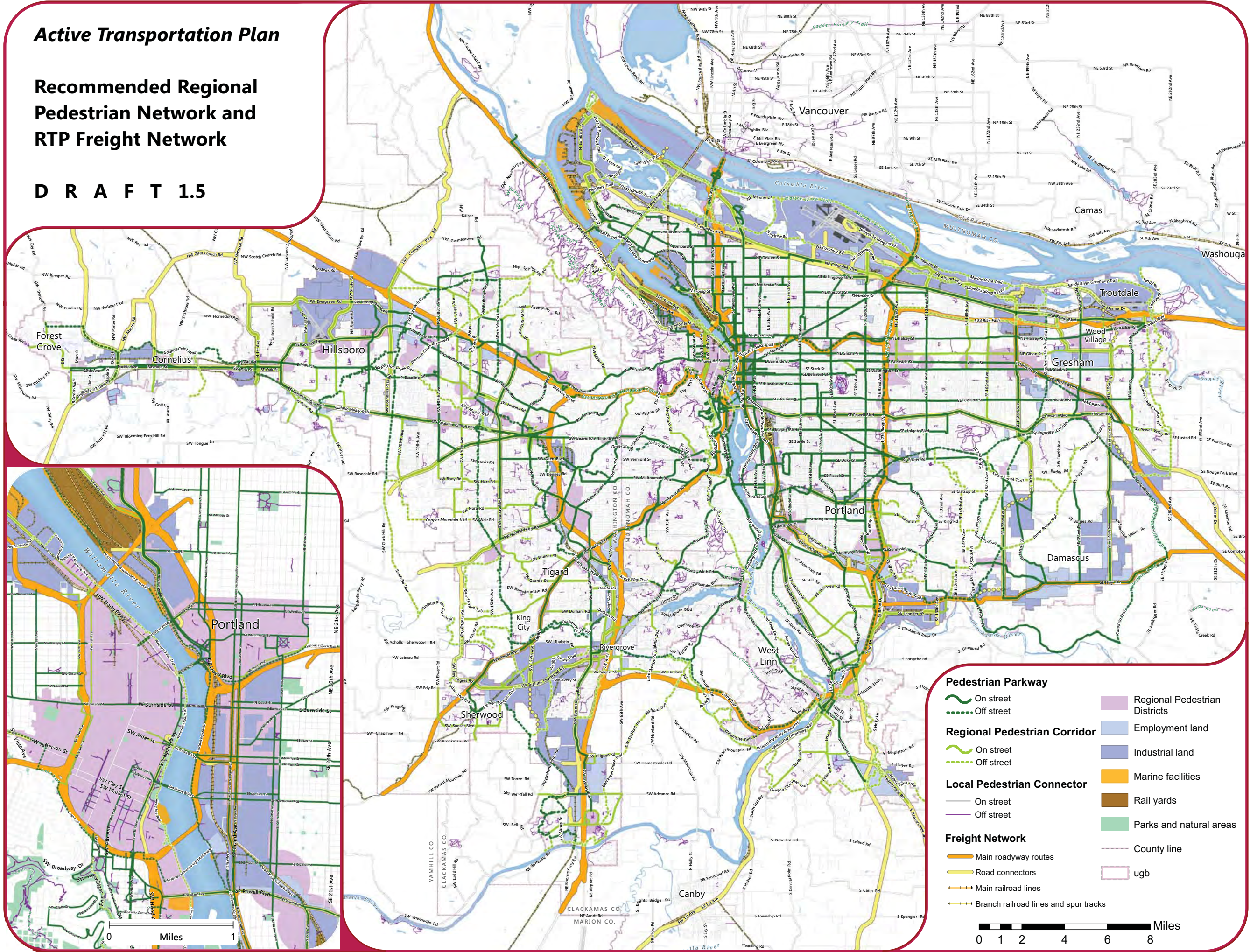
- county_line (thin grey line)
- ugb (pink outline)

0 Miles 10

Active Transportation Plan

Recommended Regional Pedestrian Network and RTP Freight Network

DRAFT 1.5



Pedestrian Parkway

- On street
- Off street

Regional Pedestrian Corridor

- On street
- Off street

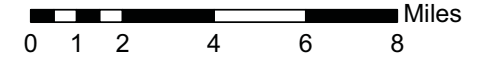
Local Pedestrian Connector

- On street
- Off street

Freight Network

- Main roadway routes
- Road connectors
- Main railroad lines
- Branch railroad lines and spur tracks

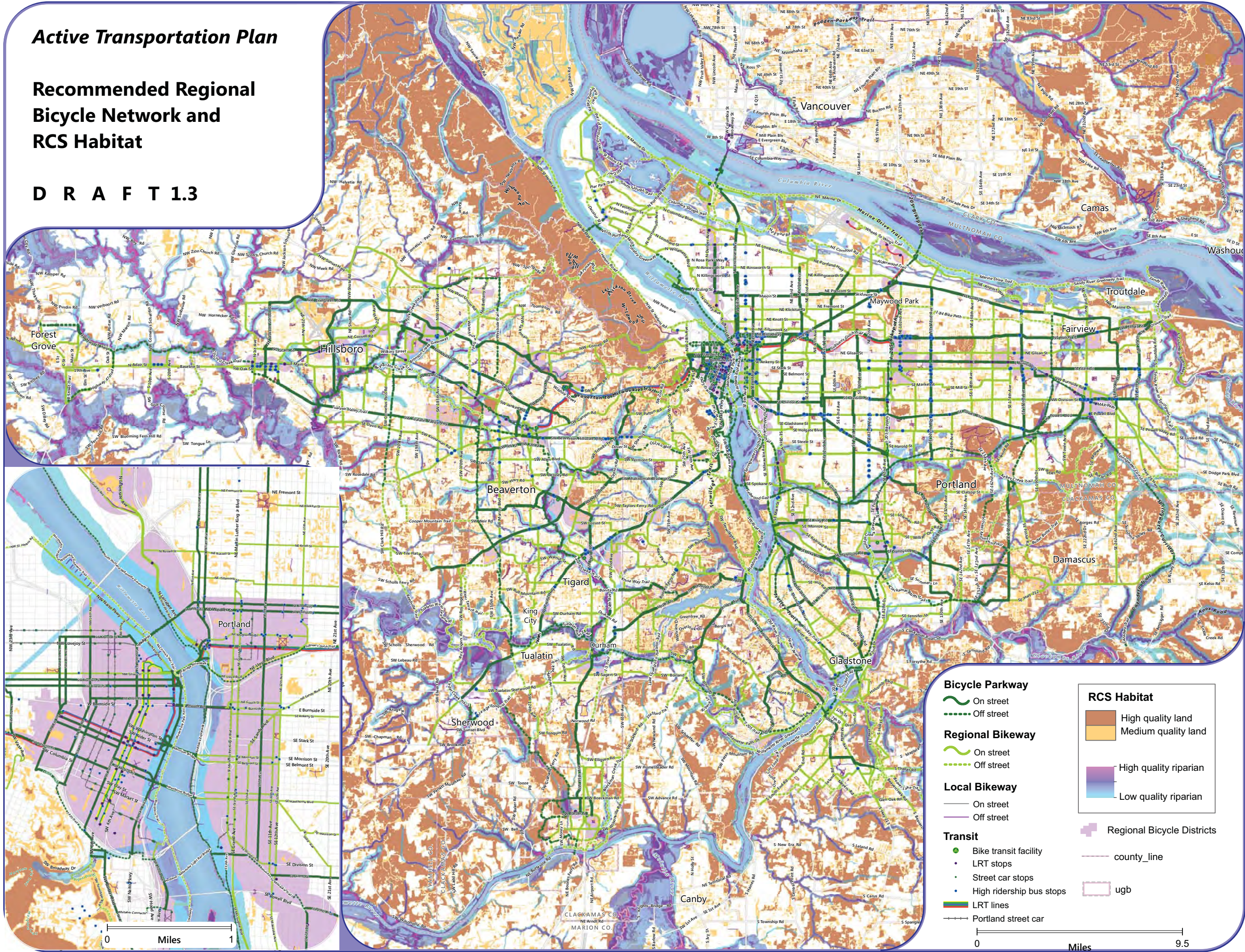
- Regional Pedestrian Districts
- Employment land
- Industrial land
- Marine facilities
- Rail yards
- Parks and natural areas
- County line
- ugb



Active Transportation Plan

Recommended Regional Bicycle Network and RCS Habitat

DRAFT 1.3



Bicycle Parkway

- On street
- Off street

Regional Bikeway

- On street
- Off street

Local Bikeway

- On street
- Off street

Transit

- Bike transit facility
- LRT stops
- Street car stops
- High ridership bus stops
- LRT lines
- Portland street car

RCS Habitat

- High quality land
- Medium quality land
- High quality riparian
- Low quality riparian

Regional Bicycle Districts

- county_line
- ugb

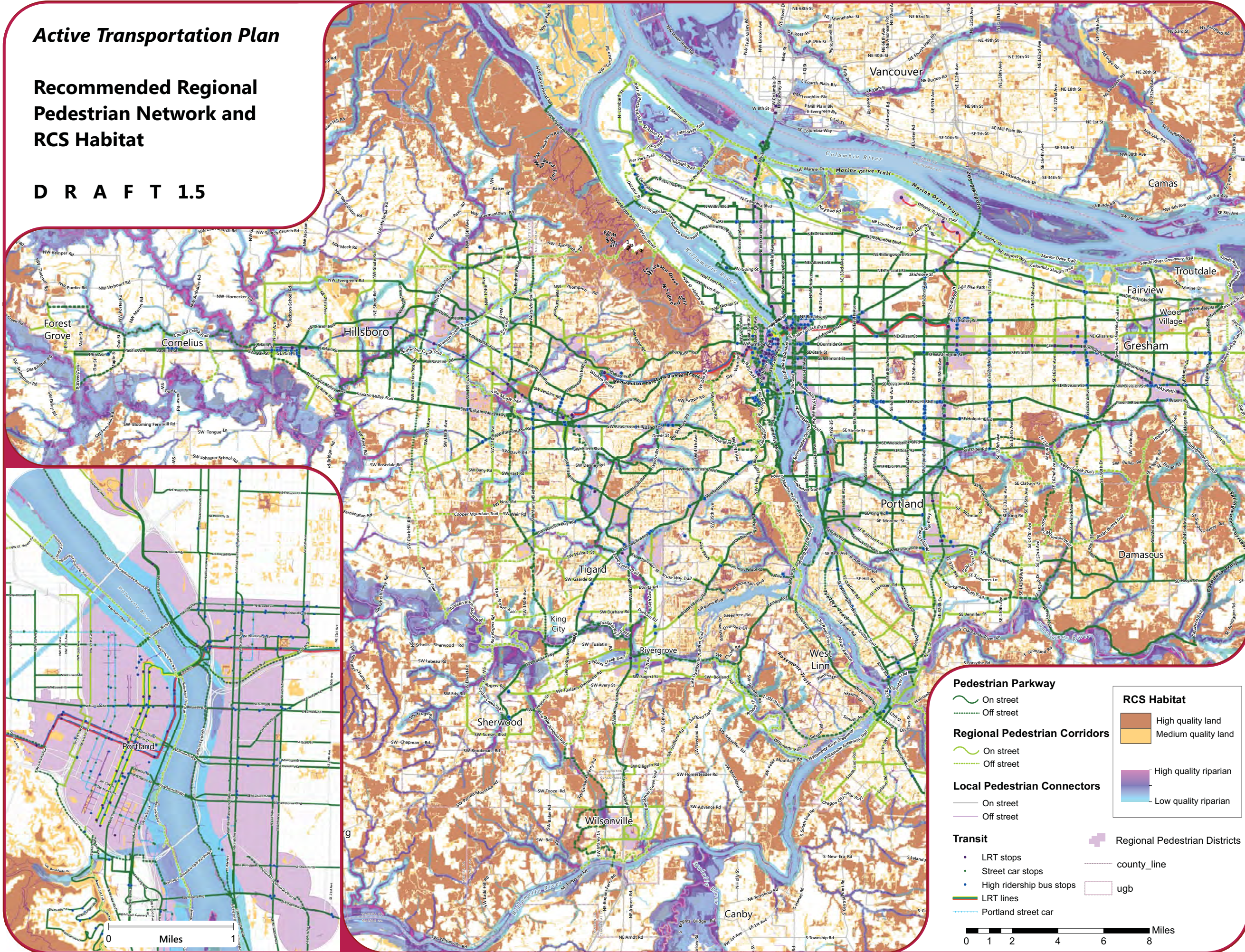
0 Miles 1

0 Miles 9.5

Active Transportation Plan

Recommended Regional Pedestrian Network and RCS Habitat

DRAFT 1.5



Pedestrian Parkway

- On street (solid green line)
- Off street (dashed green line)

Regional Pedestrian Corridors

- On street (solid yellow-green line)
- Off street (dashed yellow-green line)

Local Pedestrian Connectors

- On street (solid purple line)
- Off street (dashed purple line)

Transit

- LRT stops (blue dot)
- Street car stops (green dot)
- High ridership bus stops (red dot)
- LRT lines (solid blue line)
- Portland street car (dashed blue line)

RCS Habitat

- High quality land (dark brown)
- Medium quality land (light brown)
- High quality riparian (dark purple)
- Low quality riparian (light purple)

Other Symbols

- Regional Pedestrian Districts (purple square with cross)
- county_line (dashed grey line)
- ugb (white square with border)

0 1 2 4 6 8 Miles



Draft Regional Active Transportation Plan ("ATP")

TPAC

August 30, 2013

Lake Strongheart McTighe
Senior Transportation Planner



Metro | *Making a great place*

Today's discussion

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

Acknowledgement Resolution

- Acknowledges work done to date on the Draft ATP
- 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 first draft, meet w/stakeholders
- **September** –acknowledgement resolution
- **Sept – Feb 2014** –further refinement, draft changes to RTP, RTP workshops, 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

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
 - EMCTC (County Coordinating Committees & TACs as requested)
 - TPAC, MTAC, MPAC and JPACT now and during update of RTP and refinement of ATP
 - Clackamas County Chamber of Commerce, Policy
 - 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

Summary of changes

General

1. Edits for clarity, syntax errors
2. Citations added
3. Data/context for cities and counties added to reflect differences across the region
4. Added section on the need for unique approaches
5. Added references to SMART in addition to TriMet
6. Added selected glossary to appendix
7. Added list of local plans reviewed to appendix
8. Removed supplemental reports from appendix –
9. Formatting changes

Summary of changes

Networks

1. Added evaluation chapter
2. More description on functional classifications
3. Changes to maps
4. Maps edited)
5. Map books
6. Edited freight and bike network map
7. Added overlap with pedestrian network
8. Added overlap maps of sensitive/quality lands and riparian areas (Regional Conservation Strategy) and bike/ped networks

Summary of changes

Design Guidelines

1. Added volume of heavy trucks
2. Added section on interim facility improvements
3. Added language on need for protecting environment, avoiding habitat
4. Added language to emphasize guidelines are optional
5. Added language on the need for context

Summary of changes to first

Policies and actions

1. Edits for clarity
2. Language to emphasize that actions are proposed and are not policies
3. Added additional action under policy 5 for using habitat, sensitive land, riparian and freight route data when planning and implementing routes; added language to action item under Policy 2 to include conservation experts in trail planning

Summary of changes to first

Performance targets

1. Recommend that additional performance measures be included in future ATPs, not in this update of the RTP
2. Added information on new performance management requirements under MAP-21

Summary of changes

Funding

1. Clarified costs of network (section was confusing)
2. Added reference to value of bike/ped projects funded through larger roadway projects

Summary of changes

Implementation/projects

1. Added project areas that rose to the top in evaluation for access
2. Project list added as an attached appendix to the ATP; project list is still being developed.

Discussion/Action



www.oregonmetro.gov/activetransport



Reduction Review Routes

Oregon Highway Plan Amendments
Administrative Rule - Division 12

Michael Bufalino, ODOT
For Metro Transportation Policy
Alternatives Committee

Friday, August 30, 2013



STATUTE

- (1) The Oregon Transportation Commission may select, establish, adopt, lay out, locate, alter, relocate, change and realign primary and secondary state highways.
- (2) Except as provided in subsection (3) of this section, the commission may not permanently reduce the vehicle-carrying capacity of an identified freight route when altering, relocating, changing or realigning a state highway unless safety or access considerations require the reduction.
- (3) A local government, as defined in ORS 174.116, may apply to the commission for an exemption from the prohibition in subsection (2) of this section. The commission shall grant the exemption if it finds that the exemption is in the best interest of the state and that freight movement is not unreasonably impeded by the exemption.



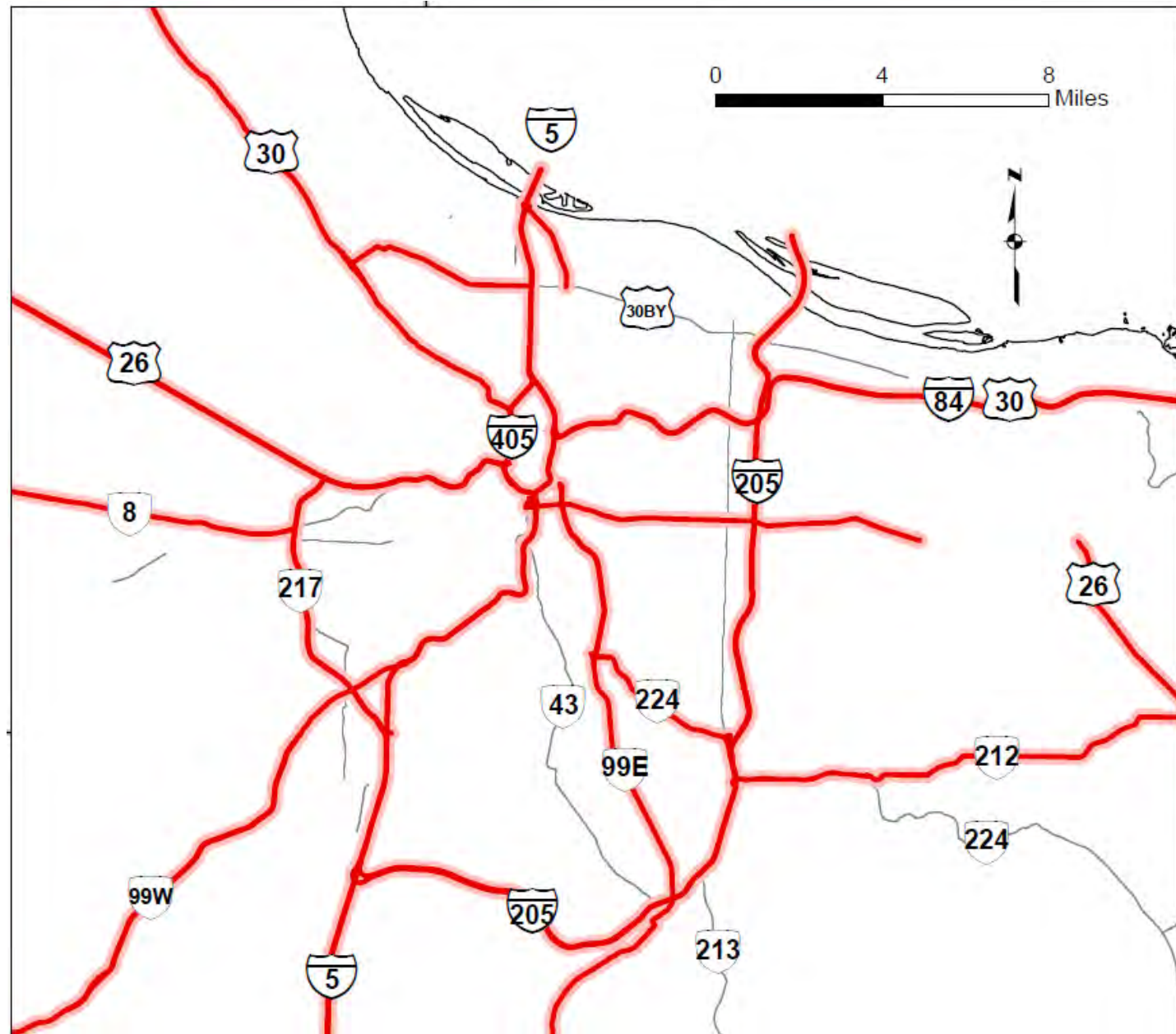
ODOT IMPLEMENTATION

- 2003 – Reduction of capacity language included in statute
- 2006-2007 – Highway 6 in Tillamook - an island and a lane reduction were constructed then removed by ODOT (Bulb-outs were left in place)
 - Highway 38 in Elkton – a raised median was installed then removed by ODOT
- 2007 – Freight route task force formed
 - Vertical clearance/high routes issue identified.
- 2009 – “Hole in the air” concept emphasized
- 2011 – ODOT approved a 4-page internal guidance document.
- 2012 – ODOT modified guidance to remove review of non-“Identified Freight Routes”
 - Start of Rulemaking
- 2013 – **Adopt Rule and OHP Amendments**



REDUCTION REVIEW ROUTES

- Defined in OHP
- Only State Highways
- Not tied to any federal designation





REVIEW PROCESS

- Identification of Applicable Routes (ODOT Staff)
- Identification of a Potential Reduction (ODOT Staff)
- Review of Potential Reduction (Stakeholder Forum Advice and ODOT Staff – May identify no reduction)
- Agency Review of Remaining Potential (ODOT Director Determination)
- Local Agency Request (Facilitated by Agency Region Staff)
- Commission Decision
- Record Keeping



STAKEHOLDER FORM

- The stakeholder form can have open membership
- The word freight will be removed from the name of this group
- Affected local agencies will receive an explicit invitation to participate
- The Stakeholder Form can meet early in the review process
- Solutions that avoid creating a reduction of Vehicle-Carrying Capacity may be identified by the stakeholder forum



Next steps

- Continue reviewing projects on Reduction Review Routes (With come process Changes)
- Expanded membership of stakeholder forum
- Clear direction on Access Management items
- Direction for ODOT regions to assist with local Agency requests
- ODOT needs to revise guidance documents and republish maps



More Information

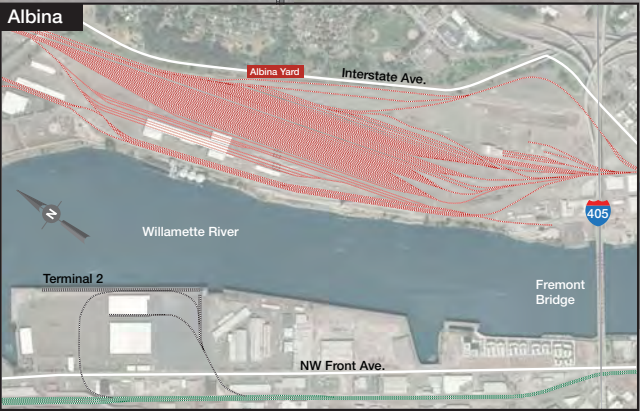
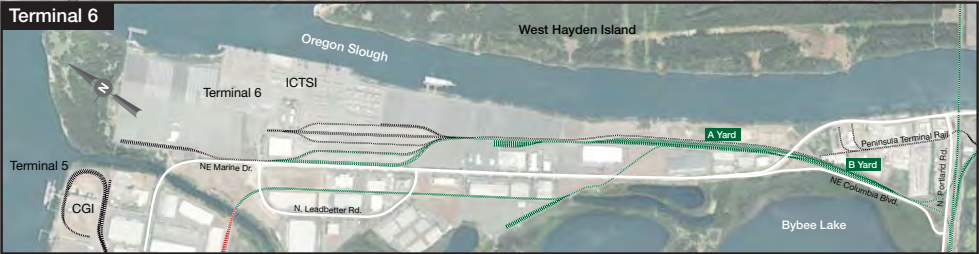
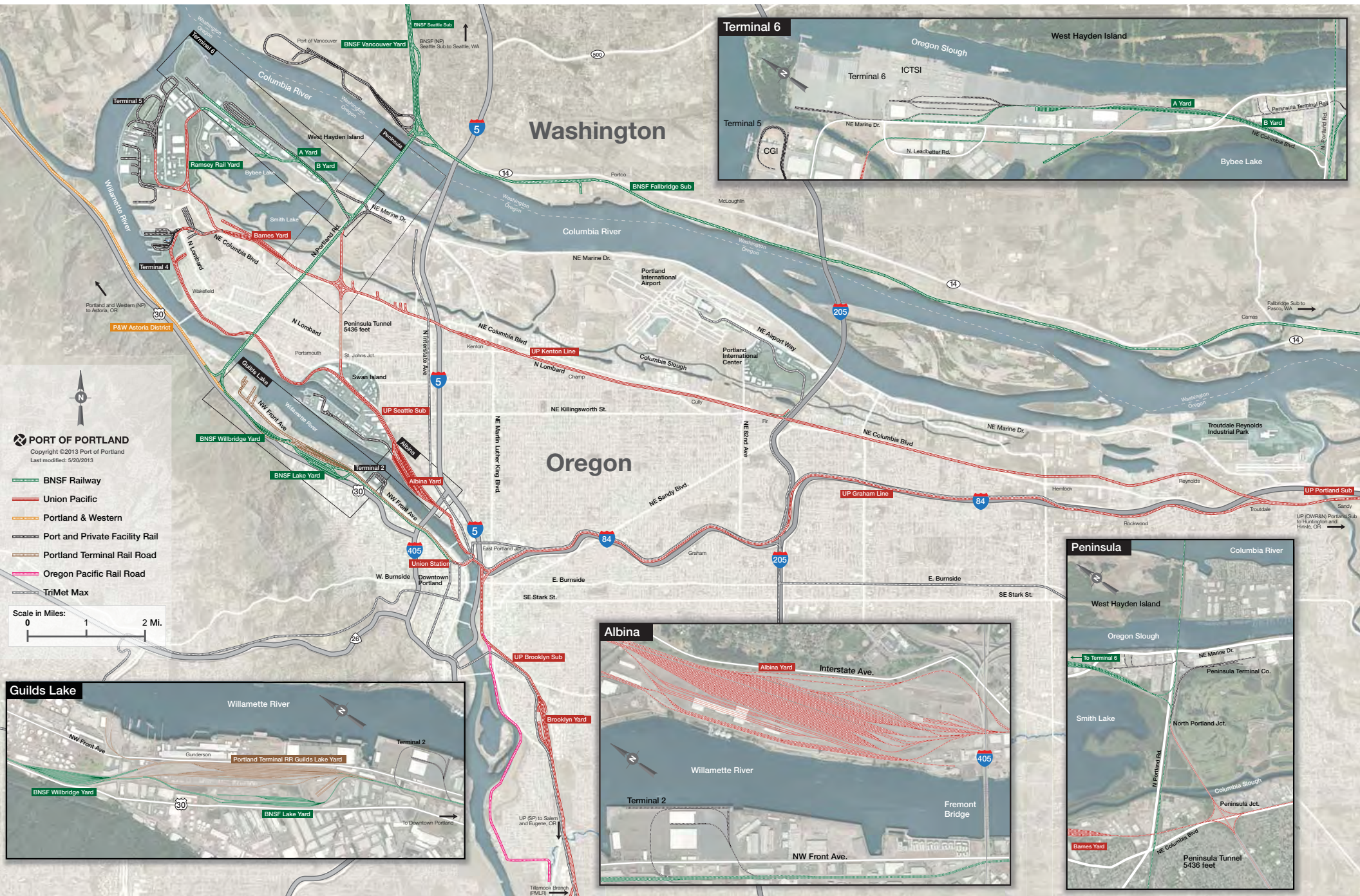
Reduction Review Route Guidance:

www.oregon.gov/ODOT/TD/TP/pages/ors366.215.aspx

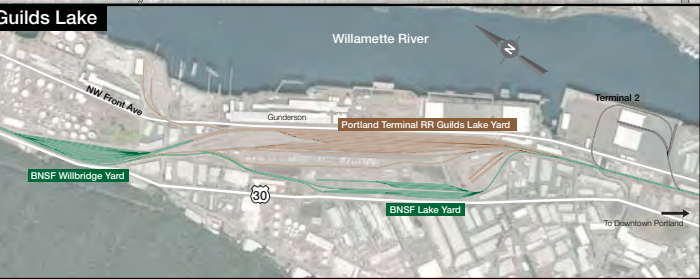
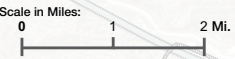
ODOT Region Mobility Liaison:

Region 1 -- Tony Coleman, 503-731-8480

Anthony.T.Coleman@odot.state.or.us




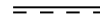
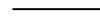
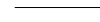





- PORT OF PORTLAND**
 Copyright ©2013 Port of Portland
 Last modified: 5/23/2013
- BNSF Railway
 - Union Pacific
 - Portland & Western
 - Port and Private Facility Rail
 - Portland Terminal Rail Road
 - Oregon Pacific Rail Road
 - TriMet Max

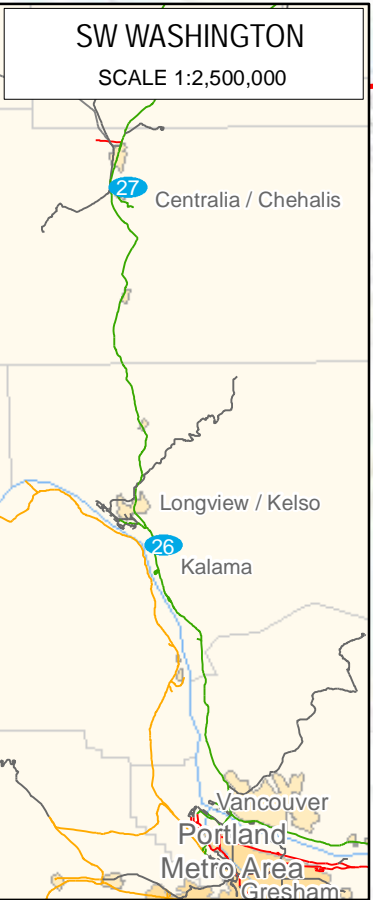
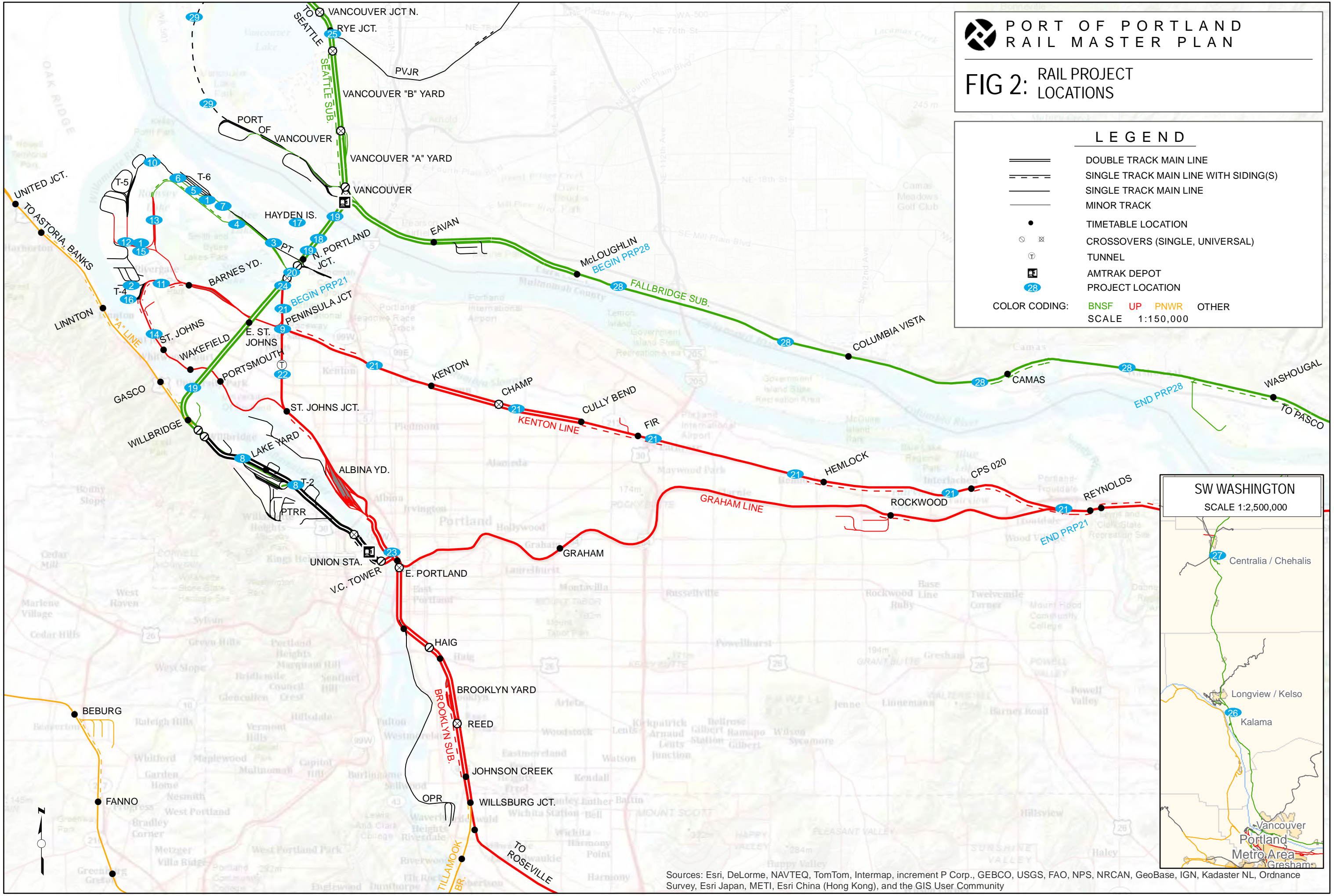


Port of Portland Rail Plan Project Designations
PROJECTS ON OR CONNECTING TO PORT PROPERTY
PRP-1. Port of Portland Rail Terminal Maintenance and Repair Projects
PRP-2. T-4 Pier 1 Rail Yard Improvements
PRP-3. Peninsula Terminal Railroad: BNSF/PT Rail Connection at Suttle Road
PRP-4. Port of Portland Marine Drive Grade Separation Project
PRP-5. Port of Portland Pave Unpaved Area at T-6 Intermodal Yard
PRP-6. Port of Portland T-6 Access Improvement
PRP-7. Port of Portland T-6 Berth 607 Grade Separation
PRP-8. BNSF/UP/Portland Terminal Railroad – Mainline Access Improvement
PRP-9. Columbia Boulevard Grade Separation Project (Raise Columbia Blvd. over UPRR at Penn Jct.)
PRP-10. South Rivergate Rail Access: Second Slough Bridge
PRP-11. UP: Barnes Yard to T-4 Direct Connection (includes new N. Lombard overcrossing)–
PRP-12. North Rivergate Boulevard Grade Separation
PRP-13. Ramsey Yard Utilization
PRP-14. Cathedral Park Quiet Zone and Track Improvements
PRP-15. Bonneville Yard Build-Out
PRP-16. T-4 Soda Ash Storage Tracks
PRP-17. West Hayden Island Main Line Access
PRP-18. West Hayden Island Unit Train Loops
OREGON - MAIN LINE PROJECTS WITH PORT OR PORT TENANT BENEFITS
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PRP-20. UP: North Portland Crossover Improvements
PRP-21. UP Kenton Line: Completing Double Track from North Portland to Troutdale and Train Crew Change Out Improvements
PRP-22. UP: North Portland “Penn Tunnel” Ventilation
PRP-23. UP Main Line: Track Realignment South of Albina (“6 MPH Curves”)
PRP-24. UP North Portland: Undoing the “X” (Option 1)
WASHINGTON - MAIN LINE PROJECTS WITH PORT OR PORT TENANT BENEFITS
PRP-25. BNSF I-5 Corridor: Rye Junction Improvements
PRP-26. BNSF I-5 Corridor: WSDOT Projects between Longview and Kalama
PRP-27. BNSF I-5 Corridor: BNSF/PSAP Centralia Connection (3rd Main, Depot, and Pedestrian Overpass)
PRP-28. BNSF Fallbridge Line: Completing Double Tracking - Vancouver to Washougal
PRP-29. BNSF I-5 Corridor: Port of Vancouver Main Line Connection at Felida

**FIG 2: RAIL PROJECT
LOCATIONS**

LEGEND

-  DOUBLE TRACK MAIN LINE
 -  SINGLE TRACK MAIN LINE WITH SIDING(S)
 -  SINGLE TRACK MAIN LINE
 -  MINOR TRACK
 -  TIMETABLE LOCATION
 -  CROSSOVERS (SINGLE, UNIVERSAL)
 -  TUNNEL
 -  AMTRAK DEPOT
 -  PROJECT LOCATION
- COLOR CODING: ■ BNSF ■ UP ■ PNWR ■ OTHER
- SCALE 1:150,000



Sources: Esri, DeLorme, NAVTEQ, TomTom, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), and the GIS User Community

Port of Portland Rail Plan

Transportation Policy Alternatives Committee

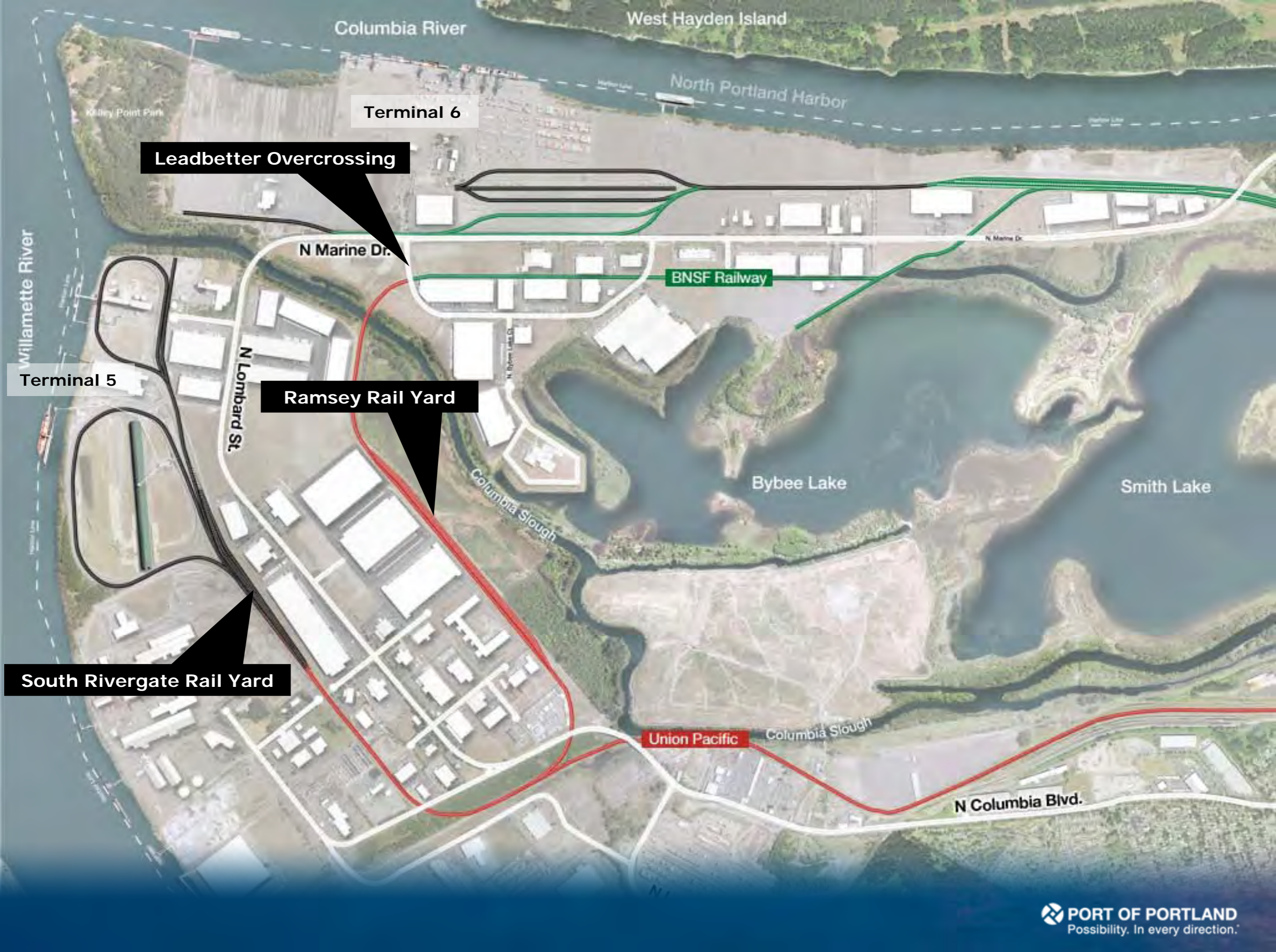
August 30, 2013



Recent Rail Investments

- Ramsey and South Rivergate Rail Yards completed in 2012 for \$24 million
- St. Johns Lead completed by UP with Connect Oregon funding
- Barnes Yard Bypass funded by Connect Oregon for \$5 million with UP match of \$1.3 million
- Leadbetter Overcrossing completed, \$10 million





Columbia River

West Hayden Island

North Portland Harbor

Terminal 6

Leadbetter Overcrossing

Willamette River

Terminal 5

N Marine Dr.

BNSF Railway

Ramsey Rail Yard

N Lombard St.

Columbia Slough

Bybee Lake

Smith Lake

South Rivergate Rail Yard

Union Pacific

Columbia Slough

N Columbia Blvd.



Columbia River

West Hayden Island

North Portland Harbor

Terminal 6

Willamette River

Terminal 5

N Marine Dr.

N Lombard St.

South Rivergate Rail Yard

th Lake

Columbia Blvd.



Columbia River

West Hayden Island

Willamette River

Valley Point Park

Terminal 6

Terminal 5

Ramsey Rail Yard

N Marine Dr.

N Lombard St.

Columbia Slough

Union Pacific

N Columbia Blvd.



Columbia River

West Hayden Island

Terminal 6

Leadbetter Overcrossing

N Marine Dr.

Terminal 5

N Lombard St.

Columbia Slough

Union Pacific

N Columbia Blvd.

St. John's Lead
and T4 Rail Yard

N Lombard St

N Terminal Rd



N Lombard St

Union Pacific

Terminal 4

St. John's Ave

Willamette River

Objectives of the Plan

- Identify future freight demand, challenges, and opportunities for the Port
- Compare forecasted demands, business opportunities, and challenges to the capability of the existing infrastructure
- Identify infrastructure improvements necessary to meet those demands, opportunities, and challenges

Stakeholder Input

- Interviews with railroads, shippers, tenants, others

Port Rail Plan Working Group

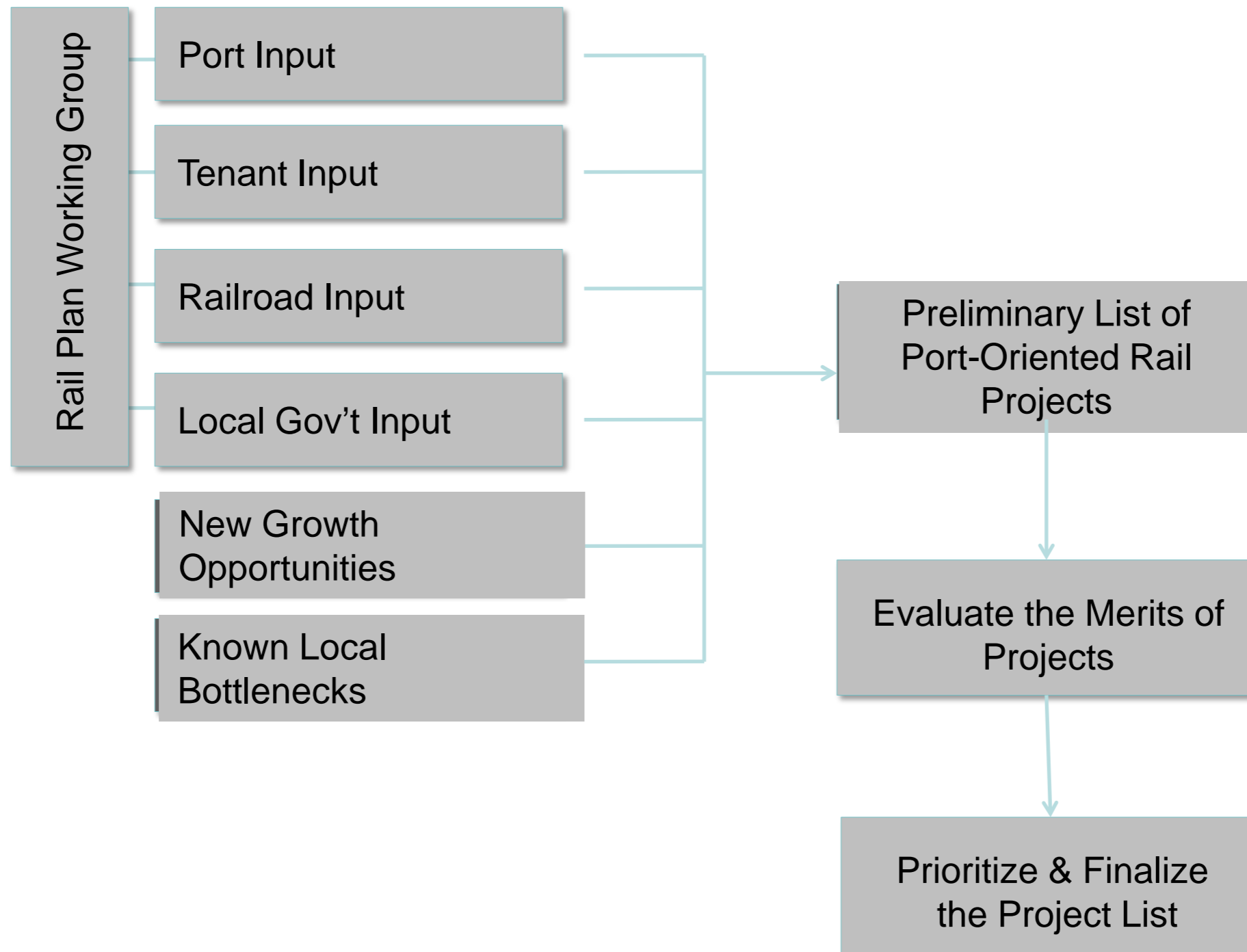
Curtis Shuck (Port of Vancouver) Colleen Weatherford (BNSF)

Brock Nelson (UPRR) Jeannie Beckett (WSDOT Rail)

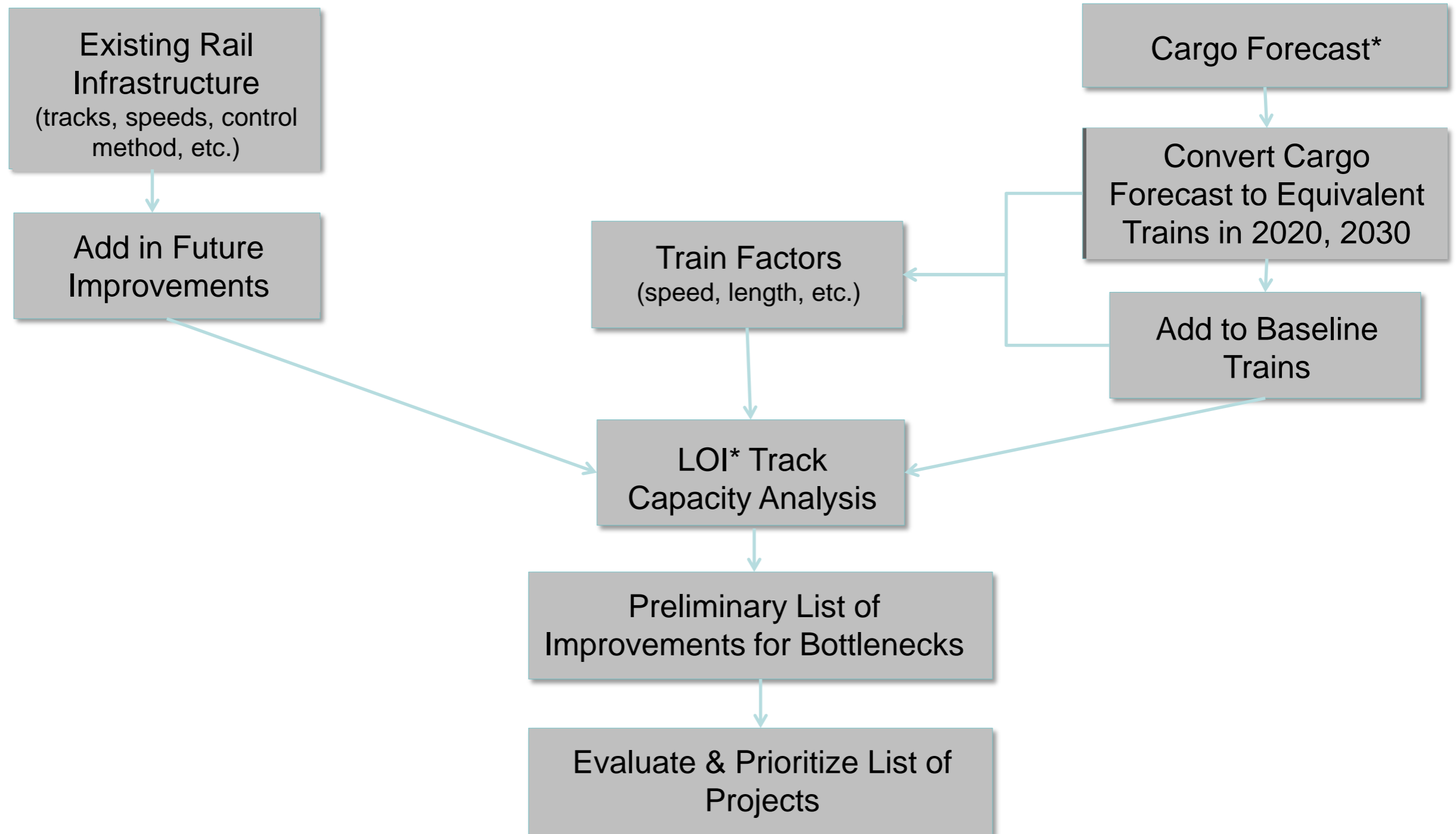
Ray Niiranen (Portland Terminal/UP) David Anzur (PNWR)

Bob Melbo (ODOT Rail) John Turner (UPRR) Chris DeLargy (BNSF)

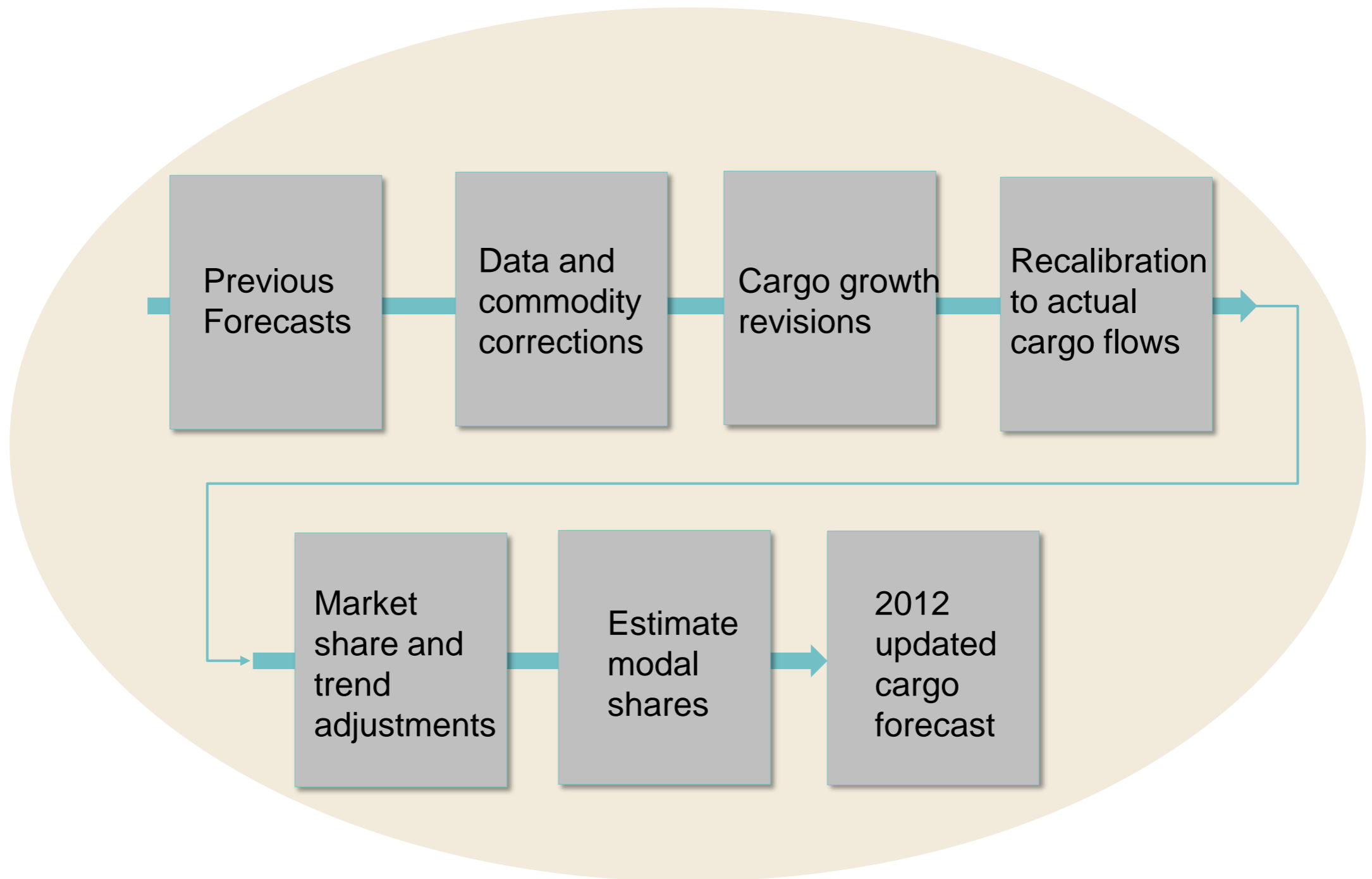
Track One: Port-Oriented Projects



Track Two: Main Line Capacity-Oriented Projects



Cargo Forecast Methodology



Train Volume Forecast – Moderate

Segment	2011				2020				2030			
	Passenger	Z Trains	Freight	Total	Passenger	Z Trains	Freight	Total	Passenger	Z Trains	Freight	Total
Nisqually/Centralia (BNSF)	10	8	40	58	14	12	49	75	26	16	55	97
Centralia/Kelso South (BNSF)	10	14	40	64	14	18	49	81	26	22	56	104
Kelso South/Longview Junction (BNSF)	10	14	40	64	14	18	50	82	26	22	56	104
Longview Junction /Vancouver (BNSF)	10	14	40	64	14	18	55	87	26	22	63	111
Vancouver / Wishram (BNSF)	2	6	38	46	2	9	52	63	2	12	61	75
Vancouver / North Portland Jct. (BNSF)	12	6	25	43	16	10	31	57	28	16	36	80
North Portland Jct. / Portland Union Station (BNSF)	12	4	8	24	16	4	11	31	28	4	14	46
North Portland Jct. / Peninsula Jct. (BNSF)	0	8	8	16	0	11	11	22	0	15	12	27
Peninsula Jct. / E. Portland (UP)	0	10	10	20	0	12	12	24	0	15	13	28
E. Portland / Portland Union Station (UP)	8	0	6	14	12	0	7	19	14	0	7	21
E. Portland / Troutdale (UP)	0	4	6	10	0	4	8	12	0	6	9	15
Pennisula Jct. / Troutdale (UP)	0	6	18	24	0	7	20	27	0	10	21	31
Troutdale / Biggs (UP)	0	10	24	34	0	13	31	44	0	17	35	52
E. Portland / Willsburg Jct. (UP)	6	10	16	32	10	13	18	41	12	19	18	49
Willsburg Jct / Eugene Station (UP)	6	6	14	26	10	8	16	34	12	11	16	39

Line Occupancy Index (LOI) Tool

- LOI is a track utilization measurement
- Calculated by dividing the minutes per day the track is occupied by the total minutes per day.
- The total minutes per day is a function of the number of available tracks; 1 track = 1440 minutes; 2 tracks = 2880 minutes. The minutes the track is occupied is the sum of the time required to travel the line segment.
- Industry Standard Measures:
 - LOI < 40% = Below practical capacity
 - LOI 40% to 70% = Approaching practical capacity
 - LOI > 70% = Exceeds practical capacity

Line Occupancy Index (LOI) Example:

UP Albina Yard to Troutdale (Graham Line vs. Kenton with East PDX Change)

Line Occupancy Index Table - 2011

Segment ID	Begin Station	End Station	Miles	# of Tracks	# of Sidings	Avg. Occupancy (%)
F	Albina	E. Portland	1.62	2	0	63.9
H	E. Portland	Troutdale (Graham)	14.62	1	0	32.0
I	Peninsula Jct.	Kenton (Kenton)	3.20	1	0	51.5
I	Kenton	Troutdale (Kenton)	13.16	1	4	21.9
J	Troutdale	W. Sandy	0.71	1	0	27.6
J	W. Sandy	W. Crates	65.69	1	6	41.2

Line Occupancy Index Table - 2020

Segment ID	Begin Station	End Station	Miles	# of Tracks	# of Sidings	Avg. Occupancy (%)
F	Albina	E. Portland	1.62	2	0	63.3
H	E. Portland	Troutdale (Graham)	14.62	1	0	55.8
I	Peninsula Jct.	Kenton (Kenton)	3.20	1	0	44.9
I	Kenton	Troutdale (Kenton)	13.16	1	4	18.7
J	Troutdale	W. Sandy	0.71	1	0	32.8
J	W. Sandy	W. Crates	65.69	1	6	50.5

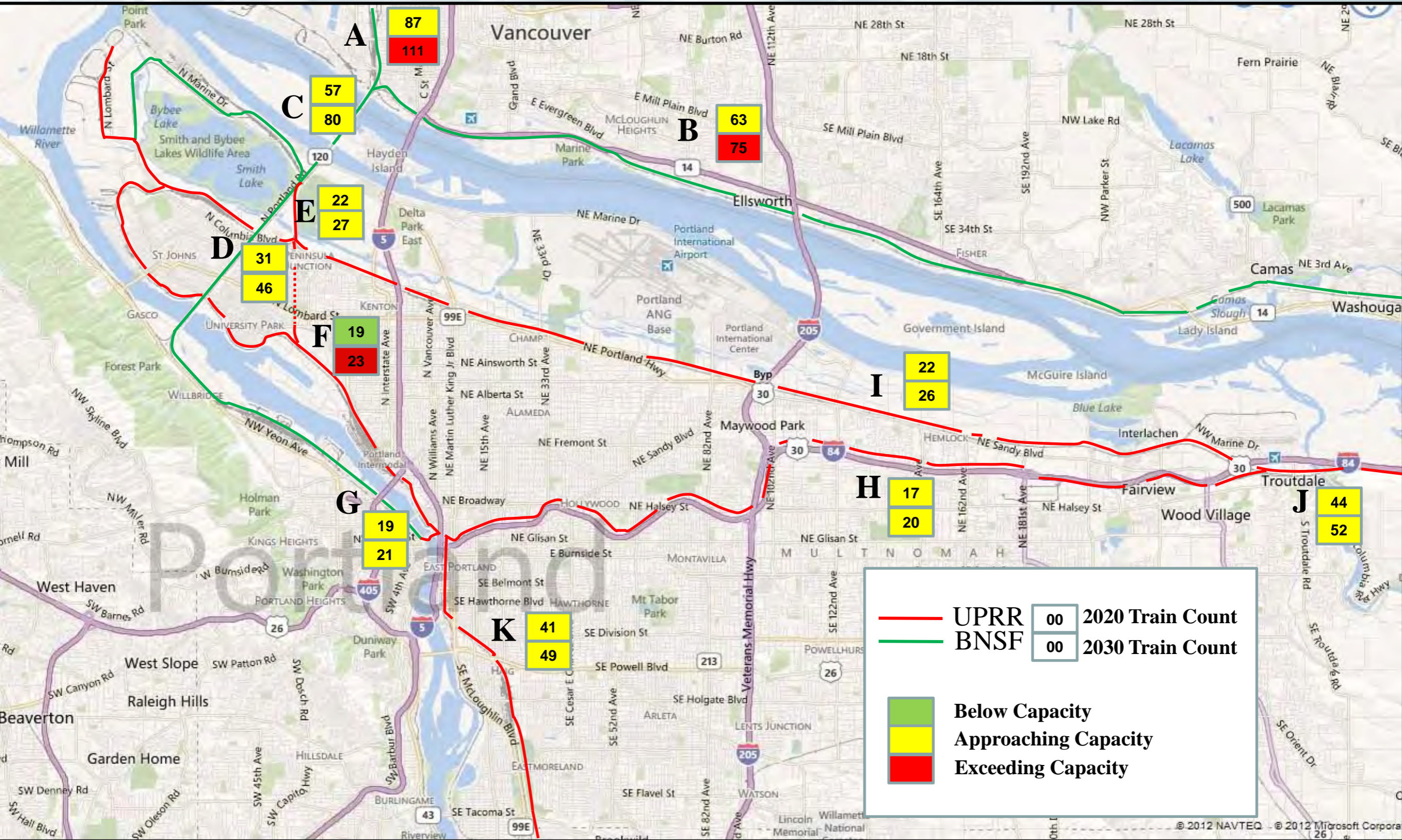
Line Occupancy Index Table - 2030

Segment ID	Begin Station	End Station	Miles	# of Tracks	# of Sidings	Avg. Occupancy (%)
F	Albina	E. Portland	1.62	2	0	78.8
H	E. Portland	Troutdale (Graham)	14.62	1	0	66.4
I	Peninsula Jct.	Kenton (Kenton)	3.20	1	0	55.2
I	Kenton	Troutdale (Kenton)	13.16	1	4	22.4
J	Troutdale	W. Sandy	0.71	1	0	41.4
J	W. Sandy	W. Crates	65.69	1	6	59.7

LOI Results 2030

Segment	Begin Station	End Station	Miles	# of Tracks	# of Sidings	Avg. Occupancy (%)
A	Centralia	Centralia South	2.90	2	0	80.1
A	Centralia South	Kelso North	38.66	2	0	73.3
A	Kelso North	Longview Jct. South	4.79	3	0	66.0
A	Longview Jct. S.	Kalama North	3.52	2	0	86.5
A	Kalama North	MP 110	4.28	3	0	64.3
A	MP 110	Vancouver	26.55	2	0	68.8
B	Vancouver	McLoughlin	4.90	2	0	51.0
B	McLoughlin	Avery	87.60	1	7	74.9
C	Vancouver	N. Portland Jct	1.80	2	0	68.8
D	Union Station	N. Portland Jct	8.10	2	0	39.1
E	N. Portland Jct.	Peninsula Jct.	0.95	1	0	40.0
F	Peninsula Jct.	Albina	3.06	1	0	77.6
F	Albina	E. Portland	1.62	2	0	32.2
G	E. Portland	Union Station	0.39	1	0	51.5
H	E. Portland	Troutdale	14.62	1	1	66.4
I	Peninsula Jct.	Kenton	3.20	1	0	55.2
I	Kenton	Troutdale	13.16	1	4	22.4
J	Troutdale	W. Sandy	0.71	1	0	41.4
J	W. Sandy	W. Crates	65.69	1	6	59.7
K	Willsburg Jct.	E. Portland	5.06	2	0	63.0
L	Willsburg Jct.	E. Clackamas	4.11	2	0	45.8
L	E. Clackamas	Eugene Station	113.53	1	12	51.8

LOI RESULTS



Rail Plan Results

- 29 infrastructure projects identified in all
 - 18 within or near Port
 - 6 main line projects in the Portland area
 - 5 main line projects in Washington (Vancouver to Centralia)
 - Order of Magnitude Total Cost ~ \$580M*



* For some projects certain costs were not quantified (for example, right-of-way acquisition). See project notes in Rail Plan Appendix A.

List of Projects

Project No.	PROJECTS ON OR CONNECTING TO PORT PROPERTY
1	Port of Portland Rail Terminal Maintenance and Repair Projects
2	T-4 Pier 1 Rail Yard Improvements
3	Peninsula Terminal Railroad: BNSF/PT Rail Connection at Suttle Road
4	Port of Portland Marine Drive Grade Separation Project
5	Port of Portland Pave Unpaved Area at T-6 Intermodal Yard
6	Port of Portland T-6 Access Improvement
7	Port of Portland T-6 Berth 607 Grade Separation
8	BNSF/UP/Portland Terminal Railroad – Mainline Access Improvement
9	Columbia Boulevard Grade Separation Project (Raise Columbia Blvd. over UPRR at Penn Jct.)
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13	Ramsey Yard Utilization
14	Cathedral Park Quiet Zone and Track Improvements
15	Bonneville Yard Build-Out
16	T-4 Soda Ash Storage Tracks
17	West Hayden Island Main Line Access
18	West Hayden Island Unit Train Loops
OREGON - MAIN LINE PROJECTS WITH PORT OR PORT TENANT BENEFITS	
19	BNSF: Increased Speed Over the Willamette and Columbia River Bridges
20	UP: North Portland Crossover Improvements
21	UP Kenton Line: Completing Double Track from North Portland to Troutdale and Train Crew Change Out Improvements
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26	BNSF I-5 Corridor: WSDOT Projects between Longview and Kalama
27	BNSF I-5 Corridor: BNSF/PSAP Centralia Connection (Third Main, Depot, and Pedestrian Overpass)
28	BNSF Fallbridge Line: Completing Double Tracking - Vancouver to Washougal
29	BNSF I-5 Corridor: Port of Vancouver Main Line Connection at Felida

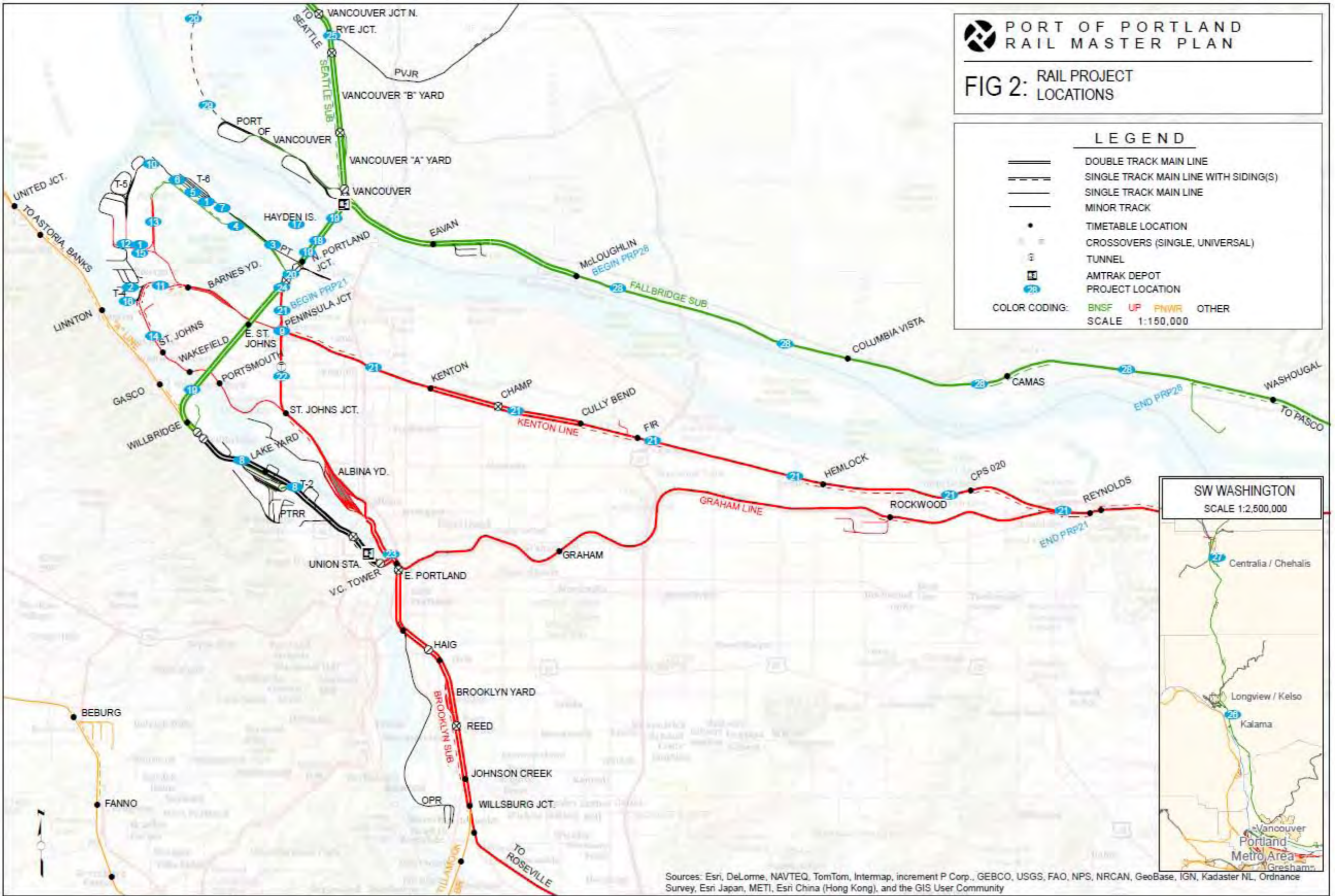
**FIG 2: RAIL PROJECT
LOCATIONS**

LEGEND

- ==== DOUBLE TRACK MAIN LINE
- ==== SINGLE TRACK MAIN LINE WITH SIDING(S)
- ==== SINGLE TRACK MAIN LINE
- ==== MINOR TRACK
- TIMETABLE LOCATION
- CROSSOVERS (SINGLE, UNIVERSAL)
- ⊗ TUNNEL
- ⊠ AMTRAK DEPOT
- ⊡ PROJECT LOCATION

COLOR CODING: BNSF UP PNWR OTHER

SCALE 1:150,000



Sources: Esri, DeLorme, NAVTEQ, TomTom, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), and the GIS User Community

Project 3: Peninsula Terminal Connection at Suttle Road



LEGEND
 EXISTING TRACK —
 PROPOSED TRACK —
 PROPOSED STRUCTURE —

QUANTITIES
 3319' NEW TRACK
 2 EA NO. 11 HTTO
 200'x12' RETAINING WALL

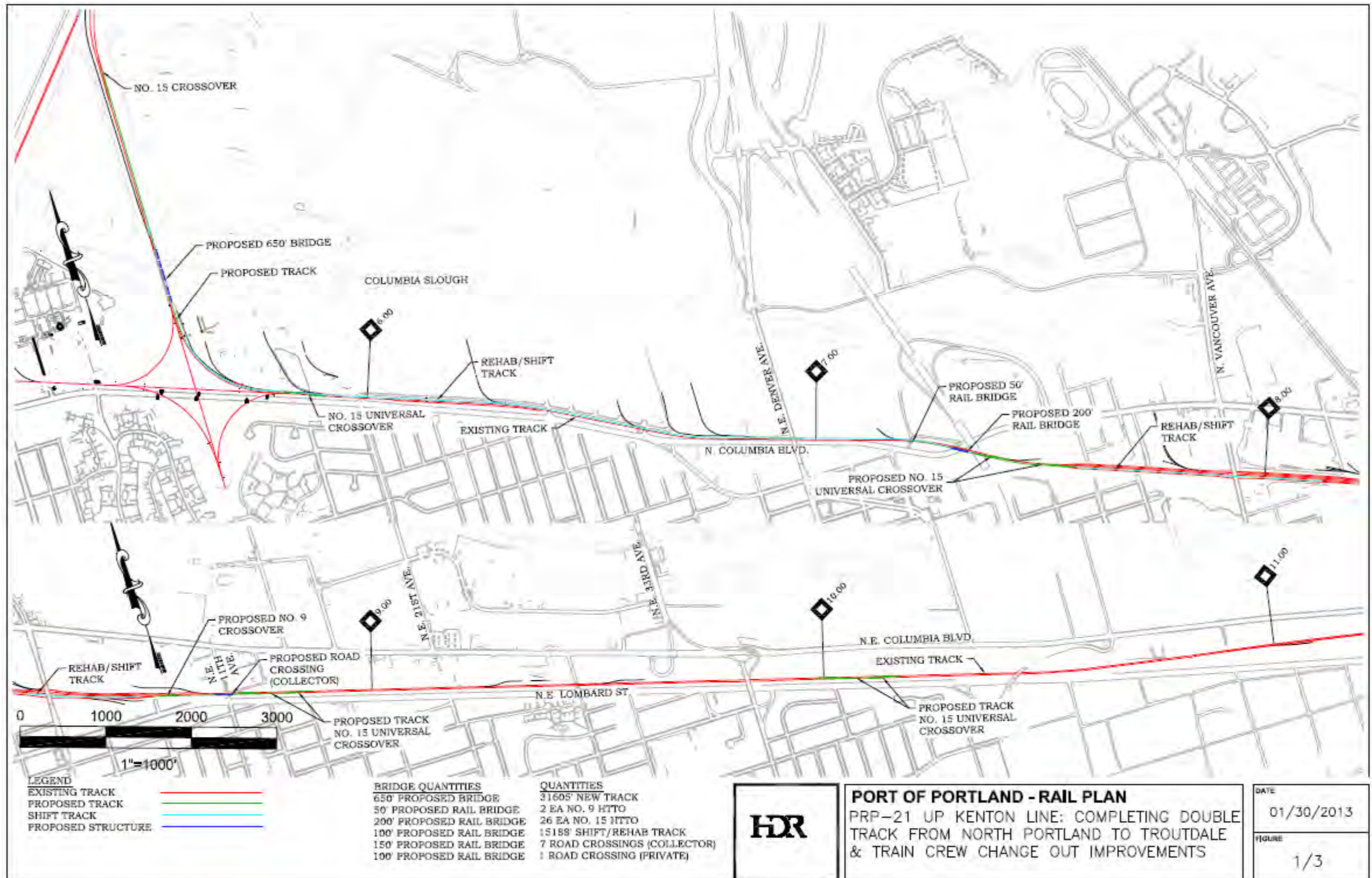


PORT OF PORTLAND - RAIL PLAN
 PRP-3 PENINSULA TERMINAL RAILROAD:
 BNSF/PT RAIL CONNECTION AT SUTTLE ROAD

DATE
 01/30/2013
FIGURE
 1/1

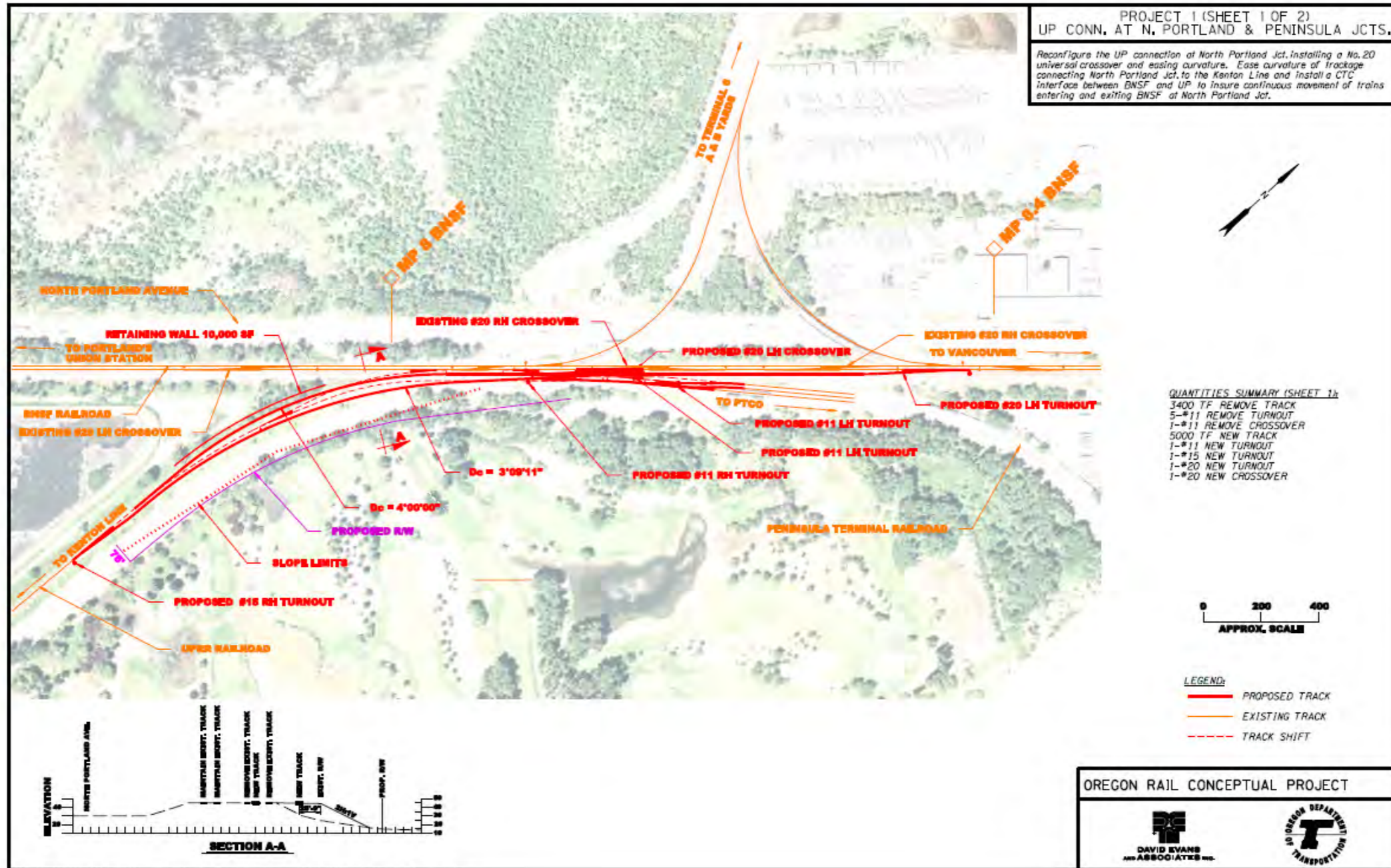
NOTE: ALL CONCEPTUAL DESIGN BASED OFF OF AERIAL IMAGERY

Project 21: Kenton Line Double Tracking



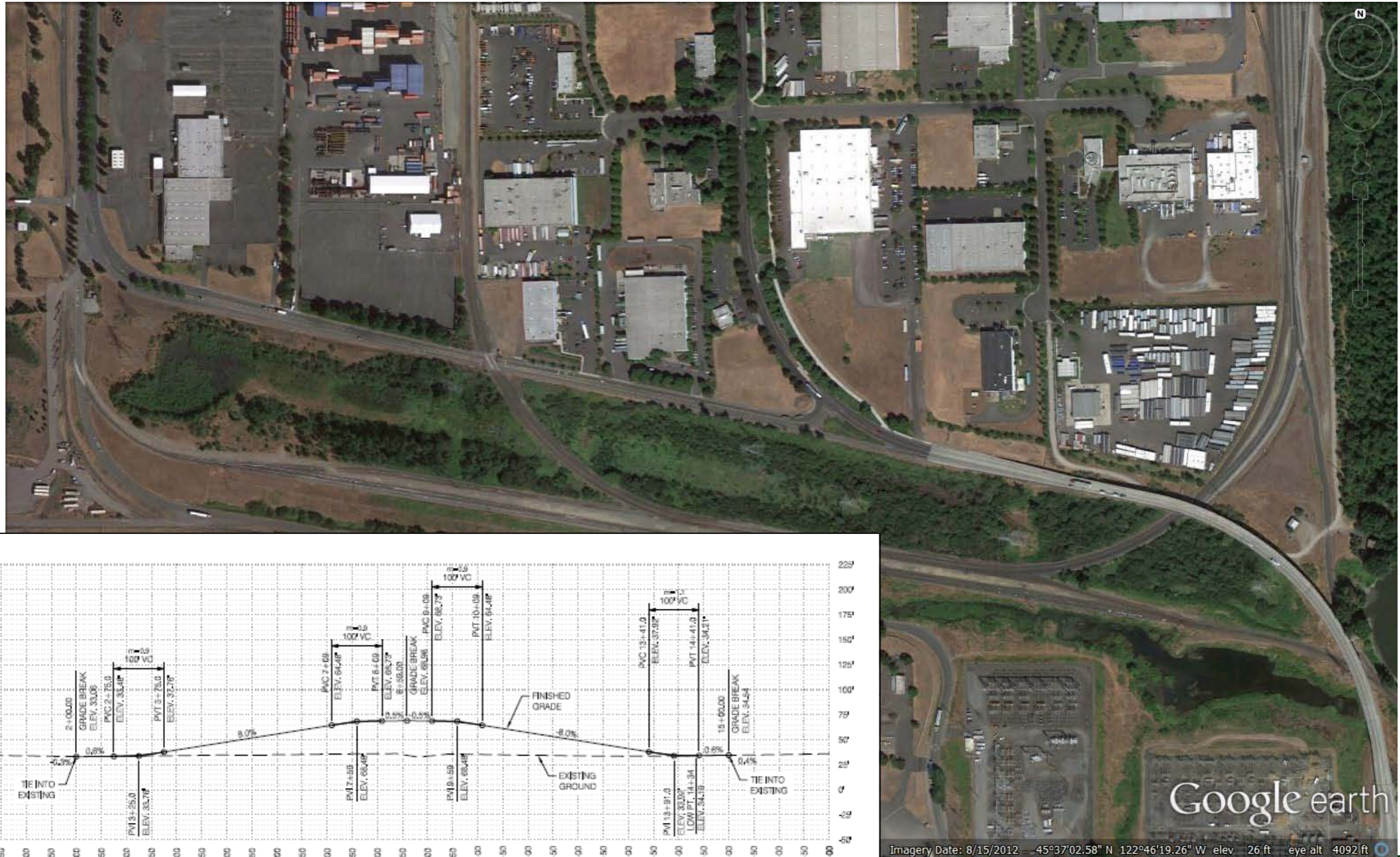
Project 20: North Portland Crossover Improvements

- Reconstruction of crossovers and switches to speed UP trains through N. Portland Jct.
- Cost Estimate \$23.6M*



Project 12: North Rivergate Boulevard Grade Separation

- Raise N. Rivergate Blvd over UP South Rivergate Lead on new bridge ~ \$10.3M



Questions?

Phil Healy- philip.healy@portofportland.com 503-415-6512



Attachment 1. 2014 RTP update Solicitation Packet Instructions

Call for Regional transportation projects that support aspirations for safety, mobility, land use, the economy, equity and the environment

Metro is issuing a “call for projects” to update the region’s transportation investment priorities for the 2014 Regional Transportation Plan (RTP)¹.

THE OPPORTUNITY

Much has changed in the region since the adoption of the 2035 Regional Transportation Plan (RTP). Since the completion of the 2035 RTP, several projects have been implemented. Additionally, the federal government passed a new federal transportation bill with a new emphasis on outcomes, project performance, and social equity. Nonetheless, federal and state funding is on the decline while the need for transportation investments continues to rise. The changing landscape of transportation funding and policy provides an opportunity for the region to review its priorities, be strategic, and make refinements to near and long-term investments.

The purpose of this “call for projects” is threefold:

- Provide an opportunity for regional partners to identify refinements needed to **update current Federal priorities (adopted as the 2035 RTP Financially Constrained System in 2010)** to respond to completed planning efforts.
- Prioritize the projects in the constrained system by time frame to identify a general expenditure schedule and outline priorities.
- Provide an opportunity for regional partners to **identify additional priority projects to include in the 2035 RTP Investment Strategy** to meet state planning goals.

Project submittals are due to Metro on Friday December 6, 2013 (Submit project list forms electronically to Grace Cho grace.cho@oregonmetro.gov). All partner agencies are requested to adhere to this deadline. Any extension will limit the time the Metro Council, JPACT, MPAC and partner agencies will have to review the draft project submittals prior to the public comment period in spring 2014.

This handout includes instructions for submissions, supporting attachments, and a summary on resources and planning documents for agencies to use. The resources are available to download from Metro’s website at www.oregonmetro.gov/rtp.

¹ Metro has returned to its long-standing practice of using the adoption year of the RTP in the project name. In the last RTP update, Metro briefly diverted from this practice by using the horizon year (2035). The horizon year for the 2014 RTP update is 2040.

SUBMISSION GUIDELINES

1. **Who submits projects:** Metro staff requests the assistance of local and regional partner agency staff to develop and coordinate project submittals.
 - a. Local county coordinating committees manage project submittals for their county.
 - b. City of Portland transportation staff manages project submittals within the city.
 - c. The Port of Portland, trails staff, land use staff and parks districts participate in meetings held by their respective county coordinating committee or City of Portland to coordinate their respective project submittals.
 - d. TriMet, the Oregon Department of Transportation, the South Metro Area Rapid Transit (SMART) and Metro submit projects directly to Metro rather than through the coordinating committees or the City of Portland.
 - e. ODOT determines State Highway System investments to submit within the ODOT funding target in coordination with other local and regional partners. Local agencies may include projects on State facilities within their respective funding target.
 - f. Metro, SMART and TriMet coordinate the identification of projects to be submitted for the Transit/Regional programs funding target.
 - g. All sponsors should look for opportunities to leverage local, state and regional resources.

Metro has transportation staff liaisons for each county and the City of Portland to assist in this effort.

2. **How many projects to submit:** To provide guidance on how many projects and programs to submit, the table below lists funding targets for each county and the City of Portland. The funding targets are shown in billions of 2014 dollars. The funding targets are calculated based on local revenue sources identified in the 2035 RTP and updates by the RTP finance work group. All project sponsors are requested to submit a project list in which the total project costs (in 2014 dollars) are no greater than their respective funding target. Additionally, several phased “soft” expenditure targets are provided to facilitate the local discussion on near-term and future transportation system priorities, as well as assist with the emissions analysis for the air quality conformity determination.

More information on the funding target assumptions is available upon request.

Jurisdiction	Federal Priorities Funding Target ¹ (millions in 2014 dollars)	Phase 2014-2017 (millions in 2014 dollars)	Phase 2018-2024 (millions in 2014 dollars)	Phase 2025-2032 (millions in 2014 dollars)	Phase 2032-2040 (millions in 2014 dollars)	“State” RTP Investment Strategy Funding Target (millions in 2014 dollars)
City of Portland						

Clackamas County and Cities						
Multnomah County and cities (excluding the City of Portland)						
Washington County and cities						
TriMet/SMART/Metro						
Oregon Department of Transportation	\$xxx ²					

¹ Projects and programs awarded funding in the 2016-18 Regional Flexible Fund process and ODOT funding processes (e.g. STIP Enhance) are included in the funding targets and must be included in the updated Federal priorities project list in their entirety.

3. What projects can be submitted? Projects submitted must be consistent with regional policies. The 2035 RTP goals, policies, and performance targets provide the policy framework for which projects must be consistent in order to submit. This framework has also been updated based on the Regional Active transportation Plan, Regional Safety Plan, and recently adopted corridor plans.

Additionally, proposed projects must demonstrate appropriate federal requirements for public involvement and analysis of community need for the project has been met. This means projects must have: 1) emerged from a planning process which identified the project meeting a local need; and 2) the project was identified through a prioritization exercise as a priority for funds. The planning and prioritization processes must have provided opportunities for public comment and made efforts to reach environmental justice communities.

Some examples of planning processes and prioritization processes which projects can emerge and are eligible for submission are:

Local Transportation System Plans	TriMet Transportation Improvement Program (TIP) or the SMART Transit Plan
Draft Regional Active Transportation Plan	Adopted City and County plans and studies, including concept plans
Regional Transportation System Management and Operations Plan	Portland Streetcar System Plan
Regional Freight and Goods Movement Action Plan	Portland Bicycle Plan for 2030
Regional High Capacity Transit Plan	

Attachment X provides an outline of the expected public involvement efforts required when identifying and recommending projects to submit for the 2014 RTP update (These requirements are also listed in Appendix G. of Metro’s Public Engagement Guide). As part of the 2014 RTP project solicitation, each project applicant will need to submit a completed

attachment X. The attachment does not have to be completed for each project, just one checklist to cover all of the projects which have met all the requirements can be submitted by the applicant.

There may be cases where a project is being recommended for inclusion in the RTP, but the local adoption process has not been completed. For projects emerging from local planning processes that have not yet been incorporated into locally adopted plans, projects may be submitted with approval of local governing bodies if the agency certifies it will complete the necessary public involvement requirements outlined in Appendix G. of Metro's Public Engagement Guide. The certification is in attachment X. The attachment does not have to be completed for each project; just one checklist to cover all of the projects which certifies all the requirements will be met in the near future can be submitted by the applicant.

4. **What is required in a project submission?** Project sponsors are required to submit:
- a. the project application form identifying basic project information;
 - b. GIS shapefiles of the project extent for mapping purposes;
 - c. design information about the project for modeling purposes; and
 - d. public involvement checklist(s) certifying the public involvement efforts were made or will be made and documented.

For projects included in the 2035 RTP financially constrained project list or the 2035 state system, the project sponsor only needs to review the existing information (e.g. the basic project information, the GIS files, and modeling details) and make modifications as needed if there has been a change to the project since the 2035 RTP. **Some projects may not require any change.** The basic information is provided as part of the project solicitation packet organized by county coordinating committees and direct project submitters.

Project sponsors are being asked to emphasize completing project information fully for the projects identified for the first 10 years of the plan (2014-2017 and 2018-2024 time periods). Detailed information for projects expected to be completed from 2025-2040 do not need to have fully completed project details (e.g. design details). This is to accommodate the workload for project sponsors and also recognizing that not all project information will be known for the projects expected to be complete from 2025-2040. At a minimum, project sponsors must provide basic information and the general extents of the project for mapping and modeling purposes.

5. **How to list projects and costs:** Project/program ideas may either be listed out separately or bundled into a broad programmatic category (see Attachment X for a list of programmatic categories). Highway, road and transit expansion projects that would need to be modeled for air quality conformity purposes should be specifically identified. Project development costs should be incorporated into overall project costs. Projects that cost more than \$25 million are encouraged to be submitted as discrete phases of project development (e.g., preliminary design, final design and engineering, right-of-way acquisition, and construction) and/or smaller, logical segments. Project development costs for large projects that may not

be recommended in the financially constrained system are encouraged and allowed as a discrete phase. Construction projects that cost less than \$1 million are not allowed. Projects that cost less than \$1 million should be bundled with other similar projects (e.g., bicycle lane striping projects for a particular area) to be consistent with this requirement.

All projects being submitted with an anticipated opening date of 2024 or earlier must use Metro’s cost estimate worksheet (Attachment X) or a comparable cost estimate methodology to update project costs. Submission of cost estimate worksheets is optional. (If choosing alternate methodology – please send description of methodology to Anthony.Buczek@oregonmetro.gov for review.)

6. **Requested endorsements:** Each county coordinating committee, the City of Portland, TriMet, SMART, Port of Portland and ODOT are requested to endorse the financially constrained 2040 RTP project list submitted to Metro. For county coordinating committees, the policy-level county coordinating committee can be the body for endorsement. For the City of Portland, TriMet, SMART, and ODOT, an elected or appointed body can serve as the endorsement body (i.e. Portland Planning Commission, TriMet Board, SMART Board, Oregon Transportation Commission, Port Commission). This endorsement could happen before or after the December 6, 2013 project submittal deadline, but must be obtained prior to the early January 2014 TPAC and JPACT meeting.
7. **Federal priorities excel format:** A “Federal priorities” project list form (in Excel format) will be provided for sponsors to use to update their current financially constrained system. Sponsors should use this form to:
 - Identify projects in current federal priorities list that have been completed
 - Identify projects that are no longer being pursued
 - Update project details (if necessary) already on the current federal priorities list
 - Add new projects to respond to new information
8. **“State” RTP investment strategy excel format:** A “State” RTP Investment Strategy project list form (in Excel format) will be provided for sponsors to use to identify those projects that should be included in the “state” RTP project list. Sponsors should use this form to:
 - Identify projects that have been completed or are no longer being pursued
 - Update project details (if necessary) for projects already on the “state” project list
 - Add new projects to respond to new information
9. **Project evaluation and review process:** Projects and programs submitted will undergo a system-level performance evaluation and formal public review as part of the process of deciding which projects are included in the final RTP. A public comment period will be held in spring 2014. The performance evaluation is planned for completion in winter 2014. The policy review, performance evaluation and public comments will be considered by the Metro Council, JPACT and MPAC prior to final action in summer 2014.

10. Materials to be submitted for each proposed project or program: Project sponsors are responsible for completing all the necessary forms by December 6, 2013 for consideration for the 2014 RTP update. The following is a list of forms a completed package will include:

- Investment Priorities Worksheet (indicating projects to be included in the 2014 financially constrained RTP and includes any programmatic categories submissions);
- GIS submissions via the online geodatabase or direct submission to Metro staff;
- Modeling assumptions worksheet for each regionally significant road and transit capacity project and bicycle infrastructure projects; and
- Public involvement checklist (one per applicant)

11. List of Attachments: The following attachments are included as part of the 2014 RTP project solicitation package. Several of the attachments are informational and are to help project sponsors submit all the necessary pieces of information for project submissions. All provided on Metro's website.

- Investment Priority Worksheets (County Coordinating Leads and Direct Submitters)
- Local and Metro Liaisons Contact Information
- 2035 RTP Goals and Performance Targets
- 2014 RTP Update Schedule
- Modeling Information Worksheet
- Project GIS Submittal Instructions
- Cost Estimate Workbook
- List of Programmatic Categories
- 2014 RTP Project Solicitation Public Involvement Checklist

RESOURCES

Along with your local transportation system plans (TSP), several additional resources will be available as you update and develop projects.

- Metro has transportation staff liaisons for each county and the City of Portland to participate in meetings and assist in this effort. See attachment X.
- Metro also has contacts for topical questions. See attachment X.
- Available maps, documents and related-materials include:
 - Adopted RTP goals, objectives and modal system maps
 - List of project gaps for regional bicycle and pedestrian network
 - Draft Atlas of mobility corridors
 - Regional transportation safety plan
 - Draft Regional Active Transportation plan
 - Project lists by jurisdiction
 - Project maps by subarea
 - Web-based viewing of RTP system maps

**THE RESOURCES ARE AVAILABLE TO DOWNLOAD FROM METRO'S WEBSITE AT
WWW.OREGONMETRO.GOV/RTP**