

Metro | Agenda

Meeting: Joint Policy Advisory Committee on Transportation (JPACT)
Date: Thursday, September 10, 2015
Time: 7:30 to 9 a.m.
Place: Metro Regional Center, Council Chamber

- | | | | |
|----------------|------------|--|---|
| 7:30 AM | 1. | CALL TO ORDER, DECLARATION OF A QUORUM & INTRODUCTIONS | Craig Dirksen, Chair |
| 7:32 AM | 2. | CITIZEN COMMUNICATIONS ON JPACT ITEMS | |
| 7:35 AM | 3. | UPDATES FROM THE CHAIR & COMMITTEE MEMBERS | Craig Dirksen, Chair |
| | | <ul style="list-style-type: none">• JPACT Finance Subcommittee Update• Reminder: Sept. 11th T4America Policy Breakfast• Region 1 ACT/STIP Updates | Rian Windsheimer, ODOT |
| 7:55 AM | 4. | * Consideration of the JPACT Minutes for July 9, 2015 | |
| | 5. | <u>INFORMATION / DISCUSSION ITEMS</u> | |
| 8:00 AM | 5.1 | * Project of the Month: Sellwood Bridge - <u>INFORMATION</u> | Ted Leybold, Metro
Jon Heinrichsen,
Multnomah County |
| 8:15 AM | 5.2 | * Metropolitan Transportation Improvement Program (MTIP) & Regional Flexible Fund Allocation (RFFA) Policy Development Update - <u>INFORMATION / DISCUSSION</u> | Ted Leybold, Metro
Dan Kaempff, Metro |
| 9:00 AM | 6. | ADJOURN | Craig Dirksen, Chair |

* Material available electronically # Material available at the meeting

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ការគោរពសិទ្ធិពលរដ្ឋរបស់ ។ សំរាប់ព័ត៌មានអំពីកម្មវិធីសិទ្ធិពលរដ្ឋរបស់ Metro ឬដើម្បីទទួលបានក្បួនលំអររើសអើងសូមចូលទស្សនាការប្រកាស www.oregonmetro.gov/civilrights។
បើលោកអ្នកត្រូវការការបកប្រែភាសានៅពេលអង្គប្រជុំសាធារណៈ សូមទូរស័ព្ទមកលេខ 503-797-1890 (ម៉ោង 8 ព្រឹកដល់ម៉ោង 5 ល្ងាច ថ្ងៃធ្វើការ) ប្រាំពីរថ្ងៃ ថ្ងៃធ្វើការ មុនថ្ងៃប្រជុំដើម្បីអាចឲ្យគេសម្រួលតាមសំណើរបស់លោកអ្នក ។

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2015 JPACT Work Program

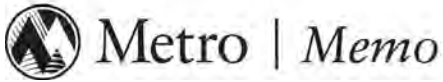
As of 09/02/15

*Items in italics are tentative; **bold** denotes required items*

<p><u>September 10, 2015</u></p> <ul style="list-style-type: none">• Project of the Month: Sellwood Bridge Information (Ted Leybold, Metro; Jon Henrichsen, Multnomah County; 15 min)• JPACT Finance Subcommittee Update (Chair Craig Dirksen, Metro; 20 min)• Metropolitan Transportation Improvement Program (MTIP) & Regional Flexible Fund Allocation (RFFA) Policy Development Update – Information/Discussion (Ted Leybold, Dan Kaempff, Metro; 30 min)	<p><u>October 8, 2015</u></p> <ul style="list-style-type: none">• Chair comments TBD (5 min)• Resolution No. 15-4642, For the Purpose of Amending the 2015-18 Metropolitan Transportation Improvement Program (MTIP) to Include the Interstate 84/Interstate 5-Banfield Interchange Deck Overlay and Bridge Rail Retrofit Project and the Interstate 405 Fremont Bridge Approach Ramps Modular Joint Replacement Project – Recommendation (Ken Lobeck, Ted Leybold, Metro; 5 min)• Resolution No. 15-4646, For the purpose of amending the 2015-18 MTIP to reprogram the City of Milwaukie’s OR99 E. Bridge at Kellogg Lake Project Surface Transportation Program (STP) funds of \$1,055,000 to their 17th Ave. Multi-Use Trail Project for construction – Recommendation (Ken Lobeck, Ted Leybold, Metro; 5 min)• 2018 Regional Transportation Plan Update – Review draft work program & engagement strategy – Discussion (Kim Ellis, Metro; 35 min)• Regional Transportation Plan (RTP) & Metropolitan Transportation Improvement Program (MTIP) Transportation Equity Analysis Work Program – Information/Discussion (Ted Leybold, Metro; 20 min)
<p><u>November 12, 2015</u></p> <ul style="list-style-type: none">• Chair comments TBD (5+ min)• Approve 2018 Regional Transportation Plan Update Work Plan – Action (Kim Ellis, Metro; 25 min)• Metropolitan Transportation Improvement Program (MTIP) & Regional Flexible Fund Allocation (RFFA) Policy Update: Public Comments and Draft Policy Framing – Information/Discussion (Dan Kaempff, Cliff Higgins, Metro; 40 min)	<p><u>December 10, 2015</u></p> <ul style="list-style-type: none">• Chair comments TBD (5+ min)• Project of the Month: Information (Ted Leybold, Metro; 10-15 min)• Metropolitan Transportation Improvement Program (MTIP) & Regional Flexible Fund Allocation (RFFA) Policy Update: Briefing and Discussion on Final Draft – Discussion (Dan Kaempff, Metro; 30 min)• Equity Initiatives in the Region (Patty Unfred, Metro; Alexis Ball, Beaverton; Emmett Wheatfall, Clackamas Co; 20 min)

Parking Lot:

- Southwest Corridor Plan
- Land use & transportation connections
- Prioritization of projects/programs
- Westside Freight Study/ITS improvements & funding
- All Roads Safety Program (ODOT)
- Air Quality program status update
- Regional Travel Options Survey results briefing
- Regional Snapshot
- Washington County Transportation Futures Study briefing
- Draft Regional Transit Vision (early 2016)
- MTIP/RFFA Policy Update – Action (requested to move to Feb '16)



Date: May 12, 2015
To: JPACT Finance Subcommittee & Interested Parties
From: Ted Leybold, Resource Development Manager
Dan Kaempff, Principal Transportation Planner
Subject: System of Mutual Funding Interest framework and considerations

INTRODUCTION

At the direction of the JPACT Finance Sub-committee, Metro staff has led an exercise to define a regional transportation network of “mutual funding interest” to help identify projects the region’s leaders and voters could agree are worthy of a new source of revenue. This is a first task, a technical analysis of existing regional policies to narrow from a system of regional need and federal funding eligibility to a system the region’s voters and transportation stakeholders are more likely to support with new regional scale revenue sources.

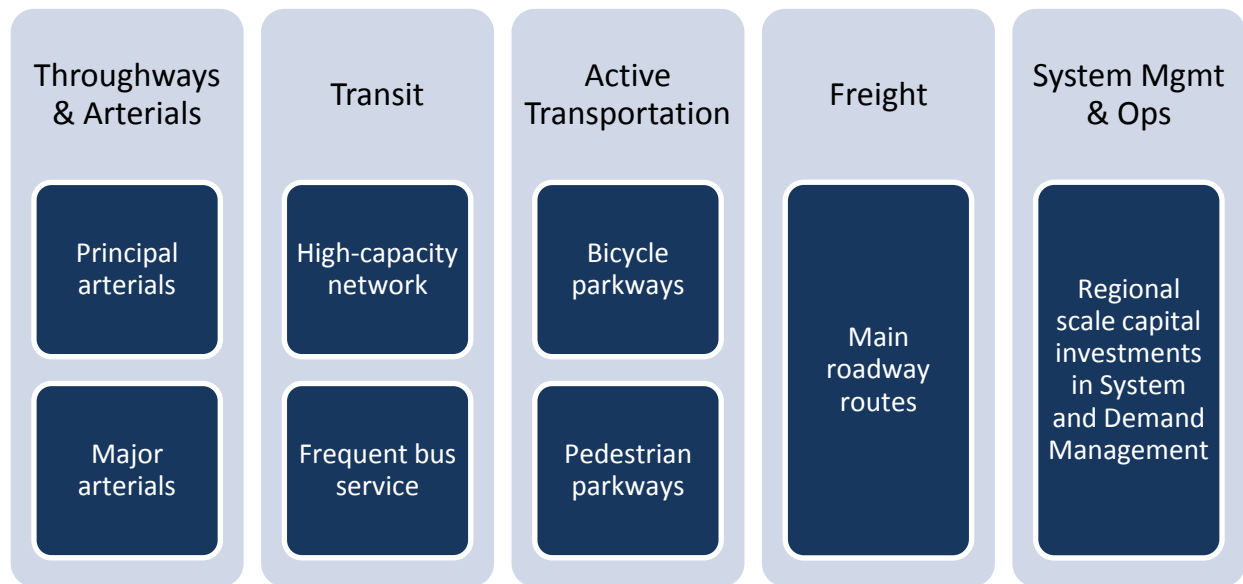
To create this definition, Metro held a series of three workshops, involving over fifty individuals, including staff from state, county and city governments, as well as representatives of non-government organizations and other interested parties. In these workshops, participants discussed what transportation system elements were of sufficient regional importance that it created a shared interest across the region. Their input is captured and reflected in this document.

REGIONAL SYSTEM ELEMENTS

The Regional Transportation Plan (RTP) has defined a regional transportation system needed to implement regional policy interests, define where intra-jurisdictional coordination is necessary and to establish federal funding eligibility. These purposes represent a broader set of interests and regional project definition than what is likely to be of a mutually agreeable set of interests to develop a shared revenue package. However, it does provide a framework from which a shared revenue transportation package can be developed.

The RTP defines the regional system through a list of projects that are consistent with modal system maps (road system, freight system, bicycle system, etc.) and topical plans (system and demand management). The primary characteristics of those system elements that comprise the regional system reflect their significance in moving large numbers of people, providing freight access and connectivity, linking regional and town centers together, and their importance to the region can be generally agreed upon.

Regional System Network Elements
Figure 1



These are the network categories and functional class levels that define the primary elements of the Regional Transportation System for the purposes of determining what investments would be eligible for funding from a potential new source of transportation dollars. The table below describes the Mutual Funding Interest of each of these network categories.

System of Mutual Funding Interest
Table 1

Network	Elements that comprise the Regional System	What is the Mutual Funding Interest?
Throughways & Arterials	Principal arterials Major arterials	These two functional classifications carry the highest volumes of traffic and serve longer distance trips through the region. Primarily the region's freeways and long-distance routes connecting multiple cities within the region.
Transit	High-capacity network Frequent service	These are the highest ridership elements of the regional transit system, and serve longer-distance trips through the region.

Active Transportation	Bicycle parkways Pedestrian parkways	These are the highest classifications in the bicycle and pedestrian network concepts. They form the connections to Regional and Town Centers, employment and industrial areas, and the regional transit network.
Freight	Main roadway routes	These are designated as the primary roads providing freight mobility into, within and out of the region. The main roadway routes of the freight network largely mirror those of the principal arterial network category.
System Management & Operations	Regional scale capital investments in system and demand management strategies	These measures improve travel time reliability, reduce crashes, improve transit on-time arrival, reduce travel delay, reduce fuel use, reduce air pollution and greenhouse gas emissions

FUNDAMENTAL QUESTIONS

Through conversations held with stakeholders in a series of three workshops, a number of questions were identified that should be considered by decision makers as they transition to the next phase of funding consideration.

Using corridor data to inform investment decisions – Much work has been done to develop an understanding of the region’s primary travel corridors and to identify their multi-modal transportation system needs. The Regional Corridor Atlas data could be used in a number of ways to help define a framework for nominating projects, ranging from a device to prioritize areas where the greatest levels of mutual funding interest may be, to a means of selecting specific investments based on system gaps or deficiencies.

However, caution should be exercised when using corridor data. Placing emphasis on specific corridors may create undue restrictions on the types or locations of selected projects, and potentially limit the effectiveness of the regional investment. Corridor data is important, but should be used in concert with additional sources to develop project proposals.

One-time or ongoing funding request – The number and types of projects included in this potential funding will be determined in part by whether voters are being asked to approve a one-time funding request, or a funding request of a longer duration. A one-time, or time-constrained funding request would likely limit the investments to discrete, easily identifiable projects or packages of projects. An ongoing funding source that is more open ended provides the opportunity to invest in maintenance activities (road repairs) and operational costs as well (transit, system management, demand management).

The need for an ongoing funding source is well-documented. But it may be more politically desirable to request a more finite funding timeline in order to build trust with the public and position the region for a subsequent public request for revenue. Regardless of the time horizon of a funding request, a long-term list of projects should be developed to demonstrate the ongoing need for additional funding.

Consideration should be given to the timing of a funding request, as well as its coordination with other regional initiatives such as Powell-Division, Southwest, or other corridor planning efforts. The fundamental question is if this funding request is considered to be a means (wholly or in part) of raising revenue to build projects derived from those corridor planning efforts, or is it an effort distinct from them?

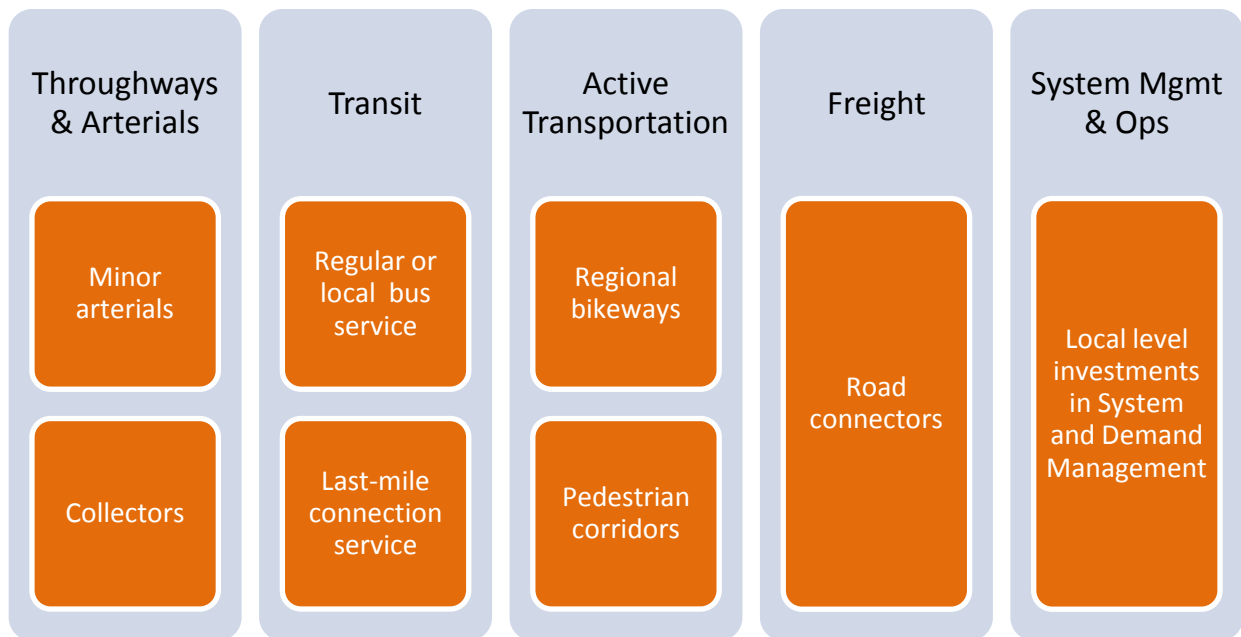
Cost share – The regional system is comprised of elements owned by state, county, and city governments, and transit agencies. As such, these entities have an ownership interest and a shared funding interest for investments made with regional funding on their systems. More work is needed to identify a methodology for determining the proper cost share approach. This could be done based on facility ownership, opportunity for jurisdictional transfer, project cost and scale, the regional need met by the project, variances in administrative costs of project delivery, or some combination of these and/or other factors. Consideration on a project by project basis should be given to the appropriateness of the type of funding that would be used in cost share. For certain projects, it may be that due to scale and scope, timing, or other factors, it may not be desirable to use a shared cost approach.

Thematic approach – Projects from the identified system could be selected around one or a number of potential themes. Several themes were identified during the workshop discussions, including Safety, Environment, Access to Transit, Access to Jobs and Education, Economic Development and Social Equity, but additional themes could be developed in the second phase of this work.

More polling work could be done to further identify how certain themes resonate with the voting public, but themes should be used as a means to explain outcomes from selected investments, and not as a selection tool.

Whether to include a local pass-through funding option – Should funding be focused only on projects on the regionally defined system elements describe above? Or divided into separate buckets, one that is focused on regional-scale projects; the other distributed to local jurisdictions via a formulaic approach and used to fund projects on lower classification facilities (similar to the methodology used to select projects funded through the Metro Open Spaces bond measures)? Examples of functional classes that could be funded with a local share are illustrated below:

Local System Network Elements
Figure 2



Investments on these hierarchical levels of the system help improve connectivity to or otherwise enhance the regional system. This in turn, improves the function of the regional system investments, as well as maximizing the return on those investments. For example, providing better pedestrian connections to transit serves the dual purposes of improving safety as well as making transit easier and more attractive to use.

ADDITIONAL ITEMS OF CONSIDERATION

Other questions have been raised in discussions with stakeholders that will be necessary to define but whose detailed approach are best addressed at a later phase of this effort. These include:

- Identifying a minimum project funding size to ensure regional scale impact and efficient project administration
- Minimum requirements for construction-readiness to ensure timely project delivery
- Whether to broaden the funding eligibility to include railroad, and/or marine terminals and pipelines (these are included in the RTP as a part of the transportation system, but they are typically funded from sources outside of federal surface transportation funds)

Further work should be undertaken to review lessons learned from other regional funding initiative efforts. Atlanta was brought up as an example of a region that failed to pass a referendum due to a lack of a cohesive plan for what the funding would accomplish, and a failure to effectively communicate the benefits to the voters. (See <http://on-ajc.com/L9rTBW> and <http://bit.ly/1cPtOdS> for further details.)

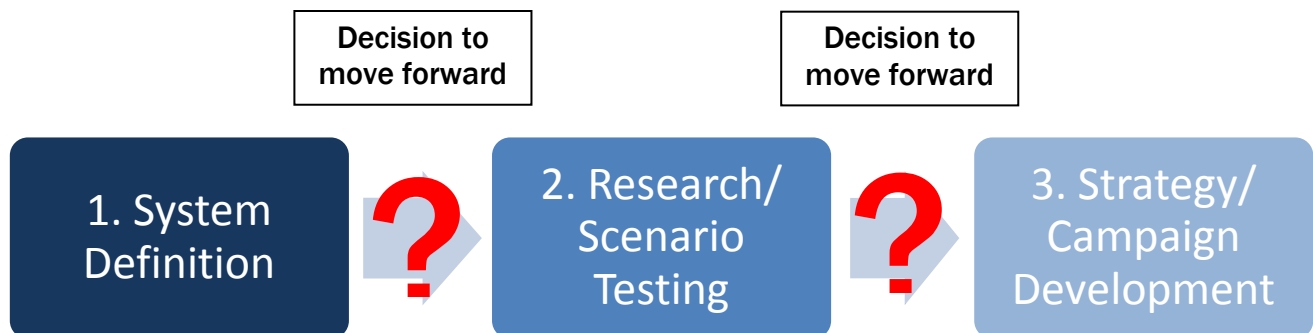
NEXT STEPS

The definition of a system of “mutual funding interest” reflects an initial task in a multi-step process. This paper outlines a potential framework for next phases of how the region could pursue new revenues for transportation investments. The “Fundamental Questions” section identifies issues that would need to be resolved as part of next phases of such an effort.

There are three basic phases in a process necessary to create the targeted investments that would be funded by a new revenue mechanism. The initial phase starts from a foundation provided by the system definitions found in the Regional Transportation Plan, and progresses through a series of steps aimed at narrowing down and refining options to arrive at an agreed-upon set of investments on which to base a funding request. These steps are:

1. An initial planning & technical analysis stage, leading to identification of a narrowed-down subset of the Regional Transportation Plan network definitions and other regional investments that comprise a “system of mutual funding interest”.
2. Development of potential project and funding package proposals built from the framework created in step 1. These proposals would be considered and tested through opinion research, scenario planning and other comparative analysis.
3. Development of a political strategy and campaign built around a selected proposal.

Steps towards creating a regional funding strategy
Figure 3



Between each step, a regional decision is required to move forward to the next phase of the process. This process will not only help the region’s transportation decision makers define the specific targeted investments and a potential funding source for consideration by the region’s voters. It will also create opportunities for discussion through the process and will ensure that decisions are made in a thoughtful and collaborative manner.



JOINT POLICY ADVISORY COMMITTEE ON TRANSPORTATION (JPACT)
Meeting Minutes
July 9, 2015
Metro Regional Center, Council Chamber

MEMBERS PRESENT

Shirley Craddick, *Vice Chair*
Nina DeConcini
Craig Dirksen, *Chair*
Denny Doyle
Kathryn Harrington
Tim Knapp
Neil McFarlane
Roy Rogers
Paul Savas
Kris Strickler
Rian Windsheimer

AFFILIATION

Metro Council
Oregon Department of Environmental Quality
Metro Council
City of Beaverton, representing Cities of Washington County
Metro Council
City of Wilsonville, representing Cities of Clackamas County
TriMet
Washington County
Clackamas County
Washington State Department of Transportation
Oregon Department of Transportation

MEMBERS EXCUSED

AFFILIATION

ALTERNATES PRESENT

Jef Dalin
Doug Daoust
Susie Lahsene
Jeff Swanson

AFFILIATION

City of Cornelius, representing Cities of Washington County
City of Troutdale, representing Cities of Multnomah County
Port of Portland
Clark County

OTHERS PRESENT: April Bertelsen, Kelly Brooks, Savannah Crawford, Radcliffe Dacanay, Jef Dalin, Chris Deffebach, Lori DeRemer, LeeAnne Ferguson, Jeff Gudman, Jeff Hamm, Eric Hesse, Alex Howard, Katherine Kelly, Gerik Kransky, Stephan Lashbrook, Jaimie Lorenzini, Zoe Monahan, Mark Ottenad, Amanda Pietz, Ted Tosterud, Joanna Valencia

STAFF: Grace Cho, Beth Cohen, Alexandra Eldridge, Kim Ellis, Elissa Gertler, Dan Kaempff, Ted Leybold, Dana Lucero, Chris Myers, Nellie Papsdorf, Gary Shepherd, Jamie Snook, Randy Tucker, Malu Wilkinson

1. CALL TO ORDER AND DECLARATION OF A QUORUM

JPACT Chair Craig Dirksen called the meeting to order and declared a quorum at 7:32 a.m.

2. CITIZEN COMMUNICATION ON JPACT ITEMS

There were none.

3. UPDATES FROM THE CHAIR AND COMMITTEE MEMBERS

Chair Dirksen, JPACT Members, and staff provided updates on the following items:

- Chair Dirksen noted that at the June 11 JPACT meeting he had proposed having a discussion in July about whether there was interest in moving forward to collectively define and pursue a new transportation revenue source. He explained that the item had been moved to the September 9 JPACT meeting in order to provide more time for discussion. Chair Dirksen added that moving the conversation to September also allows the committee to proceed with a better understanding of the dynamics around transportation funding at the state, regional, and local level now that the 2015 legislative session is over.
- Chair Dirksen provided an overview of elements of the Oregon Transportation Forum proposal that made progress during the state legislative session:
 - House Bill 2274, which makes modest policy changes to ConnectOregon and provides a sixth round of ConnectOregon transportation funding, was funded at \$45 million.
 - Amtrak Cascades funding was provided in the Oregon Department of Transportation (ODOT) budget at a level of \$10.4 million, sufficient to continue service for two years.
 - Senate Bill 117, a bill that would have established a task force on jurisdictional transfers, failed to pass but it is likely that the Oregon Legislature will convene a work group on the topic.
 - Two bills (House Bill 2639 and House Bill 2979) which would have provided free or reduced-fare transit passes for secondary school students also failed but advocates feel that presenting the bills at legislative hearings advanced support for the topic.
- Commissioner Paul Savas suggested that the next step in the transportation funding discussion should be developing guiding principles and agreements for moving forward.

4. CONSIDERATION OF THE JPACT MINUTES FOR JUNE 11, 2015

MOTION: Councilor Kathryn Harrington moved and Councilor Shirley Craddick seconded, to approve the June 11, 2015 minutes.

ACTION: With all in favor, the motion passed.

5. ACTION ITEMS

5.1 Powell-Division Transit and Development Project: Draft Transit Action Plan

As City of Portland Commissioner Steve Novick was unable to be at the meeting, Chair Dirksen invited Ms. Leah Treat, Director of the Portland Bureau of Transportation to the committee table to discuss the Powell-Division item. He noted that both Commissioner Novick and Ms. Treat have represented the City of Portland on the Powell-Division project. Chair Dirksen then introduced Ms. Malu Wilkinson, Project Manager, to provide an update on the project.

Key elements of the presentation included:

- At its June 26 meeting, the Transportation Policy Alternatives Committee (TPAC) unanimously recommended that JPACT support the Powell-Division draft Transit Action Plan.

- In the context of Metro’s approach to investment areas, Ms. Wilkinson noted that public investments and high-capacity transit (HCT) in particular, can catalyze private development, and explained that it is important that resources are leveraged together with the region’s private, public, and non-profit sector partners. She explained that building such partnerships early on and aligning investments to support community goals are critical to setting a strong foundation for planning and development.
- Ms. Wilkinson noted that in the region’s investment areas such as Powell-Division and the SW Corridor, staff have been using a comprehensive approach to bring together different Metro projects and investments, including the Regional Transit Options (RTO) program, Parks and Nature investments, the Enterprising Places program, and Community Planning and Development grants.
- Ms. Wilkinson then introduced Ms. Dana Lucero to give a brief overview of the project.
- Ms. Lucero explained that the fifteen miles that connect downtown Portland and downtown Gresham and make up the Powell-Division area represent a diverse, growing corridor.
- Ms. Lucero noted that since its inception, the Powell-Division project has used a very community-driven, place-based approach. For example, more than half of the 22 members of the Powell-Division Steering Committee represent communities such as educational institutions, neighborhood associations, and environmental justice organizations.
- Ms. Lucero also noted that there has been extensive community engagement on the project with a strong focus on equity engagement. Some examples of the projects community engagement strategies include: community forums and briefings, culturally-specific multilingual engagement, local business engagement, and online surveys.
- Ms. Lucero then gave an overview of how the system operates currently, noting that it is incredibly active with more than 8,000 people riding each of the corridor’s two main bus lines every day. She gave an overview of some of the corridors connections, explaining that it includes a number of large employers and local businesses as well as some of the region’s largest educational institutions.
- Ms. Lucero then introduced Ms. Alex Howard, Portland Bureau of Planning and Sustainability, to provide an overview of the Portland Action Plan. The plan, funded by a Metro Community Planning and Development grant and informed by community engagement and research, is intended to complement the Powell-Division project and provides land use and transit goals expressed by the community. It also reflects many of the broader City of Portland plans, such as the city’s Comprehensive Plan and the East Portland Action Plan. A draft of the plan was shared with the Steering Committee in June and the plan will be brought forward for broader public review later this summer.
- Ms. Howard shared some core tenets that were used to guide the development of the Portland Action Plan, including: help communities grow with and benefit from the transit investments, knowing that such investments, while beneficial in many ways, can raise concerns about rising costs and affordability, and possibly contribute to gentrification and displacement; scale actions to the varying market conditions across the corridor, recognizing that different communities have different needs; and create a near-term plan to guide the plan and provide evaluation frameworks for results.
- Ms. Katherine Kelly, City of Gresham Transportation Planning Manager, then gave an overview of the Gresham Action Plan and how transit can support new development adjacent to or near new bus rapid transit (BRT) lines. She noted that the City of Gresham also received funding from a Metro Community Planning and Development grant to develop goals for land use and investment opportunities at primary station locations in the Powell-Division corridor.

- Ms. Kelly explained that the plan's approach mirrored the tenets outlined by the City of Portland, but also added that the city had analyzed existing market conditions and development potential for station locations near three primary areas within Gresham: 182nd and Division, downtown Gresham, and Stark and 257th. The analysis evaluated the change in housing costs over time in the City of Gresham relative to other similarly sized cities. The findings showed that based on previous transit planning projects, the Powell-Division project is not likely to have a major affect on housing costs that would negatively affect existing residents or promote displacement, but also found that a range of housing along the corridor would be needed to address the communities' needs.
- Ms. Kelly noted that public engagement efforts identified the following desired changes in the city's neighborhoods and commercial areas, many focused on making safe, nice places: safer sidewalks, safer crossings, places to bike, community gathering places, more places to work, and places to wait for the bus with safe design, weather protection, and seating.
- Based on the technical analysis and public feedback, a series of action items were created to promote economic development representative of the desires and needs of the community and a draft report of the Gresham Action Plan will be presented to the Gresham City Council in the fall.
- Ms. Wilkinson recapped the presentation and gave an overview of the schedule moving forward. She explained that the project would enter into a two-year project development phase upon the Federal Transit Administration's approval. The draft Transit Action Plan will be shared with the City of Portland, the City of Gresham, and Multnomah County during the summer and go to the Metro Council in fall 2015.

Member discussion included:

Councilor Shirley Craddick, a Council Liaison for the Powell-Division project, expressed her support for the project. She emphasized the significant needs of the Powell-Division area, noting that the corridor is already a high-capacity transit (HCT) route with over 18,000-19,000 people riding transit each day. She explained that the project is a wonderful opportunity for the east side of the region and noted the positive reactions she received when speaking to the public about the project. Councilor Craddick added that she had heard some concerns about having adequate north-south transit options available for people to access the MAX line and east-west bus routes, but stated that alongside TriMet's work on the Southeast Service Enhancement Plan, staff was looking forward to addressing these issues.

Mr. Neil McFarlane, TriMet General Manager, congratulated Metro staff and all the jurisdictions involved in the Powell-Division project and expressed strong support for the resolution. He noted that TriMet was very excited to work on the project and to deliver improved services to the area's residents. He stated that he felt bus rapid transit was an important tool to fill in the gaps of the region's transit system, but acknowledged that there would be difficult decisions to make moving forward. He explained that the region would have to work together to develop a funding strategy to advance the Powell-Division project with help from the FTA's Small Starts program, and added that TriMet was looking forward to engaging further with its partners on these issues.

Mayor Tim Knapp stated the Powell-Division project was a good example of an approach that shows the advantages of being responsive to local needs and could find utility in other parts of the region. He pointed out that the north-south component of the project was similar to the need for east-west connections in the southern part of the region. Mayor Knapp added that he was pleased to support the project and hopeful that the region would be able to make the same strides in similar corridors in the future.

Mayor Knapp asked if JPACT was considering endorsing a draft resolution or a final version. Ms. Wilkinson clarified that resolutions remain drafts until they are voted on by the Metro Council, and that the resolution was also presented as a draft in case the committee had any changes.

Members discussed State Representative Shemia Fagan's work to bring funding to outer Powell Boulevard in the area between I-205 and the Gresham city boundary. Councilor Dirksen added that the legislature passed \$17 million of funding for that area, specifically for road improvements.

Mayor Doug Daoust shared his support for the project, adding that it was very noteworthy that the project connects educational centers on the east side, including the state's two largest high schools. He noted that he felt the project was a great example of regional collaboration.

Commissioner Roy Rogers asked about possible effects of future industrialization in the eastside and how they could affect the area's transit needs. Mr. McFarlane noted that access to large industrial areas such as Gresham Vista was included in the recommendations outlined in the TriMet's Service Enhancement Plans.

Commissioner Paul Savas asked about total costs for the project. Ms. Wilkinson noted that decisions the Steering Committee will make over the next several months in terms of design will have significant impacts on the cost. She also explained that projects funded by the FTA's Small Starts program cannot exceed \$250 million, so the project will need to fall under that threshold to remain eligible for funding.

Ms. Leah Treat noted that the City of Portland was incredibly supportive of the project and ready to move forward.

MOTION: Councilor Kathryn Harrington moved and Councilor Shirley Craddick seconded, to recommend the Draft Transit Action Plan.

ACTION: With all in favor, the motion passed.

5.2 Grant Awards: Work Program Updates

Resolution No. 15-4633, For the Purpose of Amending the FY 2015-16 Unified Planning Work Program (UPWP) to Add the I-84 Multimodal Integrated Corridor Management Project

Chair Dirksen introduced Mr. Ted Leybold, Metro staff, to go over the two amendments. Mr. Leybold explained that as the region's metropolitan planning organization, Metro is responsible for several functions, including the Unified Planning Work Program (UPWP) and the Metropolitan Transportation Improvement Program (MTIP). He noted that both documents are living documents that are adjusted to adapt to scope and/or funding changes.

Mr. Leybold first presented the amendment to Metro's Unified Planning Work Program, a schedule of all the planning work that occurs in the region as well as the revenues and budgets that occur within those planning grants. Mr. Leybold noted that the region was awarded a \$190,000 federal grant from the United States Department of Transportation (ODOT) to do an integrated corridor management project within the I-84 Powell-Division corridor, explaining that the grant needs to be

reflected in the UPWP and approved by JPACT and the Metro Council before the region is eligible to receive it.

Member discussion included:

Mayor Knapp asked if Metro applied for the federal grant to fund a project not already in the work program. Chair Dirksen clarified that the amendment reflected an additional funding source for a project already listed in the work program.

Councilor Craddick noted that the project was part of the East Metro Connections Plan and intended to improve traffic connections between I-84 and Highway 26.

MOTION: Mayor Tim Knapp moved and Mayor Doug Daoust seconded, to approve Resolution No. 15-4633.

ACTION: With all in favor, the motion passed.

Resolution No. 15-4637, For the Purpose of Amending the 2015-18 Metropolitan Transportation Improvement Program (MTIP) to Allocate \$250,000 of Existing Regional Freight Analysis and Project Development Funds to the Freight Demand Modeling & Data Improvement Project

Mr. Leybold gave a brief overview of the amendment to the Metropolitan Transportation Improvement Program (MTIP). He explained that the MTIP is intended to make investments that implement the Regional Transportation Plan (RTP) and schedule funding for regionally-significant projects. He explained that in the past two Regional Flexible Funds Allocation (RFFA) cycles, JPACT and the Metro Council have approved setting funds aside for freight-related activities in the region.

Mr. Leybold explained that in November 2014, the region was awarded a federal grant to improve the ability to model the movement of freight within and through the region by better understanding how different industry and commodity sectors make their travel decisions. The improved model will allow the region to better understand the current and future needs of these industries as the region grows and inform the region's planning projects moving forward. Mr. Leybold noted that the proposed amendment would supplement the federal grant by allocating \$250,000 of existing funds to do the data research and surveying that is needed to develop the regional freight model.

Member discussion included:

Ms. Susie Lahsene expressed support for the project.

Mayor Knapp noted that a recent article in The Oregonian indicated that the lack of container ships in the port causes almost 2,000 additional truck trips per day, equaling an estimate of 10,000-15,000 automobile trips. Mayor Knapp explained that such figures should encourage the region's stakeholders to look at the impacts of freight on the roadways and how best to address them.

MOTION: Mayor Denny Doyle moved and Mr. Jeff Swanson seconded, to recommend Resolution No. 15-4637.

ACTION: With all in favor, the motion passed.

6. INFORMATION/DISCUSSION ITEMS

6.1 Oregon Bicycle and Pedestrian Plan Update

Chair Dirksen introduced Ms. Savannah Crawford, Oregon Department of Transportation (ODOT) Principal Planner, and Ms. Amanda Pietz, ODOT Planning Unit Manager.

Ms. Amanda Pietz gave a brief overview of the presentation. She explained that the Oregon Bicycle and Pedestrian Plan is part of a suite of statewide policy plans currently being updated that guide movement of people and freight. She added that although the plans are developed by ODOT and adopted by the Oregon Transportation Commission, staff hoped to engage with committees across Oregon early and often in order to develop the policies and strategies that would best reflect the diversity of the state.

Key elements of the presentation included:

- Differences of this plan as compared to past plans: This version of the plan is somewhat more substantive than before and aims to cover a broad range of how ODOT approaches transportation and how it prioritizes investments in the state, as well as how ODOT is building and maintaining the system; the plan is not solely focused on infrastructure but also considers the various users and the uses of the system; and it includes new focuses on making sure that it connects with other plans (such as transit-pedestrian links) and that it is made more accountable through performance measures and other indicators.
- What has been done to date: The plan has been through an extensive public involvement process and shared with policy boards across the state. The Policy Advisory Committee includes a broad representation of stakeholders to help identify the plan's framework and vision. A Technical Advisory Committee also provides insight into the development of the plan and helps identify key issues and opportunities. ODOT has also worked over the past two years to evaluate the existing conditions of bike and pedestrian pathways. This work helped inform the overall vision of the plan and framed constituents' key areas of concern including: fatalities and serious injuries, comfort and security, network gaps, inconsistencies in data and practice, maintenance needs, and changing demographics.
- Where the plan is now: ODOT identified policies and strategies that have already been implemented that contribute to bike and pedestrian efforts. Nine different goals were identified in the plan, each with recommended policies and strategies. The nine goals are as follows: safety, accessibility and connectivity, mobility, community and economic vitality, equity, health, sustainability, strategic investment, and coordination and collaboration.
- Next steps: In the next six months, ODOT will develop investment considerations, potential funding scenarios, implementation considerations, and key initiatives, as well as define programmatic performance measures and an overall network for the plan. Staff aims to have a draft plan finished sometime in the fall and plans to go to the Oregon Transportation Commission in October to ask for approval of the second round of public review. The draft is scheduled to be up for adoption by April 2016.

Member discussion:

Mayor Knapp noted that there seems to be an assumption that bike and pedestrian transportation is primarily an urban center function and inquired about how ODOT was building a comprehensive system that would address the needs of communities outside of the urban center. Ms. Pietz noted that the plan aims to address the diversity of the state by carefully defining the plan's network and understanding the appropriateness of different facilities given their particular contexts. She added

that ODOT also recognized that the ability to provide match funding in rural areas is sometimes a challenge, and explained that ODOT staff was looking towards building creative funding mechanisms to best leverage resources collaboratively.

Mayor Knapp recognized the importance of that work and suggested keeping the broader system in mind as disjointed components are difficult for people to use effectively. He added that prioritizing system connections could potentially increase project support, interest, and investment.

Mayor Daoust noted that a great example of a successful system connection was an investment ODOT made in the Interstate 84 Sandy River Bridge. He explained that the investment added a new pedestrian and bicycle path to the renovated bridge and tied it into local trails on both sides of the river with paved pedestrian and bicycle trails.

Chair Dirksen thanked Ms. Crawford and Ms. Pietz for the presentation. He also recognized Ms. Lynn Peterson, Secretary of the Washington State Department of Transportation (WSDOT) and asked if she would like to make any comments. Ms. Peterson introduced Mr. Kris Strickler as the new WSDOT representative on JPACT and expressed her excitement concerning the passage of a \$15 million transportation package by the Washington state legislature.

6.2 Metropolitan Transportation Improvement Program (MTIP) & Regional Flexible Fund Allocation (RFFA)

Mr. Dan Kaempff, Principal Transportation Planner, provided an update on the policy development process and timeline for the 2018-21 Metropolitan Transportation Improvement Program (MTIP) and 2019-21 Regional Flexible Funds Allocation (RFFA).

Key elements of the presentation included:

- Over the last three months, the Metro Council and staff have been discussing policy considerations with a range of stakeholders as part of the policy development process. Key activities include: three public workshops involving staff, community organizations, and interested citizens; discussions with County coordinating committees; and multiple meetings with community and business organizations.
- Four policy themes emerged from these discussions:
 1. Maintain the existing RFFA policy, which emphasizes Active Transportation/Complete Streets and Freight Initiatives/Green Economy investments;
 2. Focus on projects based on Climate Smart Strategies list of short-term actions;
 3. Focus on projects which achieve Safe Routes to Schools outcomes; or
 4. Maintain the current project categories, but eliminate the 75/25 split between the Active Transportation/Complete Streets and Freight Initiatives/Green Economy categories to create the ability to fund larger-scale projects.
- Feedback from the last workshop led to the following conclusions: work with the Transportation Policy Alternatives Committee (TPAC) to revise the theme format into a version more suitable for gathering useful feedback through a public comment period and add a second public comment opportunity to give people a chance to provide feedback on the final policy recommendation.
- The proposed schedule is as follows: refine policy themes in the public comment tool with TPAC in July-August and JPACT in September, begin public comment period in mid-

September, develop the policy and share with the public throughout the following months, and present for adoption in March 2016.

- Mr. Leybold recognized some concerns staff had heard in the workshops about the policies concerning the distribution of transportation benefits and how they will be considered. He explained that there is existing policy direction that directs distribution in the following way: “Select projects from throughout the region; however, consistent with federal rules, there is no sub-allocation formula or commitment to a particular distribution of funds to any sub-area of the region.” He explained that in the past few cycles, targets based on four sub-regions set throughout the Metro area and focused around the three county coordinating committees and the City of Portland conflicted with this guideline. He noted that staff worked with the region’s federal partners and agreed to find a new policy direction tool that will guide the consideration of geographic distribution of projects. He added that the sub-regional practice also limited the region’s ability to consider new projects that cross sub-regional boundaries.
- Chair Dirksen noted that the United States Department of Transportation had made it clear that the process as it stood was likely to violate federal sub-allocation guidelines.
- Mr. Leybold encouraged JPACT to share with staff and their TPAC members their desires and interests concerning the policy as staff continue to refine the policy language, prior to packaging up the materials for public comment in September.

Member discussion included:

Commissioner Savas stated that Clackamas County submitted a letter addressed to the JPACT Chair concerning feedback from the last workshop. He explained that there was significant discussion about project type versus policy and asked when JPACT would have an opportunity to provide input on MTIP/RFFA policies.

Councilor Harrington referred to the schedule and noted that there was time scheduled for MTIP/RFFA policy theme discussion.

Members discussed the MTIP/RFFA schedule and the interest in further opportunities for policy discussion.

Mr. Rian Windsheimer noted that he would like to see more of a focus on the question of should there be an emphasis on regionally-significant projects that address regionally-significant needs in the policy themes.

Ms. Susie Lahsene asked that as a potential regional funding source is being developed and considered, the MTIP/RFFA process should also be put in that context, to make the relationship between the two clear for the public.

Mayor Denny Doyle expressed support for considering Safe Routes for Schools. He noted that there were a dozen schools in the City of Beaverton that have a Safe Routes system in place, and explained that ongoing funding was a critical part of making sure the systems are maintained and able to adapt to changes.

Mayor Tim Knapp expressed concern that there was not enough time scheduled on the work program for MTIP/RFFA discussion at the September JPACT meeting.

Commissioner Roy Rogers asked about the specifics of the federal language in regards to sub-allocations.

7. **ADJOURN**

JPACT Chair Craig Dirksen adjourned the meeting at 9:11 a.m.

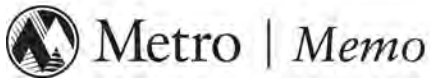
Respectfully Submitted,

A handwritten signature in cursive script, appearing to read "Nellie Papsdorf".

Nellie Papsdorf
Recording Secretary

ATTACHMENTS TO THE PUBLIC RECORD FOR THE MEETING OF JULY 9, 2015

ITEM	DOCUMENT TYPE	DOC DATE	DOCUMENT DESCRIPTION	DOCUMENT NO.
5.1	PowerPoint	07/09/15	Powell-Division Update	070915j-01
6.1	PowerPoint	N/A	Oregon Bicycle and Pedestrian Plan	070915j-02
6.2	PowerPoint	05/18/15	2018-21 MTIP/2019-21 RFFA Policy Update	070915j-03
N/A	Handout	N/A	Metro Hotsheet	070915j-04
N/A	Flyer	N/A	MPAC Walking Tour and Speakers Series Event	070915j-05



DATE: September 3, 2015
TO: JPACT and Interested Parties
FROM: Dan Kaempff, Principal Transportation Planner
SUBJECT: Draft RFFA Policy Proposal Development – INFORMATION ONLY

Background

To begin the policy development phase of the 2019-21 regional flexible funds allocation (RFFA) and the 2018-2021 MTIP, Metro hosted a series of workshops in April, May, and June of this year. These workshops were intended to capture input from a wide variety of stakeholders on identifying priorities for investing regional transportation dollars and identifying ways of better coordinating across different federal funding allocation programs.

Over 75 people attended these workshops and provided the perspectives of cities and counties from throughout the region, as well as representing the input from transportation, land use, environmental and social justice advocacy groups. The main topics of consideration were how to incorporate regional policy adopted since the previous RFFA process (Active Transportation Plan & Climate Smart Strategies), and to discuss other funding ideas such as Safe Routes to School investments.

Four main policy themes emerged from these discussions; one to continue existing policy and three potential new policy directions:

- Maintain the current Step 1 programs and Step 2 funding category investments. Step 2 funding would continue to be split with 75% for Active Transportation projects and 25% for Freight projects
- Maintain the current Step 1 programs and Step 2 funding category investments but eliminate the funding split. Active Transportation and Freight projects would compete against each other for funding
- Prioritize investments in Safe Routes to School. A specific proposal on how exactly this would be accomplished has not been developed. But based on input from stakeholders, it could potentially be accomplished through increasing funding for the Regional Travel Options program to focus specifically on outreach and education for schools, and refocusing Active Transportation investments on projects near schools
- Prioritize investments to reflect guidance adopted through the Climate Smart Strategies Short List of Actions

Discussion at TPAC

The initial work program called for taking these policy themes out for public comment from mid-September to mid-October. The purpose of this comment period was to gain early high-level feedback to help policy makers' discussions on funding policy options. At the August 28 meeting of TPAC, staff presented a series of draft public comment questions, created in response to this recommendation.

TPAC's response was that between the workshops and other public input, there was already a substantive amount of existing public input to inform policy discussions. The input gained from the RFFA policy workshops supported developing policy proposals rooted in the short list of Climate Smart Actions, adopted by JPACT and Metro Council as Exhibit E to Ordinance No. 14-1346B. They felt that a public comment event on these policy themes would offer little in the way of new information related to the public's opinion on how flexible funds should be spent, and that the extensive process that went into adoption of Climate Smart Communities should be respected.

Additionally, recent changes in federal funding policy with the adoption of MAP-21 resulted in a shift in funds for Safe Routes to School from states to MPOs. Extensive discussion and public input regarding Safe Routes to School indicates a desire for further consideration of how regional funds could be used to improve safety for children walking and cycling to school. Over a dozen school boards and city councils from around the region have adopted resolutions emphasizing their desire for Safe Routes to School.

TPAC recommended that staff move directly into developing draft policy proposals for discussion at TPAC and JPACT during the October through January timeframe.

Policy proposal development

Metro staff will convene a work group comprised of a subset of TPAC members and additional stakeholders to update RFFA policy. The work group's membership will be drawn from all geographic areas of the region, as well as persons representing the perspectives of community stakeholder groups.

The existing RFFA policy used in previous funding cycles will be used as the foundation for developing the 2019-21 policy. The work group will be asked to consider the themes identified through the policy workshop process, and to propose updated policy language to respond to new regional policy direction and stakeholder input.

It is anticipated that one or multiple policy proposals will emerge from this group's work. Proposals will be discussed at TPAC and JPACT prior to a public comment opportunity to gather input from a broader cross-section of the public.

MTIP progress

In addition, stakeholder feedback from the workshops on coordination activities for the 2018-2021 MTIP was received. Direction was given to Metro staff to develop a proposed coordination policy which incorporated the feedback themes. The feedback themes generally focused at refining existing 2015-2018 MTIP coordination policies with some additional areas of coordination from the previous cycle, particularly to address changes from recent federal authorization and the new ACT structure for ODOT Region 1.

In efforts to develop the 2018-2021 MTIP coordination policy, Metro staff has met with ODOT, TriMet, and SMART staff to discuss with more specifically how the coordination themes would be implemented. As the details of these activities are still being discussed and because much of the policy will focus on refinements and adding specificity to coordination activities, the 2018-2021 MTIP coordination policy will not seek public input during fall 2015 for additional direction on coordination. Opportunity to accept public comment on the 2018-2021 MTIP coordination policy is scheduled for early 2016.

Next steps

Upon completion of the public comment on draft policy proposals, TPAC, JPACT and Metro Council will discuss and consider RFFA policy through the Fall and Winter 2015, leading to adoption of a final policy document in Spring 2016. During this same timeframe, a work group will update project selection criteria to align with the new policy direction.

Opening of the project solicitation process will be shortly after policy adoption by Metro Council, anticipated in Spring 2016.

Materials following this page were distributed at the meeting.

A Bike and Pedestrian Pathway Named the Willamette Shore Line

Lake Oswego is part owner of an underutilized public resource – the Willamette Shoreline right-of-way between Portland and Lake Oswego. The January 20th, 2015 draft of council goals includes the following statement under LONG TERM goals: “Consider the feasibility and options for a bike/pedestrian trail on or near the Willamette Shoreline.”

The first step in this process is answering the legal and policy questions associated with the use of the Willamette Shore Trolley line as a bike/pedestrian route. Our city attorney is analyzing issues that relate to putting various segments of the line to uses other than rail, and the involvement of multiple governments. Tri-Met, who holds title to the line on behalf of government consortium owners, expressed support for investigating the multi-use path idea and offered its resources to help consortium members understand associated property rights. Tri-Met emphasized that any project should be implemented in a way that preserves the current alignment for future rail service. Questions to be addressed are:

- 1) WHO will provide the means of community outreach to ensure all parties are fully on board for use of the right-of-way as a bike/pedestrian pathway?
- 2) WHAT will a multiple-use pathway development need so to absolutely preserve the acquired alignment for future streetcar service, ten or fifty years plus from now?
- 3) WHEN all portions of the right-of-way are owned outright, does the trolley or any other rail service need to operate in order to maintain ownership of the right-of-way?
- 4) WHERE the right-of-way is not owned outright, can outright ownership for any use be acquired?
- 5) HOW will Willamette Shoreline Consortium members, as owners of the right-of-way, be provided with a solid understanding of property rights and implications of right-of-way acquisition?

This goal is a modest first step. Legal answers will likely be available sometime in the third quarter. It does not conflict with council goal to first bring our roads and other basic infrastructure up to established standards.

Once the initial questions are answered and all parties are in agreement regarding the concept, we can address financing. There are a variety of possible financing sources available, including but not limited to Lake Oswego, Multnomah County, City of Portland, Metro, Oregon Department of Transportation, State of Oregon Parks and Recreation Recreational Trails program, the 2018 – 2021 MTIP (Metropolitan Transportation Investment Program) and the 2019 – 2021 RFFA (Regional Flexible Funds Allocation) program. There are no guarantees, but at least potential. The connection between Portland to Lake Oswego and on to Oregon City has the potential of being a world class bike/pedestrian addition to our city. Public access to the Oregon

City Falls development along with the possible West Linn Arch Bridge project, provides opportunity to begin creation and use of a significantly underutilized public asset.

The vision of a pedestrian/bike pathway is easy. Implementing it will be hard. Recall that in *Winnie-the-Pooh*, there is a significant moment when Winnie is asked whether he wants honey or milk with his bread. He contemplates a few moments and replies "both." If you are Winnie-the-Pooh, you can avoid thinking about decisions. However, if you are a politician, you cannot avoid addressing the challenges and pay-offs.

For now, let's continue with the modest first steps determining if the vision is possible. Let's plan with optimism and a sharp pencil.

549 words (550 word limit)
Jeff Gudman
City Council
4088 Orchard Way
503-697-7150
JGudman7150@msn.com

Please note the column is a reflection of my views and not necessarily those of the City Council.

System of Mutual Funding Interest



Presentation to JPACT Finance Subcommittee



May 18, 2015

Ted Leybold

Dan Kaempff



Metro | *Making a great place*



Introduction & background

- Initial step to help determine next steps towards a regional funding effort
- Narrowing from RTP system definition
- Framework that provides confidence that projects emerging from this system will be of mutual funding interest across the region

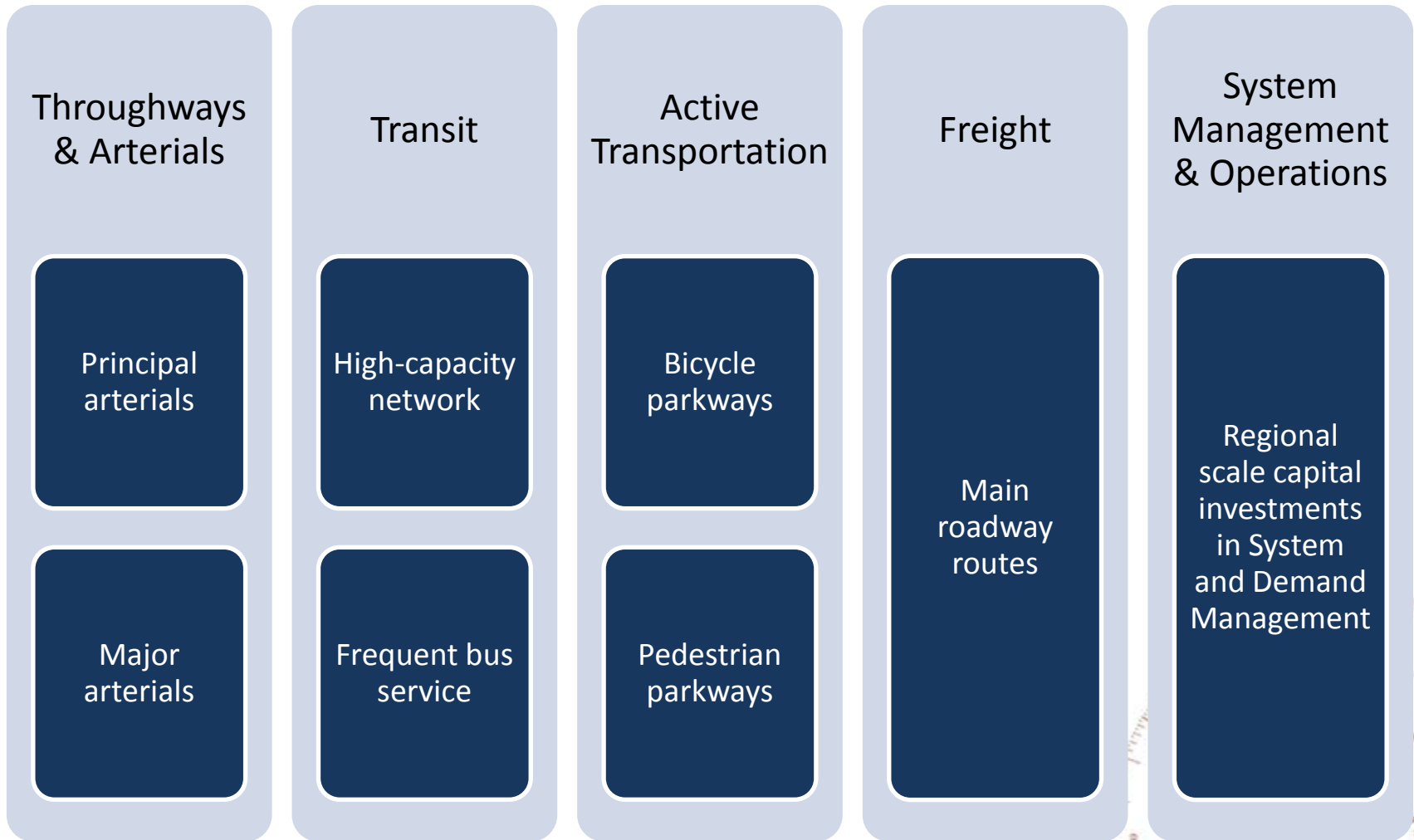


Mutual Funding Interest

The highest RTP functional class elements of the Regional System, based on service volumes, distances covered, and critical connections to designated centers and employment areas.



System Elements



Fundamental questions for consideration in future phases

- Use of Corridor framework & data for project prioritization
- One-time v. Ongoing considerations
- Cost share considerations
- Use of themes
- Local pass-through option

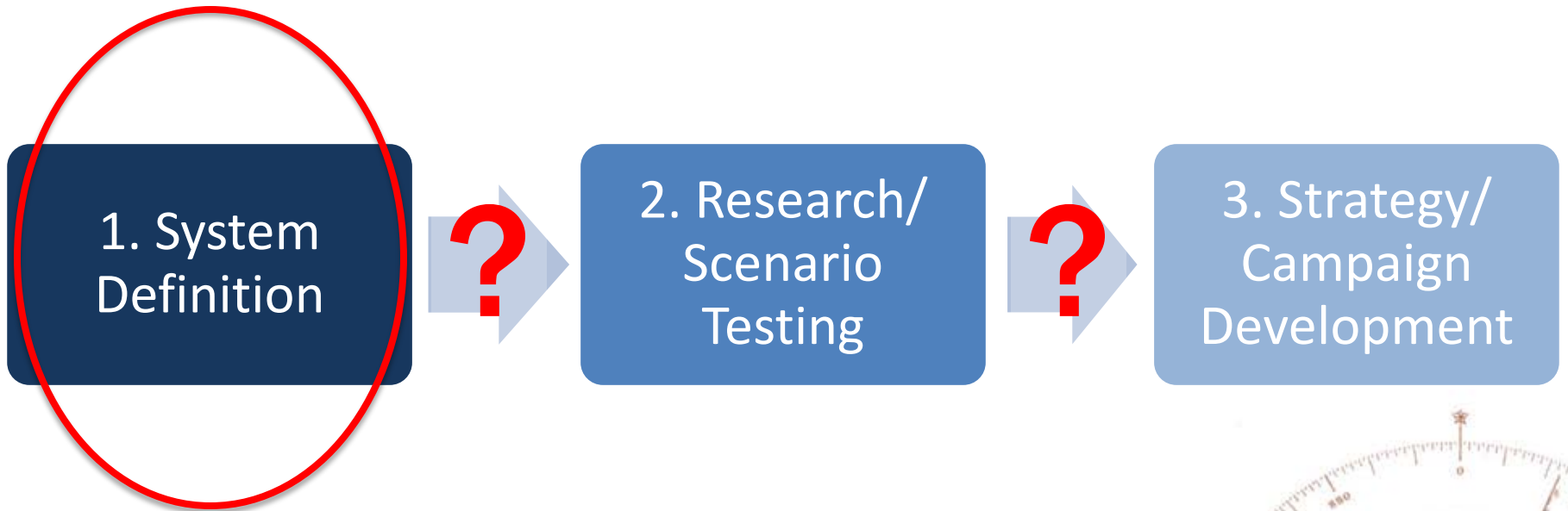


Additional considerations

- Minimum project size/scale
- Construction readiness requirements
- Include rail, marine terminals, pipelines?
- Lessons learned from other region's efforts



Potential next steps





MTIP Project of the Month



Sellwood Bridge Project



Multnomah County
City of Portland
Metro
ODOT



Metro | *Making a great place*



Regional Involvement

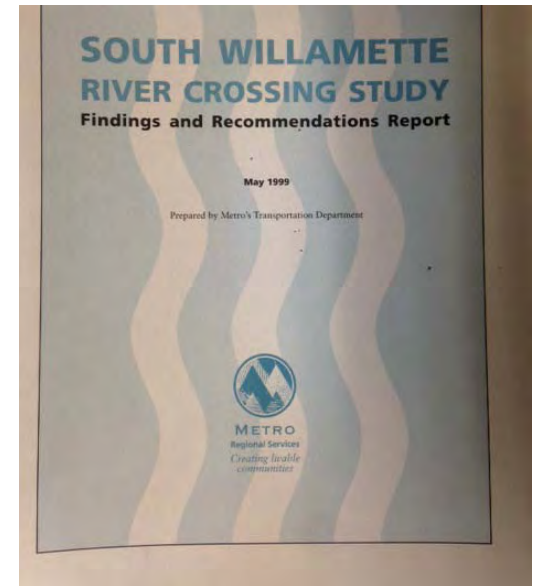
South Willamette River Crossing Study

Regional Flexible Fund Allocation

TIGER III Prioritization

South Willamette River Crossing Study: 1999

- I-5 Marquam to I-205
Oregon City Bridges
- No new bridges
- Rehabilitation to
standard cost
prohibitive
- Replace or preserve at
existing design



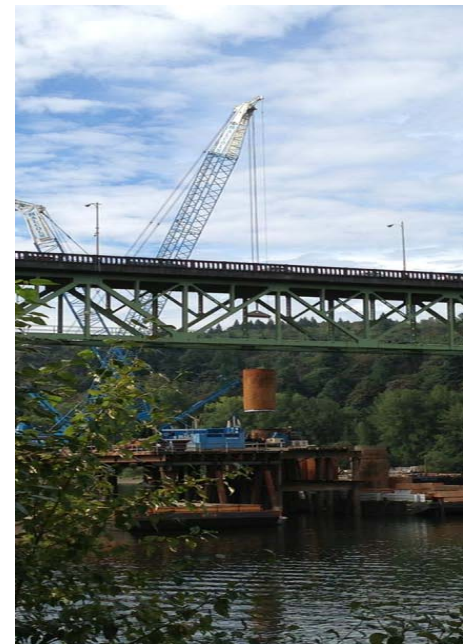
Regional Flexible Funds Allocation: 2008-09

- Policy priority on economic development in priority 2040 land use areas
- additional policy emphasis on active transportation gaps and funding leverage
- \$2 million for project development & PE



TIGER III Prioritization: 2012

- Technical evaluation of all applications from region
- Top technical ranking project
- Identified as one of three regional priority projects
- Project awarded \$17.7 M



Funding

\$164.4 M	Multnomah County VRF
\$74.7 M	City of Portland
\$35.0 M	State of Oregon
\$17.7 M	TIGER III grant
\$2.0 M	Regional Flex Funds
<u>\$13.7 M</u>	Federal Appropriations
\$307.5 M	Total

Regional trips



Sellwood Bridge Project

- Construction about 80% complete
- Traffic on new span – Winter 2015-2016
- East approach and remaining work complete – Fall 2016



Construction Progress

(through June 2015)

	Detour Bridge	Land- slide	Condo. Mods.	Work Bridge	OR 43 Walls	Bridge & IntX	Total
Total Value	\$20.68	\$12.91	\$3.19	\$9.40	\$12.75	\$160.01	\$218.94
Paid to date	\$20.68	\$12.75	\$3.13	\$8.99	\$12.23	\$118.16	\$175.94
	100%	98.8%	98.0%	95.6%	95.9%	73.8%	80.4%
Costs in millions							

Economic Benefits

233 Construction contracts awarded totaling \$220M

119 DMWESB contracts totaling \$38M- enroute to \$42M+

Apprenticeship Hours at over 80,000 and growing

Apprentices have graduated to journey status

Subcontractor mentoring as small general contractors



Social Equity

	Goal	To Date
DBE	4%	3.99%
DMWESB	20%	17.29%
Workforce (Women)	14%	13%
Diversity (Minority)	20%	28%



Lessons Learned

Policy Advisory Committee

Construction Manager/General Contractor

Partnerships

Communication



Questions or Comments?





MTIP/RFFA Policy Development



Presentation to JPACT
September 10, 2015



Dan Kaempff, Metro



Metro | *Making a great place*

A blue-tinted map of a region, likely the San Francisco Bay Area, showing major roads and highways. The map is partially visible on the left side of the slide, with a white background on the right.

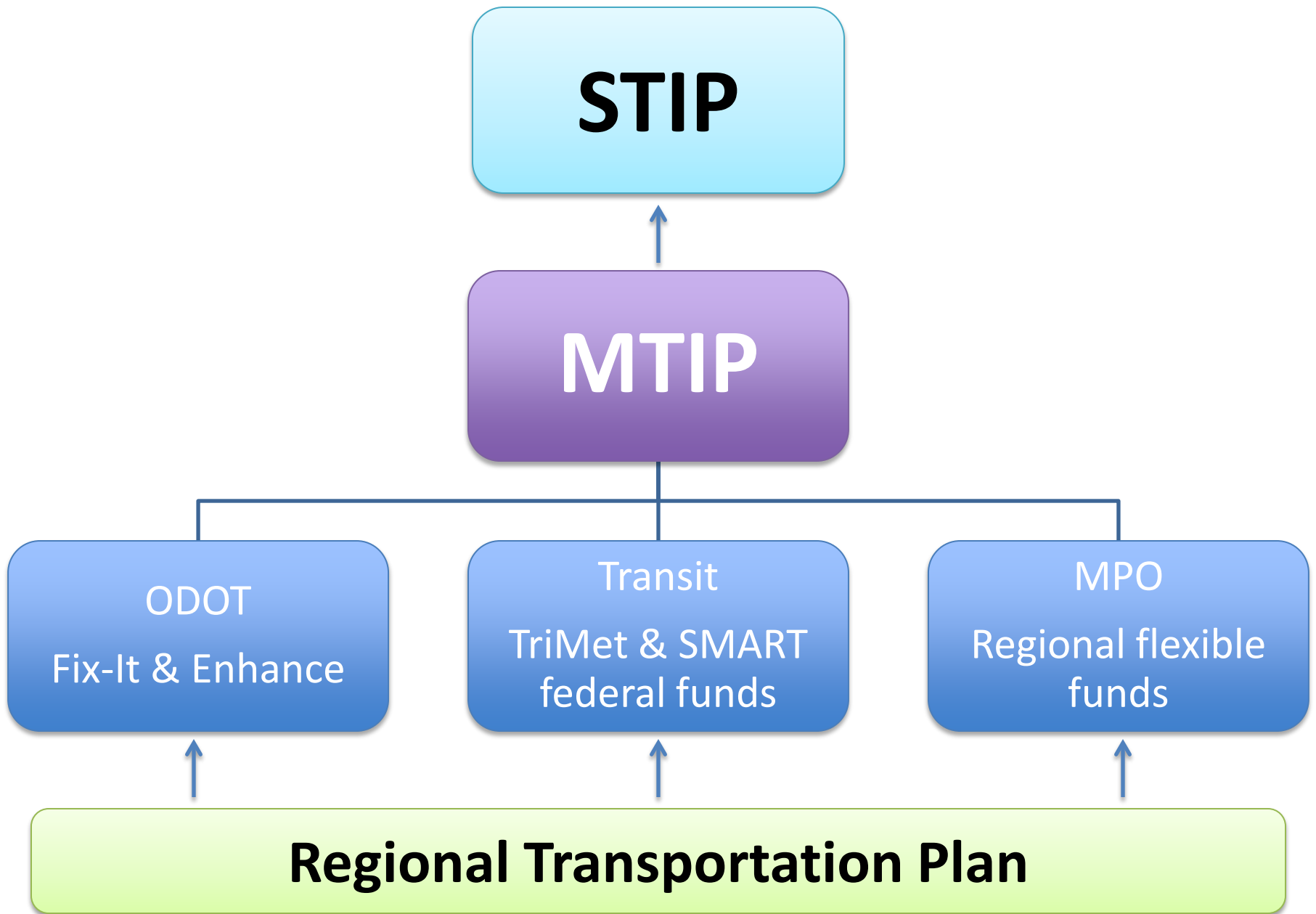
Context for policy update

- Adoption of new regional policies
 - Climate Smart Strategies
 - Active Transportation Plan
- Formation of Region 1 Area Commission on Transportation
- MAP-21 changes to federal funding programs & amounts
- MTIP/RFFA retrospective process gave direction to consider updates to existing policy

A blue-tinted map of a region, likely the San Francisco Bay Area, showing major roads and highways. The map is partially visible on the left side of the slide.

MTIP/RFFA policy questions

- How can MTIP policy improve coordination between the various funding programs?
- How should the RFFA programs and funding categories be updated to better reflect the RTP and related policies?



A vertical blue bar on the left side of the slide, featuring a faint, light-colored map of a region with roads and geographical features. The map is semi-transparent and serves as a background for the text.

Additional transportation funds expended in the region

- Federal – TIGER Grants
- ODOT – Connect Oregon
- Transit local taxes, farebox, etc.
- Local transportation taxes and fees

A blue-tinted map of a city street grid, likely San Francisco, serves as a background for the left side of the slide. It shows various streets, highways, and landmarks in a light blue color against a darker blue background.

Initial MTIP/RFFA Workshops

- Opportunity for meaningful input from a wide cross-section of stakeholders prior to drafting policy
- Gather high-level input on how to incorporate newly-adopted policy, changes at federal level, community initiatives into RFFA policy
- Participation from elected officials, staff, community organizations, interested citizens

A blue-tinted map of a city area, showing streets, highways, and landmarks. The map is partially visible on the left side of the slide, with a white background on the right.

Input received

- Freight connections to industrial lands in UGB – “industrial smart growth”
 - Jobs, economic development
- Safe Routes to School
 - Infrastructure & programmatic needs
 - New program vs. investment criteria?
- Project scale: large vs. small
 - Federal funding adds complexity, BUT
 - One of the few ways to get smaller projects accomplished

A blue-tinted map of a city area, likely San Diego, showing streets, highways, and landmarks. The map is partially obscured by the text on the right.

Input received (cont.)

- Safety/Health/Equity concerns
 - Disadvantaged neighborhoods generally have fewer choices, higher risk, poorer air quality, etc.
- Metro Council Core Principles
 - Prioritize projects rooted in Regional plans and of Regional significance (RTP, Climate Smart Strategies)
 - Maintain current project categories and funding splits
 - Clarify, consider Safe Routes to School

A vertical blue rectangular area on the left side of the slide, featuring a faint, light-colored map of a city street grid and major roads. The map is semi-transparent and serves as a decorative background element.

Three new policy themes

- Policy ideas that emerged from workshops are evolution of existing policy:
 - Maintain existing policies, OR
 1. Maintain existing policies, but eliminate specific funding percentages for project categories
 2. Focus on Safe Routes to School projects & programs
 3. Focus on Climate Smart short list of actions

A vertical blue rectangular area on the left side of the slide, featuring a faint, light-colored map of a city street grid and major roads. The map is semi-transparent and serves as a decorative background element.

TPAC recommendation

- TPAC felt that policy theme discussion needed to be grounded in existing policies
- Region has already put significant effort into Climate Smart Strategies, Active Transportation Plan policy development
- Extensive input, affirmation of Safe Routes to School needs
- Affirmed that RFFA policy options should be derived from these themes, presented for public comment

A blue-tinted map of a region, likely the San Francisco Bay Area, showing major roads and geographical features. The map is partially obscured by the text on the right.

Policy proposal development

- Regional work group comprised of stakeholders to develop draft proposals
- Discussions with TPAC|JPACT|Council
- Conduct public comment process on draft proposals
- Policy refinement based on public input
- Adopt final RFFA policy

A blue-tinted map of a city area, likely San Francisco, showing streets, highways, and landmarks like Lake Merano and Westwood. The map is partially obscured by the text on the right.

Process & Timeline

1. Receive input/develop potential policy options (Spring – Fall 2015)
2. Public comment & discuss policy options (Winter 2016)
3. Adopt policy (Spring 2016)
4. Implement policy/select projects (Spring – Fall 2016)
5. Adopt final project list (Fall – Winter 2016)

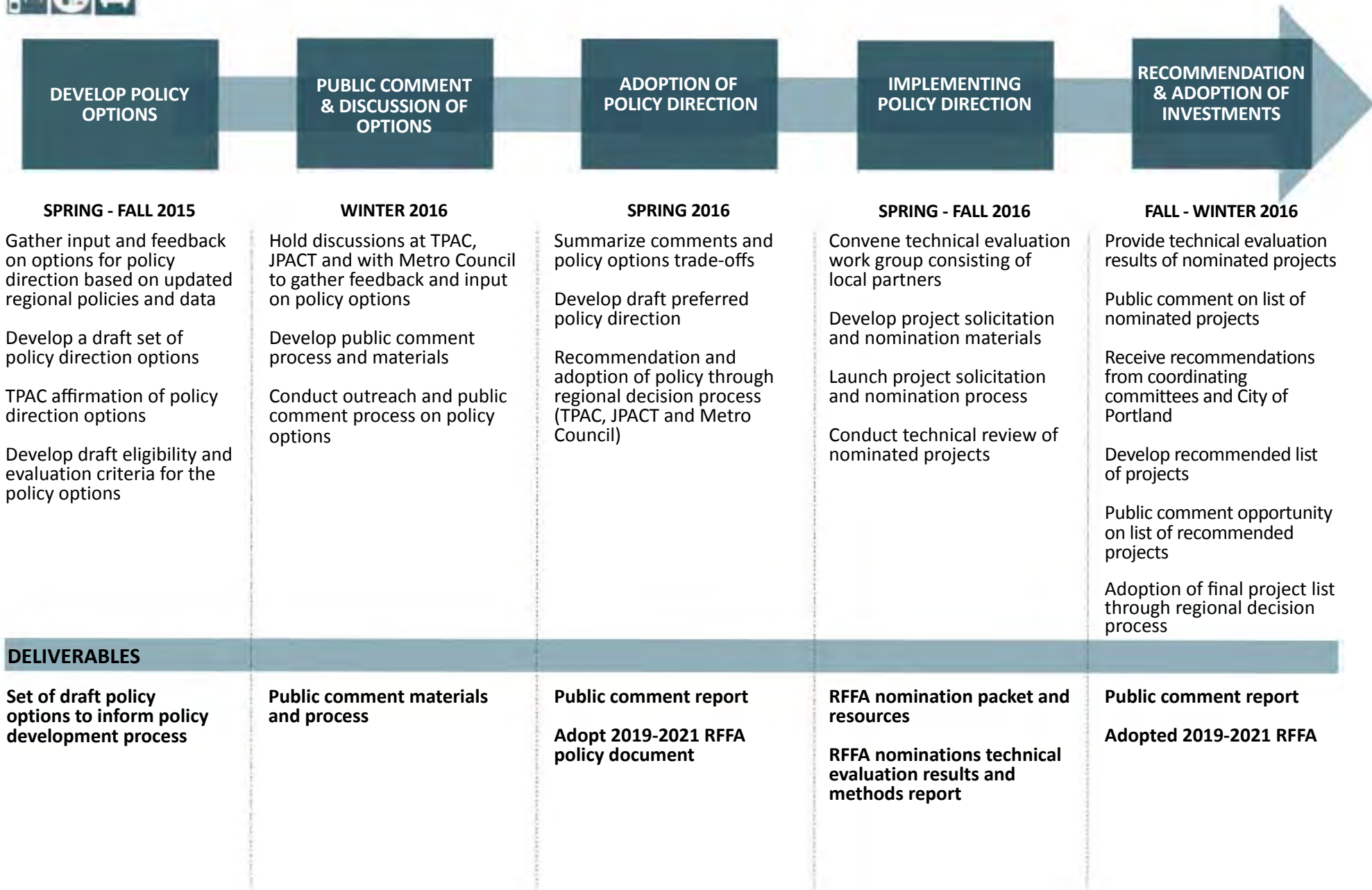


Discussion





2019-2021 REGIONAL FLEXIBLE FUND ALLOCATION | Policy Update and Implementation Timeline





COUNCILOR CRAIG DIRKSEN, DISTRICT 3

August 27, 2015

The Honorable John Ludlow
Chair, Clackamas County Commission
2051 Kaen Road
Oregon City, OR 97045

Dear Chair Ludlow,

Thank you for writing to share the concerns of the Clackamas County Board of Commissioners and C4 regarding geographic parity in the selection of projects through the MPO's portion of federal transportation funds, which we know as the Regional Flexible Funds Allocation process.

The Metro Council shares your belief that these funds should be invested in projects that benefit all parts of the region. Current RFFA policy, agreed upon by JPACT and the Metro Council, states clearly this commitment. In pursuit of that desired outcome, at the direction of JPACT and the Council, staff developed a set of advisory targets to inform our regionally coordinated allocation process, which we have used for the last two RFFA cycles.

While Metro's policy and intent has never been to suballocate Regional Flexible Funds, it is the professional opinion of staff that these advisory targets are viewed and treated as such by stakeholders. Communications from some of our regional stakeholders encouraging Metro to suballocate funds bears this out. The continuation of this *de facto* arrangement puts our region's stream of federal transportation dollars at risk.

As you know, federal rules prohibit the explicit sub-allocation of federal funds. Federal law is clear that the MPO, and no other body, must be in the driver's seat:

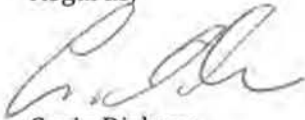
23 USC 450.324(j) - "Procedures or agreements that distribute suballocated Surface Transportation Program funds or funds under 49 U.S.C. 5307 to individual jurisdictions or modes within the MPA by pre-determined percentages or formulas are inconsistent with the legislative provisions that require the MPO, in cooperation with the State and the public transportation operator, to develop a prioritized and financially constrained TIP and shall not be used unless they can be clearly shown to be based on considerations required to be addressed as part of the metropolitan transportation planning process."

In this time of scarce state and local resources, we are relying on federal transportation dollars to fund important regional projects. It is my belief that we should not jeopardize federal funds in order to retain these advisory targets. Rather, we should bring the decision-making about regional transportation funds back to the regional table.

Our region has a strong track record of living up to our commitment that these flexible funds benefit the entire region, a commitment which we intend to carry forward into the next allocation cycle. Regardless of whether or not these targets remain, JPACT and the Metro Council retain their ability to select what types of projects are eligible for regional funds and how we wish to allocate them. Should JPACT and the Metro Council desire to further clarify policy direction around geographic parity, Metro staff will work with TPAC to propose any potential refinements for consideration this fall and winter, but without the use of specific funding targets or other formulaic methods. Please see the attached RFFA policy update process timeline for further details.

Please let me know if there are any other clarifications that staff can provide at this point. I look forward to continued conversations at JPACT and elsewhere on the RFFA policy direction.

Regards,

A handwritten signature in black ink, appearing to read 'C. Dirksen', written in a cursive style.

Craig Dirksen
JPACT Chair
Metro Councilor, District 3



COUNCILOR CRAIG DIRKSEN, DISTRICT 3

August 27, 2015

The Honorable Roy Rogers
Washington County Commission
155 N First Ave., Suite 300
Hillsboro, OR 97124


Dear Commissioner Rogers,

Thank you for writing to share the concerns of the Washington County Board of Commissioners and WCCC regarding geographic parity in the selection of projects through the MPO's portion of federal transportation funds, which we know as the Regional Flexible Funds Allocation process.

The Metro Council shares your belief that these funds should be invested in projects that benefit all parts of the region. Current RFFA policy, agreed upon by JPACT and the Metro Council, states clearly this commitment. In pursuit of that desired outcome, at the direction of JPACT and the Council, staff developed a set of advisory targets to inform our regionally coordinated allocation process, which we have used for the last two RFFA cycles.

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Regards,



Craig Dirksen
JPACT Chair
Metro Councilor, District 3



Memorandum

TO: JPACT Members and Staff

FROM: Rian Windsheimer, ODOT Region 1 Manager

DATE: September 10, 2015

RE: STIP 150% Lists and Key Dates

In response to requests for follow-up on the 2019-2021 Statewide Transportation Improvement Program (STIP), ODOT staff have attached to this memo 150% lists for Bridge, Interstate Maintenance, Operations, Preservation and Safety. If you have any questions about these lists or leverage opportunities with local projects, please contact Christina Hopes at 503-731-4924.

ODOT Region 1 is also in the process of launching a new, user-friendly website to track and provide input on STIP projects. This website can be accessed at www.odotr1stip.org and allows users to view projects on an interactive map, provide feedback through an online form and easily access STIP documents and lists.

The Non-Highway Enhance proposal deadline is noon on November 20. Please contact Kelly Brooks, Region 1 STIP Enhance Project Manager, at 503-731-3087 with any questions or for guidance in developing a proposal. It is strongly advised that you discuss your proposal ideas with the Enhance Program Manager prior to submitting an application.

Proposals will be presented to the Region 1 Area Commission on Transportation (ACT) at the December 7, 2015, meeting, and the ACT intends to forward a 150% Enhance project list on February 1, 2016.

STIP

The **Statewide Transportation Improvement Program** is Oregon's ongoing program to preserve and develop our state's road, public transit, bike and pedestrian infrastructure. The STIP outlines our transportation priorities for the next 4 years.



The STIP is a living, breathing, collaborative process that WE ALL have a stake in. We want YOU to help shape the state's transportation system!



KICK-OFF!

1

LIST DEVELOPMENT
Have an idea for a project? Tell your city/county government or local elected representative and ODOT!

2

INITIAL PROJECT LIST
A list of possible projects is now available for REVIEW AND COMMENT. Your input today could result in a new project breaking ground in four years.

3

150% LIST We have more projects on our list than we can fund. Help us narrow down the list. Tell us what you think on the STIP website. This is an important time to make your voice heard!

THE STIP TRIP

Depending on which road, bridge, trail or bike path you're interested in, it may belong to a city, county or state agency.
Not sure where to start?
WWW.ODOTR1STIP.ORG

6

FINAL STIP Sit back and watch the STIP projects unfold. Didn't give input? Not to worry—there's always a new STIP around the corner. You can suggest a project or submit a comment to ODOT anytime. We're always listening!

5

APPROVALS The Draft STIP is reviewed and approved by the Oregon Transportation Commission, the governor and U.S. Department of Transportation.

4

100% LIST Final projects are chosen—let the official **PUBLIC COMMENT PERIOD** begin! The Public Comment Period is a 60-day window to provide comments on the Draft STIP.



GET INVOLVED EARLY. Talk to your local transportation agency, public works department or ACT about your transportation needs. Don't know who to contact? Call 1-888-ASK-ODOT or visit ODOTR1STIP.org

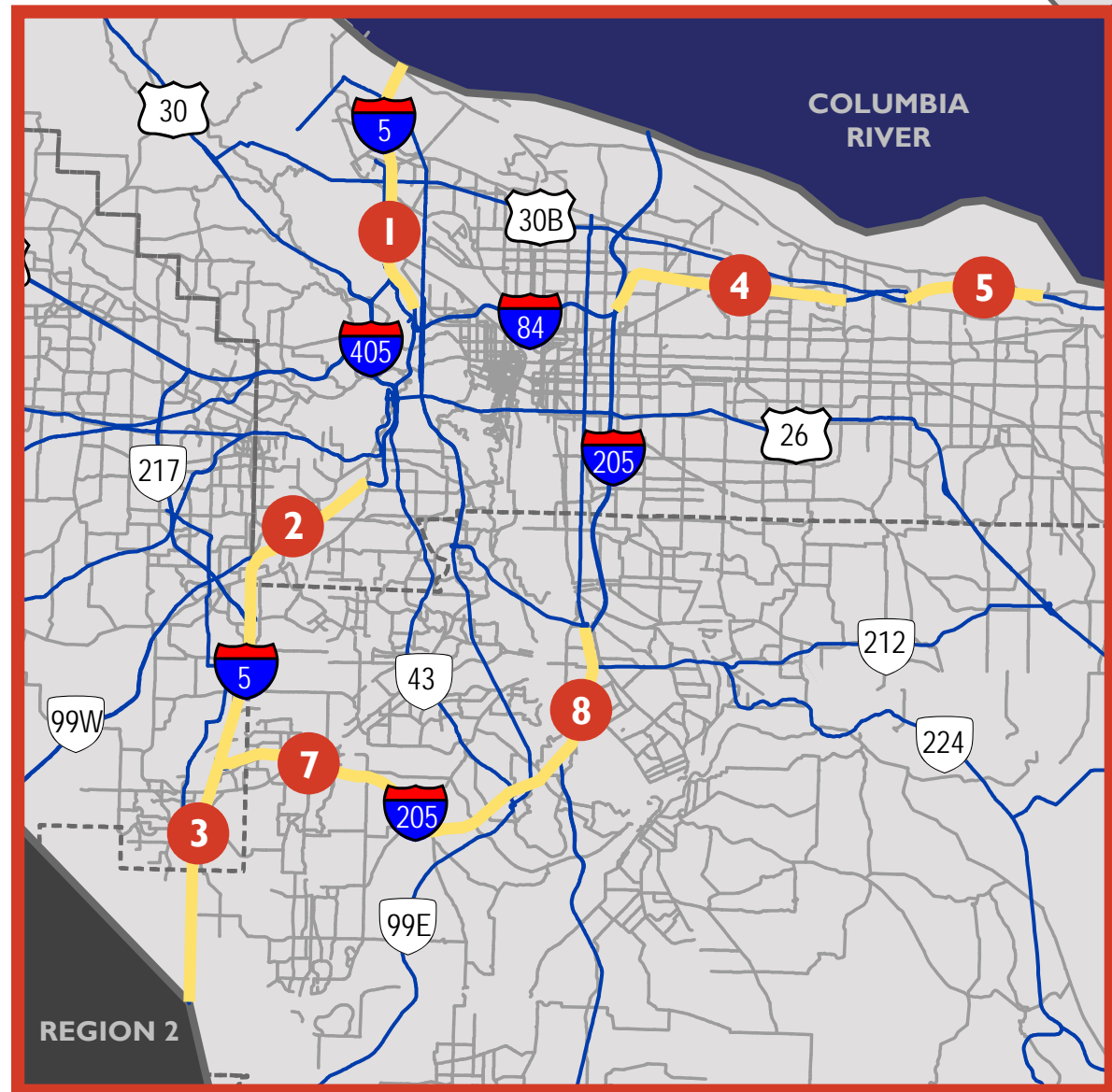
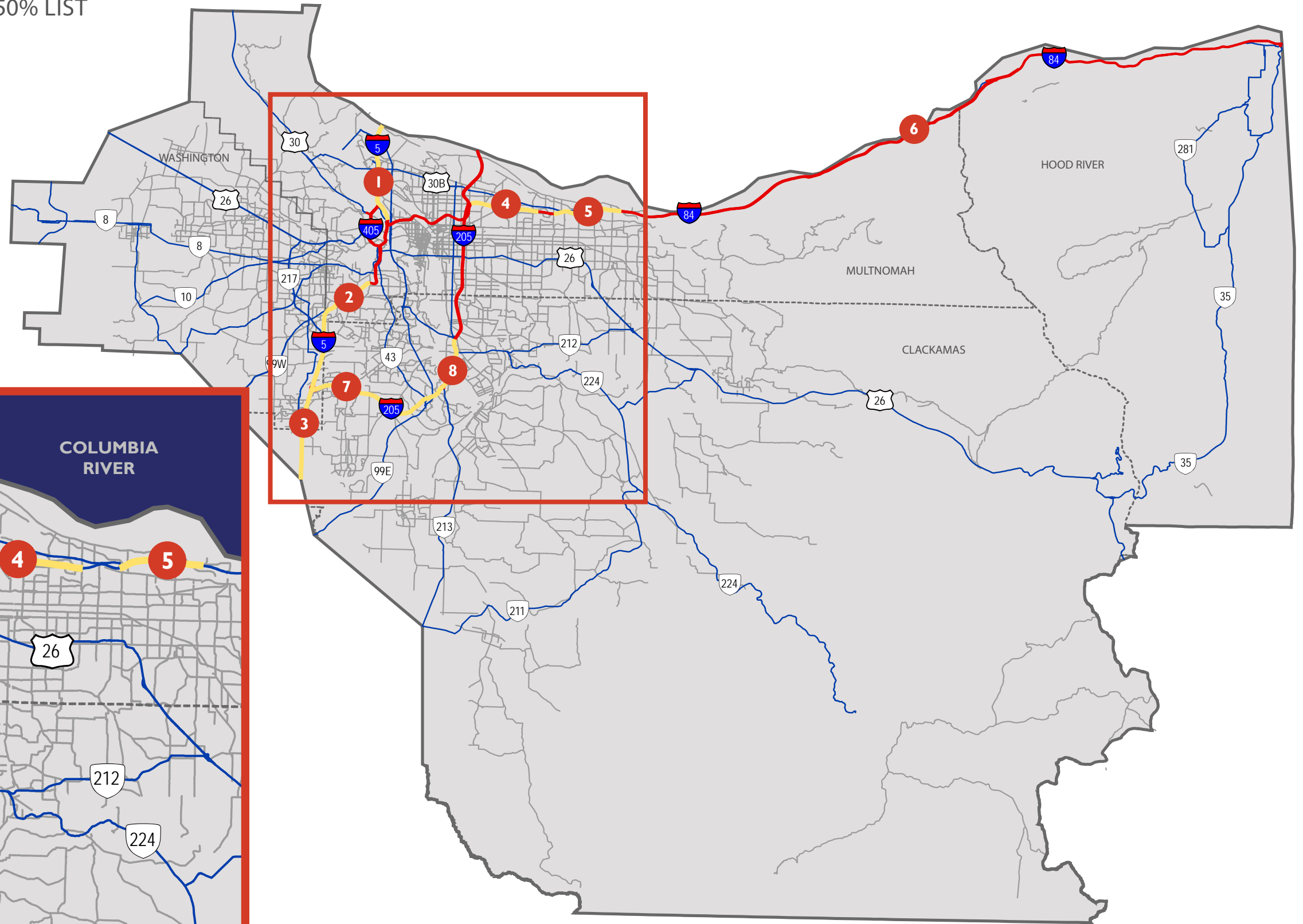
ODOT REGION 1: 2019-2021 STIP CYCLE

INTERSTATE MAINTENANCE PROGRAM 150% LIST

PROPOSED PROJECTS

- 1 I-5: Interstate - NE Hassalo Street*
- 2 I-5: Capitol Hwy - Tualatin River
- 3 I-5:Tualatin River - Willamette River
- 4 I-84: East Portland Fwy - NE 181st Avenue
- 5 I-84: Fairview - Marine Drive
- 6 I-84:Tooth Rock Tunnel
- 7 I-205:I-5 - Abernathy Bridge*
- 8 I-205:Abernathy Bridge - SE 82nd Avenue

*Indicates projects in design



ODOT REGION 1: 2019-2021 STIP CYCLE
 INTERSTATE MAINTENANCE PROGRAM 150% LIST

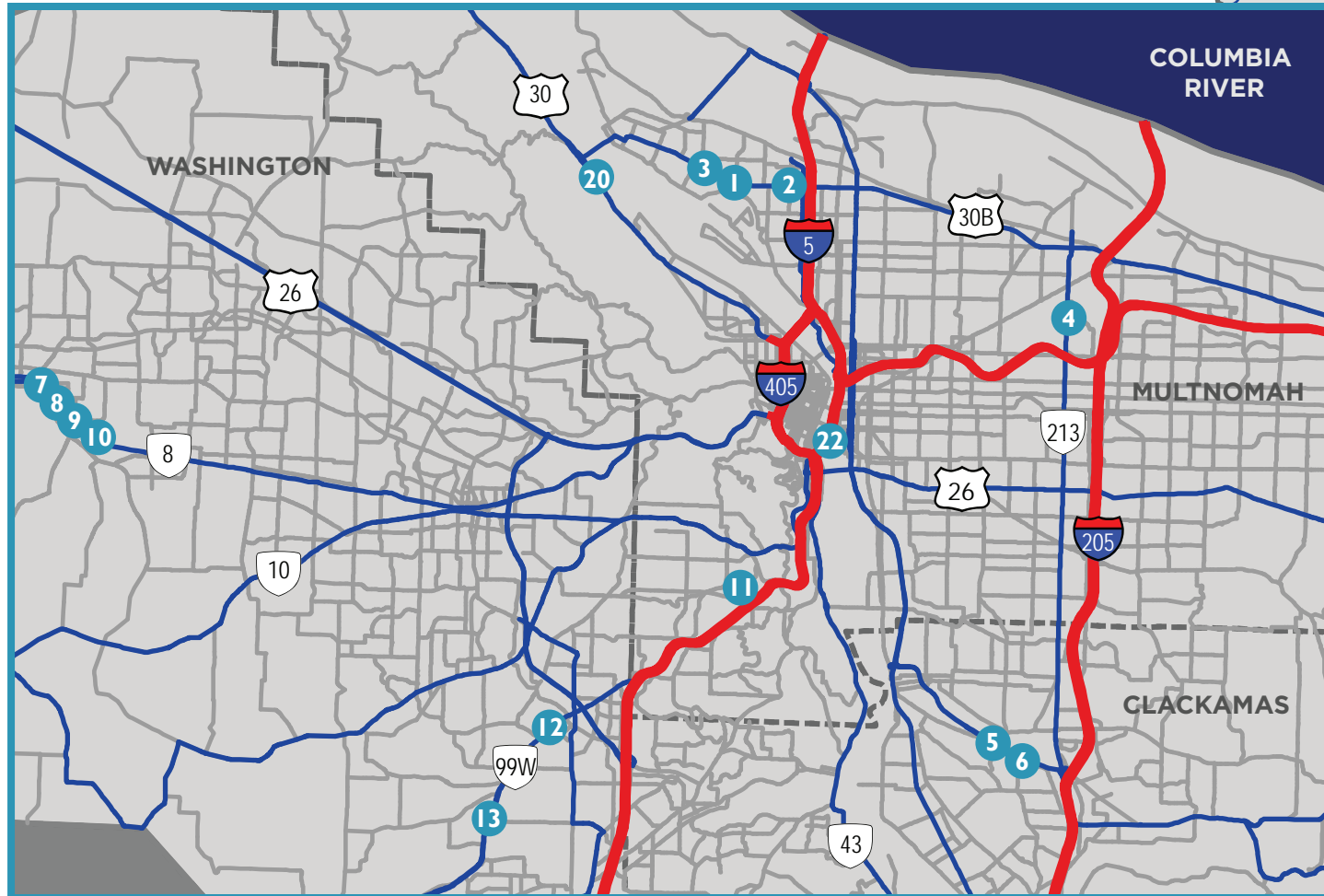
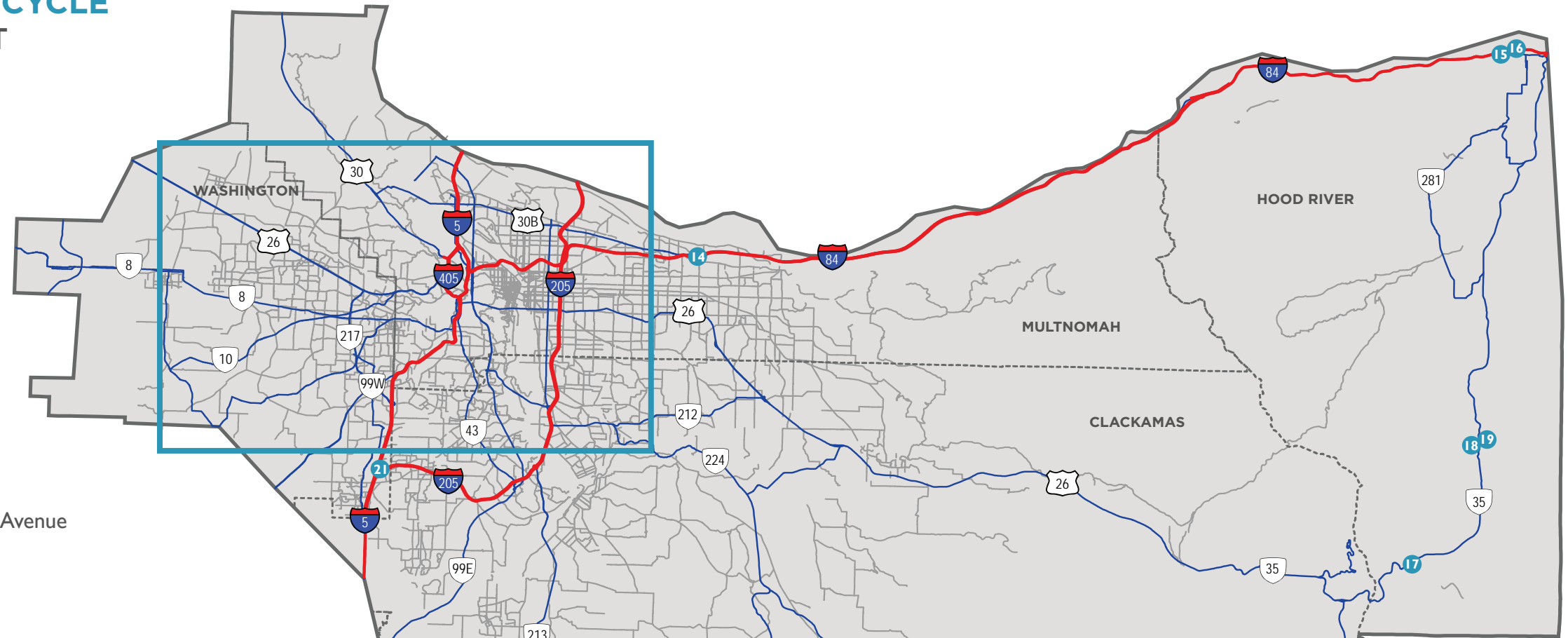
MAP ID	PROJECT NAME	ADT	LAST PAVED	MP START	MP END	MILES	LANE MILES	PRE-SCOPING ESTIMATE	NOTES
1	I-5: Interstate - Hassalo	130,000	2002	302.05	307.98	5.9	27.2	\$16,300,000	Design funded in the 2015-2018 STIP
2	I-5: Capitol - Tualatin River	140,000	2007	289.75	294.21	4.4	31.3	\$5,913,000	Scoped in previous cycle. Overlaps with Enhance project
3	I-5: Tualatin River - Willamette River	130,000	2009	283.21	289.75	6.6	40.3	\$7,501,000	
4	I-84: East Portland Fwy - NE 181st Ave	100,000	2010	6.90	12.52	3.3	19.7	\$3,424,000	
5	I-84: Fairview - Marine Drive	50,000 - 70,000	1995 / 1999	13.83	16.67	2.8	17.0	\$3,210,000	
6	I-84: Tooth Rock Tunnel	20,000	---	41.16	41.34	0.2	0.4	\$157,000	Diamond Grind in Tunnel
7	I-205: Pacific Hwy - Abernathy Bridge	120,000	2004 / 2005	-0.10	8.82	8.8	38.3	\$7,200,000	
8	I-205: Abernathy Bridge - SE 82nd Drive	80,000	2007	9.31	"13.8 NB 13.5 SB"	5.5	28.0	\$6,133,000	Design funded in the 2015-2018 STIP

NOTE: Scoped project costs will increase due to a change in guidance. Interchange Areas within the project area may be included in the project scope in the pavement condition warrants repair or replacement.

ODOT REGION 1: 2019-2021 STIP CYCLE OPERATIONS PROGRAM 150% LIST

PROPOSED SIGNAL PROJECTS

- 1 Lombard at Chautauqua
- 2 Lombard at Fenwick
- 3 Lombard at Fiske
- 4 OR-213 at Madison High School
- 5 OR-224 at Rusk
- 6 OR-224 at Lake/Harmony
- 7 OR-8 at Walnut St
- 8 OR-8 at Maple St
- 9 OR-8 at River Rd
- 10 OR-8 at Minter Bridge Rd
- 11 OR-99W at 24th Avenue
- 12 OR-99W at Johnson/Main
- 13 OR-99W at Durham
- 14 I-84 WB at 238th Avenue
- 15 US30 at MP 49.3
- 16 US30 at MP 49.7



PROPOSED SLIDE/ROCKFALL PROJECTS

- 17 OR-35 at MP 63.72 Rockfall
- 18 OR-35 at MP 72.69 Rockfall
- 19 OR-35 at MP 72.8 Rockfall
- 20 US-30 at Bridge Avenue Ramps (Rockfall)

PROPOSED ILLUMINATION PROJECTS

- 21 I-5 at I-205 Interchange Illumination
- 22 I-5 at Marquam Bridge Illumination

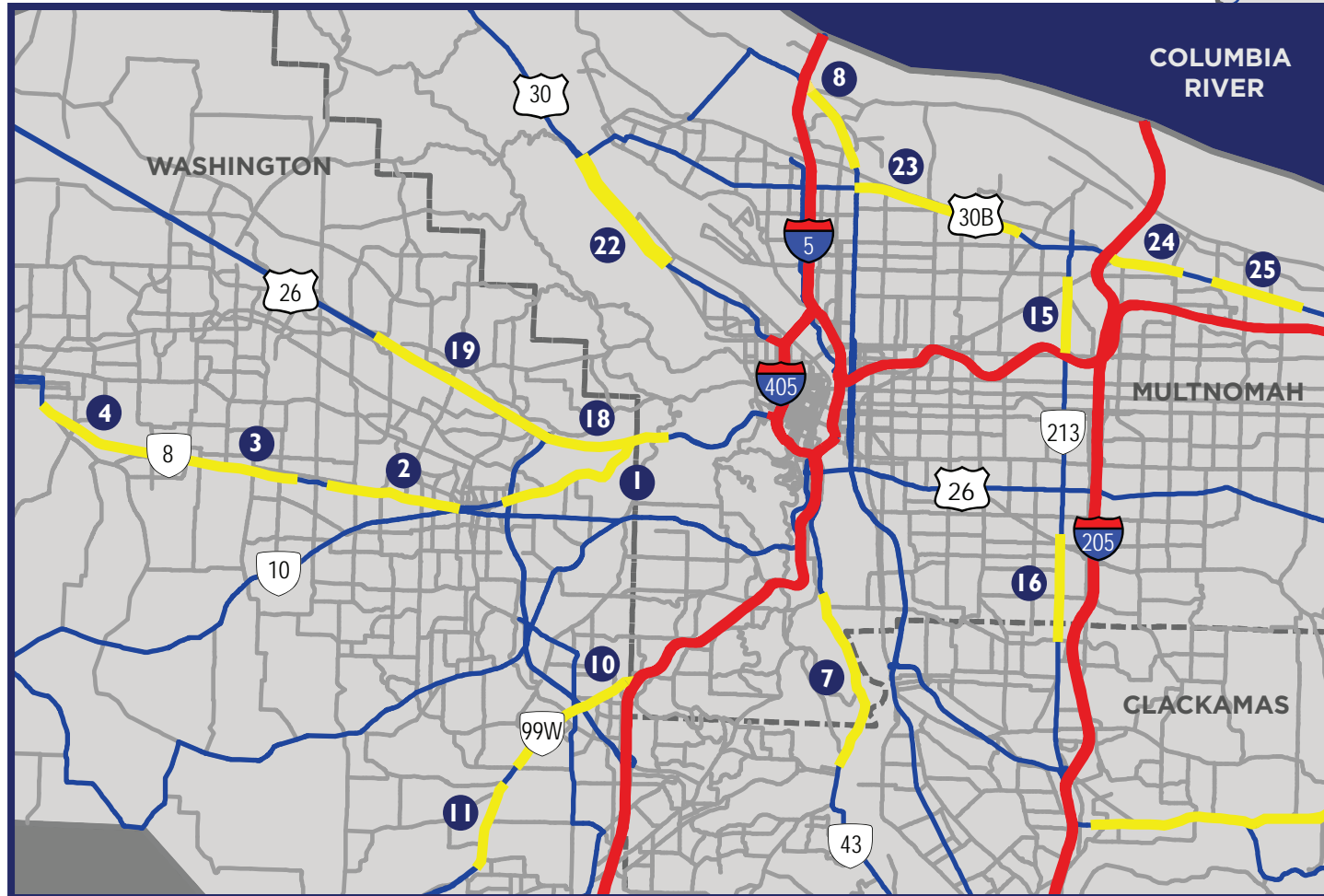
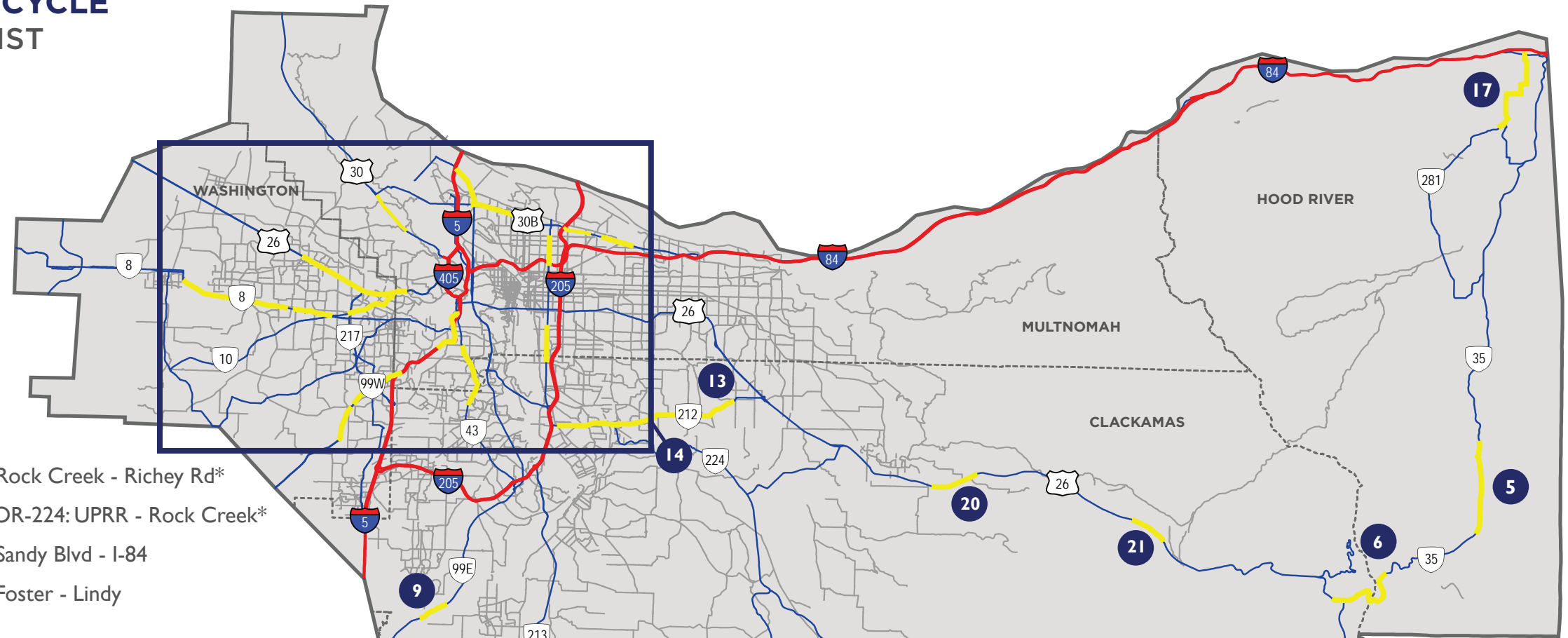
**ODOT REGION 1: 2019-2021 STIP CYCLE
OPERATIONS PROGRAM 150% LIST**

MAP ID	PROJECT CORRIDOR	CROSS STREET	MP	CATEGORY	PROPOSED SCOPE	PRE-SCOPING ESTIMATE	NOTES
CLACKAMAS COUNTY							
5	OR-224	Rusk	2.72	Signals	Full signal upgrade	\$750,000	
6	OR-224	Lake/Harmony	N/A	Signals	Ground mounted advance flashers	\$125,000	Safety issues with overhead beacons
---	OR 212/224	Various	---	ITS	VMS, Bluetooth TT	\$800,000	PE funded in the 2015-2018 STIP
HOOD RIVER COUNTY							
15	US-30	W of Rand	49.3	Signals	RRFB and sidewalk	\$750,000	
16	US-30	Near Safeway	49.7	Signals	RRFB	\$150,000	
17	OR-35	MP 63.72	63.72	Slides/Rockfalls	Install barrier	\$150,000	
18	OR-35	MP 72.69	72.69	Slides/Rockfalls	Install fence, scale, and clear catchment	\$150,000	Potential overlap with 19-21 Preservation project
19	OR-35	MP 72.8	72.8	Slides/Rockfalls	Replace posts/fence, clear catchment	\$150,000	Potential overlap with 19-21 Preservation project
MULTNOMAH COUNTY							
1	Lombard	Chautauqua	3.9	Signals	Full signal upgrade	\$794,000	Potential ARTS corridor
2	Lombard	Fenwick	5	Signals	Full signal or RRFB/HAWK	\$830,000	Potential ARTS corridor. Leaning poles
3	Lombard	Fiske	3.34	Signals	Full signal upgrade	\$850,000	Potential ARTS corridor
4	OR-213	Madison High School	1.64	Signals	Full signal upgrade	\$680,000	82nd Ave. Plan. Potential overlap with 19-21 Preservation project (Sandy-84)
11	OR-99W	24th Avenue	5.07	Signals	Full signal upgrade	\$825,000	
14	I-84 WB	238th Avenue	15.97	Signals	Partial replacement/modification	\$550,000	Overlaps with 2015-2018 Enhance project on NE 238th Drive.
20	US-30	Bridge Avenue Ramps	0.32	Slides/Rockfalls	Rockfall treatment	\$2,000,000	High activity, high traffic area with standing queues during peak hour.
22	I-5	Marquam Bridge	300.4	Illumination	New illumination system	\$500,000	
---	I-5	---	---	ITS	Ramp Meter Relocation	\$400,000	
WASHINGTON COUNTY							
7	OR-8	SE Walnut St	12.36	Signals	Full signal upgrade	\$800,000	
8	OR-8	SE Maple St	12.18	Signals	Full signal upgrade	\$800,000	
9	OR-8	River Rd	11.72	Signals	Full signal upgrade	\$850,000	
10	OR-8	Minter Bridge Rd	11.28	Signals	Full signal upgrade	\$800,000	
12	OR-99W	Johnson/Main	9.46	Signals	Full signal upgrade	\$750,000	
13	OR-99W	Durham	11.46	Signals	Partial replacement/modification	\$550,000	
21	I-5	I-5/I-205 Interchange	288.7	Illumination	Replace 10 priority towers	\$500,000	\$2,000,000 to replace all towers
REGION WIDE/MISC.							
---	Region wide	---	---	---	Miscellaneous Hardware/Software	\$500,000	
---	Regionwide	---	---	---	VMS Sign Replacement	\$1,000,000	Includes design and installation. Equipment purchase complete.
---	Regionwide	---	---	---	Interstate Operations	\$3,000,000	
---	Regionwide	---	---	---	LEDs, Audible Ped Signals	\$300,000	

ODOT REGION 1: 2019-2021 STIP CYCLE PRESERVATION PROGRAM 150% LIST

PROPOSED PROJECTS

- 1 OR-8: Sylvan - OR-217
- 2 OR-8: Hocken - I82nd
- 3 OR-8: I87th - 214th
- 4 OR-8: SE 73rd - Minter Bridge
- 5 OR-35: Robin Hood Bridge - Polallie Creek**
- 6 OR-35: US-26 - White River**
- 7 OR-43: Sellwood Bridge - Terwilliger Blvd
- 8 OR-99E: Columbia Blvd - I-5 Interchange
- 9 OR-99E: Pine St - SW Berg Pkwy*
- 10 OR-99W: I-5 - McDonald St
- 11 OR-99W: Bull Mountain - Durham
- 12 OR-211: OR-213 - Meadowbrook*
- 13 OR-212: Rock Creek - Richey Rd*
- 14 OR-212/OR-224: UPRR - Rock Creek*
- 15 OR-213: Sandy Blvd - I-84
- 16 OR-213: Foster - Lindy



- 17 OR-281: OR-282 - US-30
- 20 US-26: Webber - E Cherryville
- 23 US-30B: MLK - 60th
- 18 US-26: Sylvan - OR-217
- 21 US-26: Zigzag - Rhododendron
- 24 US-30B: I-205 (E) - I22nd Ave
- 19 US-26: OR-217 - Cornell Rd
- 22 US-30: Kittridge - St. Johns
- 25 US-30B: I41st - I62nd Avenue

*Indicates projects in the D-STIP ** Proposed D-STIP projects

**ODOT REGION 1: 2019-2021 STIP CYCLE
PRESERVATION PROGRAM 150% LIST**

MAP ID	PROJECT NAME	MP START	MP END	MILES	LANE MILES	CLASSIFICATION	URBAN/RURAL	1R/3R	PRE-SCOPING ESTIMATE	NOTES
CLACKAMAS COUNTY										
9	OR-99E: Pine St - SW Berg Pkwy (Canby)	20.63	21.86	1.26	6.3	Regional	Urban	3R	\$2,571,150	PE funded in 2015-2018 STIP
12	OR-211: OR-213 to Meadowbrook	11.31	16.31	5	10	District	Urban	1R	\$3,479,000	PE funded in 2015-2018 STIP
13	OR-212: Rock Cr - Richey Rd	0.03	6.85	6.82	13.64	Statewide /NHS	Rural	1R	\$5,609,732	PE funded in 2015-2018 STIP
14	OR-212/OR-224: UPPR to Rock Creek	5.2	8.19	2.99	14.95	Statewide /NHS	Urban	3R	\$5,409,000	PE funded in 2015-2018 STIP
20	US-26: SE Webber to E Cherryville	30.43	32.47	2.04	9.18	Statewide /NHS	Urban	1R/3R	\$1,876,163	
21	US-26: Zigzag to Rhododendron	42.42	44.1	1.68	8.4	Statewide /NHS	Urban	1R/3R	\$1,799,700	
HOOD RIVER COUNTY										
5	OR-35: Robin Hood Bridge to Polallie Creek	68.23	73	4.77	9.54	Statewide /NHS	Urban	3R	\$615,000	Submitted as PE only for 2019-2021 STIP
6	OR-35: US-26 to White River	57.2	61.7	4.5	13.5	Statewide /NHS	Urban	3R	\$864,000	Submitted as PE only for 2019-2021 STIP
17	OR-281: OR-282 to US-30	0	5.09	5.09	10.18	District	Urban	1R/3R	\$3,331,065	
MULTNOMAH COUNTY										
7	OR-43: Sellwood Br. - Terwilliger Blvd.	2.64	5.79	3.15	9.45	N/A	Urban	1R	\$2,292,665	
8	OR-99E: NE Columbia Blvd to I-5 Interchange	-4.01	-5.73	1.72	6.88	Statewide /NHS	Urban	3R	\$2,592,740	
15	OR-213: Sandy Blvd to I-84	0.95	2.24	1.29	6.45	District	Urban	3R	\$3,137,725	
16	OR-213: Foster to Lindy	5.76	7.41	1.65	8.25	District	Rural	3R	\$4,511,625	
22	US-30: Kittridge to St. Johns	3.92	7.32	3.4	13.6	OTIA / Life Route	Urban	3R	\$5,040,300	Adjacent to current project
23	US-30B: MLK to 60th	6.15	9.2	3.05	12.2	District	Rural	1R	\$2,614,340	
24	US-30B: I-205 (E) to 122nd Avenue	11.25	12.43	1.18	4.72	District	Urban	3R	\$2,476,560	
25	US-30B: 141st to 162nd Avenue	13.36	14.76	1.4	2.8	District	Rural	3R	\$1,184,400	
WASHINGTON COUNTY										
1	OR-8: Sylvan to OR-217	0.05	2.85	2.8	12.6	District	Rural	3R	\$5,729,800	Overlaps with 2015-2018 STIP project
2	OR-8: Hocken - 182nd	4.02	6.45	2.43	12.15	Statewide /NHS	Rural	3R		
3	OR-8: 187th - 214th	6.73	8.11	1.38	6.9	Statewide /NHS	Urban	3R	\$3,137,450	
4	OR-8: SE 73rd - Minter Bridge	8.57	11.28	2.71	13.55	Statewide /NHS	Rural	1R/3R	\$3,469,281	Overlaps with 2015-2018 STIP project
10	OR-99W: I-5 - McDonald	7.47	10.29	2.82	14.1	Statewide /NHS	Rural	3R	\$5,923,050	
11	OR-99W: Bull Mtn - Durham	10.71	11.43	0.72	3.6	Statewide /NHS	Urban	3R	\$2,500,000	
18	US-26: Sylvan to OR-217	69.73	71.33	1.6	11.2	OTIA / Life Route	Urban	1R	\$2,124,640	
19	US-26: Cornell to OR-217	65.68	69.73	4.05	26.325	OTIA / Life Route	Urban	1R	\$4,993,853	
VARIOUS										
---	Regionwide ADA Improvements	---	---	---	---	Varies	Rural/ Urban	---	\$2,000,000	For ADA triggered by maintenance paving and other ADA requirements

ARTS 2017-2021 HOT SPOTS - 150% LIST

BY PRE-SCOPING BC RATIO

LOCATION/PROJECT NAME	APPLICANT	COUNTERMEASURES	BENEFIT	COST (PRE-SCOPING)	B/C RATIO*
SE Division St @ SE 162nd Ave	Portland	H34 - Provide a Raised Median, Urban Multi-Lane Road	\$ 2,105,740	\$ 12,500	168.46
NE Glisan St @ NE 122nd Ave	Portland	H25 - Install Lighting at Intersection H34 - Provide a Raised Median, Urban Multi-Lane Road	\$ 4,734,800	\$ 35,500	133.37
NE Halsey St @ NE 122nd Ave	Portland	H25 - Install Lighting at Intersection H34 - Provide a Raised Median, Urban Multi-Lane Road	\$ 2,766,120	\$ 29,000	95.38
Springwater Rd @ Harding Rd	Clackamas County	H19 - Convert to All-Way Stop Control (From Rural 2-Way or Yield Control) I13 - Provide Flashing Beacons at All-Way Stop Controlled Intersections	\$ 2,671,120	\$ 38,000	70.29
SE Stark St @ SE 148th Ave	Portland	I2 - Improve Signal Hardware : Lenses, Reflectorized Back plates, Size, and Number H34 - Provide a Raised Median, Urban Multi-Lane Road	\$ 2,080,820	\$ 30,000	69.36
SE Powell Blvd (US26) @ SE 36th Ave	ODOT	BP10 - Install Rectangular Rapid Flashing Beacon with Median (3-Lane or More Roadway) BP2 - Provide Intersection Illumination (Bike & Ped) I10 - Increase Triangle Sight Distance	\$ 5,612,640	\$ 208,000	26.98
SE Stark St @ SE 162nd Ave	Gresham	I2 - Improve Signal Hardware: Lenses, Reflectorized Back plates, Size, and Number H25 - Install Lighting at Intersection RD1 - Increase Distance to Rural Roadside Obstacle from 3 ft. (1 m) to 16 ft. (5 m)	\$ 1,071,560	\$ 61,000	18.78
SE Powell Valley Rd @ SE Kane Dr / SE 257th Dr	Gresham	I2 - Improve Signal Hardware: Lenses, Reflectorized Back plates, Size, and Number	\$ 1,071,560	\$ 61,000	17.57
SE Stark St @ SE 223rd Ave	Gresham	I2 - Improve Signal Hardware: Lenses, Reflectorized Back plates, Size, and Number	\$ 1,071,560	\$ 61,000	17.57
SE Sunnyside Rd @ SE 122nd Ave	Clackamas County	I2 - Improve Signal Hardware: Lenses, Reflectorized Back plates, Size, and Number	\$ 1,059,100	\$ 61,000	17.36
SW Beaverton Hillsdale Hwy @ SW 30th Ave	Portland	I2 - Improve Signal Hardware: Lenses, Reflectorized Back plates, Size, and Number I4 - Replace Urban Permissive or Protected/Permissive Left Turns to Protected Only I8 - Install Flashing Beacons as Advance Warning at Intersections (Not Coordinated with Signal Timing)	\$ 2,480,460	\$ 155,000	16.00
SW Hall Blvd @ SW Cedar Hills Blvd	Beaverton	H25 - Install Lighting at Intersection I2 - Improve Signal Hardware: Lenses, Reflectorized Back plates, Size, and Number	\$ 2,217,880	\$ 150,000	14.79
N Lombard St @ N Interstate Ave (US 30B)	ODOT	H25 - Install Lighting at Intersection H34 - Provide Raised Median, Urban Multi-Lane Road BP1 - Install Pedestrian Countdown Timer(s)	\$ 9,369,920	\$ 707,000	13.25
NE Broadway @ NE Martin Luther King Jr Blvd	Portland	I2 - Improve Signal Hardware: Lenses, Reflectorized Back plates, Size, and Number I6 - Install coordination or adaptive signal timing of Urban traffic Signals BP4 - Install No Pedestrian Phase Feature with Flashing Yellow Arrow	\$ 2,516,940	\$ 215,000	11.71
SE Foster Rd @ SE 92nd Ave	Portland	I2 - Improve Signal Hardware I3 - Replace Doghouse with Flashing Yellow Arrow Signal Heads H25 - Install Lighting at Intersection	\$ 3,463,880	\$ 302,500	11.45
SE Jennings Ave @ SE Addie Rd	Clackamas County	H33 - Install Raised Median - Urban 2-Lane Road	\$ 1,968,680	\$ 188,000	10.47
NE Glisan St @ NE 162nd Ave	Gresham	I2 - Improve Signal Hardware: Lenses, Reflectorized Back plates, Size, and Number H25 - Install Lighting at Intersection	\$ 1,495,200	\$ 149,000	10.03

LOCATION/PROJECT NAME	APPLICANT	COUNTERMEASURES	BENEFIT	COST (PRE-SCOPING)	B/C RATIO*
SE Stark St @ SE 103rd Dr	Portland	I2 - Improve Signal Hardware: Lenses, Reflectorized Back plates, Size, and Number I6 - Install coordination or adaptive signal timing of Urban traffic Signals	\$ 3,350,140	\$ 350,000	9.57
SW Hall Blvd @ SW Nimbus Ave	Beaverton	H25 - Install Lighting at Intersection I5 - Replace Urban Permissive Left Turns to Protected/Permissive BP4 - Install No Pedestrian Phase Feature with Flashing Yellow Arrow	\$ 2,579,220	\$ 280,000	9.21
SW Baseline St @ S 1st Ave (OR 8)	ODOT	H25 - Install Lighting at Intersection I2 - Improve Signal Hardware: Lenses, Reflectorized Back plates, Size, and Number H50 - Install Guide Signs	\$ 5,856,200	\$ 650,000	9.01
SE Stark St @ SE 242nd Dr / Hogan Drive	Gresham	I2 - Improve Signal Hardware: Lenses, Reflectorized Back plates, Size, and Number H34 - Provide a Raised Median, Urban Multi-Lane Road	\$ 2,068,360	\$ 231,000	8.95
SE Division St @ SE 112th Ave	Portland	I2 - Improve Signal Hardware: Lenses, Reflectorized Back plates, Size, and Number H34 - Provide a Raised Median, Urban Multi-Lane Road	\$ 4,111,800	\$ 507,500	8.10
SE Holgate Blvd @ SE Milwaukie Ave	Portland	I2 - Improve Signal Hardware: Lenses, Reflectorized Back plates, Size, and Number I4 - Replace Urban Permissive or Protected/Permissive Left Turns to Protected Only	\$ 4,410,840	\$ 550,000	8.02
NW Cornell Rd @ NW 185th Ave	Washington County	H6 - Channelized Right Turn Lane with Raised Median I2 - Improve Signal Hardware: Lenses, Reflectorized Back plates, Size, and Number	\$ 3,476,340	\$ 444,000	7.83
NE Division St @ SE 242nd Dr/SE Hogan Dr	Gresham	H34 - Provide a Raised Median, Urban Multi-Lane Road	\$ 3,513,720	\$ 490,000	7.17
SE Powell Blvd (US26) @ SE 39th Ave	ODOT	BP1 - Install Pedestrian Countdown Timer(s) BP2 - Provide Intersection Illumination (Bike & Ped) H26 - Install Lighting on a Roadway Segment I2 - Improve Signal Hardware: Lenses, Reflectorized Back plates, Size, and Number	\$ 6,778,240	\$ 1,000,000	6.78
E Powell Blvd @ NE Hogan Dr / NE 242nd Dr / SE Hogan Rd	Gresham	I2 - Improve Signal Hardware: Lenses, Reflectorized Back plates, Size, and Number H25 - Install Lighting at Intersection H34 - Provide a Raised Median, Urban Multi-Lane Road	\$ 2,068,360	\$ 231,000	6.52
NW Heritage Pkwy @ NW 185th Ave	Washington County	H25 - Install Lighting at Intersection I5 - Replace Urban Permissive Left Turns to Protected/Permissive	\$ 1,383,060	\$ 214,000	6.46
SE Washington St @ SE 99th Ave	Portland	I2 - Improve Signal Hardware: Lenses, Reflectorized Back plates, Size, and Number I5 - Replace Urban Permissive Left Turns to Protected/Permissive I6 - Install Coordination or Adaptive Signal Timing of Urban Traffic Signals	\$ 1,515,120	\$ 239,000	6.34
NW Yeon Ave (US30) @ NW Nicolai St	ODOT	I2 - Improve Signal Hardware: Lenses, Reflectorized Back plates, Size, and Number I7 - Install Actuated Advance Warning Dilemma Zone Protection System at High Speed Signals (Microwave Detection) I9 - Install Actuated/Coordinated Flashing Beacons as Advance Warning for Signalized Intersections	\$ 1,965,180	\$ 312,000	6.30

LOCATION/PROJECT NAME	APPLICANT	COUNTERMEASURES	BENEFIT	COST (PRE-SCOPING)	B/C RATIO*
SE Hawthorne Blvd @ SE Grand Ave	Portland	I2 - Improve Signal Hardware: Lenses, Reflectorized Back plates, Size, and Number	\$ 1,831,620	\$ 300,000	6.11
SW Scholls Ferry Rd @ SW 121st Ave	Washington County	H25 - Install Lighting at Intersection I5 - Replace Urban Permissive Left Turns to Protected/Permissive	\$ 1,121,400	\$ 200,000	5.61
NE Halsey St @ NE 162nd Ave	Gresham	H34 - Provide a Raised Median, Urban Multi-Lane Road I2 - Improve Signal Hardware: Lenses, Reflectorized Back plates, Size, and Number	\$ 3,314,360	\$ 631,000	5.25
SE Powell Blvd (US26) @ SE 82nd Ave (OR213)	ODOT	H34 - Provide a Raised Median, Urban Multi-Lane Road	\$ 10,042,760	\$ 2,000,000	5.02
SE Holgate Blvd @ SE 112th Ave	Portland	I2 - Improve Signal Hardware: Lenses, Reflectorized Back plates, Size, and Number I5 - Replace Urban Permissive Left Turns to Protected/Permissive BP3 - Install Urban Leading Pedestrian or Bicycle Interval at Signalized Intersection	\$ 2,742,160	\$ 550,000	4.99
TV Highway at Minter Bridge/Cypress	ODOT	H25 - Install Lighting at Intersection I2 - Improve Signal Hardware: Lenses, Reflectorized Back plates, Size, and Number	\$ 1,432,900	\$ 300,000	4.78
NE Halsey St @ NE 181st Ave	Gresham	I9 - Install Actuated/Coordinated Flashing Beacons as Advance Warning for Signalized Intersections	\$ 849,200	\$ 187,000	4.54
SE Powell Blvd (US26) @ SE 71st Ave	ODOT	H25 - Install Lighting at Intersection I2 - Improve Signal Hardware: Lenses, Reflectorized Back plates, Size, and Number	\$ 3,214,680	\$ 750,000	4.29
SW Farmington Rd @ SW 170th Ave	Washington County	H6 - Channelized Right Turn Lane with Raised Median I2 - Improve Signal Hardware: Lenses, Reflectorized Back plates, Size, and Number	\$ 3,551,100	\$ 850,000	4.18
SW Barbur Blvd @ SW Capitol Hwy (OR 99W)	ODOT	I2 - Improve Signal Hardware: Lenses, Reflectorized Back plates, Size, and Number H50 - Install Guide Signs	\$ 4,099,340	\$ 1,000,000	4.10
N Lombard St (US30B) @ N Atlantic Ave	ODOT	I2 - Improve Signal Hardware: Lenses, Reflectorized Back plates, Size, and Number H48 - Convert 4-Lane Roadway to 3-Lane Roadway with Center Turn Lane (Road Diet)	\$ 4,585,280	\$ 1,200,000	3.82
I-5 from MP 303.27-308.63	ODOT	H45A - Install Urban Variable Speed Limit Signs with Queue/Weather Warning System	\$ 14,953,640	\$ 4,000,000	3.74
W Powell Blvd @ SE 182nd Ave / SW Highland Drive	Gresham	H4 - Right Turn Lane on Single Major Road Approaches: Signalized Intersection (3- or 4-leg) I2 - Improve Signal Hardware: Lenses, Reflectorized Back plates, Size, and Number H25 - Install Lighting at Intersection	\$ 2,068,360	\$ 560,000	3.69
SE Circle Ave @ SE 174th Ave / SE Jenne Rd	Multnomah County	H25 - Install Lighting at Intersection I12 - Improve Intersection Warning I9 - Install Actuated/Coordinated Flashing Beacons as Advance Warning for Signalized Intersections I16 - Install Transverse Rumble Strips on Approaches H25 - Install Lighting at Intersection	\$ 2,226,740	\$ 625,000	3.56
SE 82nd Ave (OR213) @ SE Woodward St	ODOT	H12 - Left Turn Lane on Single Major Road Approach: Urban, Signalized Intersection (4-leg) I2 - Improve Signal Hardware: Lenses, BP4 - Install No Pedestrian Phase Feature with Flashing Yellow Arrow Reflectorized Back plates, Size, and Number H25 - Install Lighting at Intersection	\$ 3,700,620	\$ 1,165,000	3.18
NW Glisan St @ NW Broadway	Portland	I2 - Improve Signal Hardware: Lenses, Reflectorized Back plates, Size, and Number H25 - Install Lighting at Intersection	\$ 1,731,940	\$ 550,000	3.15

LOCATION/PROJECT NAME	APPLICANT	COUNTERMEASURES	BENEFIT	COST (PRE-SCOPING)	B/C RATIO*
NE Lombard St (US30B) @ NE MLK Jr Blvd (OR 99E)	ODOT	H34 - Provide a Raised Median, Urban Multi-Lane Road	\$ 2,404,780	\$ 794,000	3.03
NB I-5 ramp @ NE Weidler St	ODOT	I2 - Improve Signal Hardware: Lenses, Reflectorized Back plates, Size, and Number H50 - Install Guide Signs	\$ 2,903,180	\$ 1,000,000	2.90
WB Sunset Hwy exit ramp (US26) @ NW 185th Ave	ODOT	H4 - Right Turn Lane on Single Major Road Approaches: Signalized Intersection (3- or 4-leg) I2 - Improve Signal Hardware: Lenses, Reflectorized Back plates, Size, and Number	\$ 2,579,220	\$ 900,000	2.87
NW Evergreen Pkwy @ NW 185th Ave	Washington County	I2 - Improve Signal Hardware: Lenses, Reflectorized Back plates, Size, and Number	\$ 1,146,320	\$ 400,000	2.87
SW Pacific Hwy (OR99W) @ SW 72nd Ave	ODOT	I2 - Improve Signal Hardware: Lenses, Reflectorized Back plates, Size, and Number H6 - Channelized Right Turn Lane with Raised Median H25 - Install Lighting at Intersection	\$ 2,367,400	\$ 900,000	2.63
Beaverton Tigard Hwy (OR217) @ Kruse Way	ODOT	I2 - Improve Signal Hardware: Lenses, Reflectorized Back plates, Size, and Number I9 - Install Actuated/Coordinated Flashing Beacons as Advance Warning for Signalized Intersections	\$ 1,038,380	\$ 400,000	2.60
NB I-205 exit ramp @ SE Division St	ODOT	H6 - Channelized Right Turn Lane with Raised Median I2 - Improve Signal Hardware: Lenses, Reflectorized Back Plates, Size and Number H25 - Install Lighting at Intersection	\$ 6,005,720	\$ 2,535,000	2.37
OR-213 @ Toliver Rd (MP 15.70)	ODOT	H2 - Right Turn Lane on Single Major Road Approach: Unsignalized Intersection (3- or 4-leg) H10 - Left Turn Lane on Both Major Road Approaches: Rural Unsignalized Intersection (4-leg) ALTERNATIVE: H 16 - install roundabout from Minor Road Stop Control	\$ 3,837,680	\$ 1,760,720	2.18
SE Washington St @ SE 10th Ave	Washington County	I2 - Improve Signal Hardware: Lenses, Reflectorized Back plates, Size, and Number	\$ 635,460	\$ 300,000	2.12
NE Halsey St @ NE 47th Ave	Portland	I2 - Improve Signal Hardware: Lenses, Reflectorized Back plates, Size, and Number	\$ 1,121,400	\$ 550,000	2.04
SE Foster Rd @ SE 110th Dr/111th Ave.	Portland	I5 - Replace Urban Permissive Left Turns to Protected/Permissive	\$ 461,020	\$ 230,000	2.00
SW Tualatin Valley Hwy (OR8) @ SW Murray Blvd	ODOT	I2 - Improve Signal Hardware: Lenses, Reflectorized Back plates, Size, and Number H34 - Provide a Raised Median, Urban Multi-Lane Road	\$ 1,881,460	\$ 1,000,000	1.88
NE Glisan St @ NE 242nd Dr/NE 238th Dr/SW Cherry Park Rd	Gresham	H5 - Right Turn Lane on Both Major Road Approaches: Signalized Intersection (3- or 4-leg) I2 - Improve Signal Hardware: Lenses, Reflectorized Back plates, Size, and Number	\$ 1,619,800	\$ 939,000	1.73
SE Powell Blvd (US26)@ SE Foster Rd/SE 50th Ave	ODOT	I2 - Improve Signal Hardware: Lenses, Reflectorized Back plates, Size, and Number H25 - Install Lighting at Intersection H34 - Provide a Raised Median, Urban Multi-Lane Road H 30 - Reduce Urban Driveways from 48 to 26 - 48 per mile	\$ 1,445,360	\$ 900,000	1.61
SE McLoughlin Blvd (OR99E) @ SE Tenino St exit	ODOT	H53A - Right Turn Acceleration Lane	\$ 2,080,820	\$ 1,500,000	1.39
SE Powell Blvd (US26) @ SE 136th Ave	ODOT	I4 - Replace Urban Permissive or Protected/Permissive Left Turns to Protected Only H33 - Provide a Raised Median, Urban 2-Lane Road H25 - Install Lighting at Intersection	\$ 2,965,480	\$ 2,458,000	1.21

LOCATION/PROJECT NAME	APPLICANT	COUNTERMEASURES	BENEFIT	COST (PRE-SCOPING)	B/C RATIO*
NE Division St @ NE Kane Dr / NE 257th Dr	Gresham	H34 - Provide a Raised Median, Urban Multi-Lane Road H25 - Install Lighting at Intersection H4 - Right Turn Lane on Single Major Road Approaches: Signalized Intersection (3- or 4-leg)	\$ 1,881,460	\$ 1,656,000	1.14

ARTS 2017-2021 SYSTEMIC - 150% LIST

BY PRE-SCOPING BC RATIO

AGENCY	APP #	PROJECT NAME	COUNTERMEASURES USED	B/C RATIO	PRE-SCOPING COST ESTIMATE
BIKE/PED PROJECTS					
City of Portland	15	Capitol Hwy: Bertha to Terwilliger	BP5	----	\$ 19,820
City of Portland	12	Broadway Bike	BP2, BP5	----	\$ 72,793
City of Gresham	24	181st Ave from San Rafael St to Pacific Ct	BP9, BP20, BP7	----	\$ 196,700
City of Portland	20	Sandy: Prescott to 92nd and	BP2	----	\$ 105,105
ODOT	69	Region 1 Bike/Ped (Multiple Locations)	BP2, BP8, BP10	----	\$ 338,625
City of Portland	18	Foster: 62nd to 2nd	BP1, BP2	----	\$ 268,268
Washington County	2	Along 185th Ave, Murray Blvd &	BP5	----	\$ 221,130
City of Portland	16	Division: 156th to 168th	BP2	----	\$ 253,260
City of Portland	21	Pedestrian Signals	BP14	----	\$ 591,720
INTERSECTION PROJECTS					
City of Gresham	23	162nd Ave from Glisan St to Stark St	I2, I12, BP1	112.26	\$ 79,800
ODOT	67	OR211 Hwy 172 MP 17.79-MP 19.78	I12	110.29	\$ 10,290
ODOT	65	OR 211 Hwy 161 MP 3.78 - MP 7.59	I8, I16	58.33	\$ 63,000
City of Molalla	8	OR 213 @ Toliver to OR 211 @ Ona Way	I1, I2, I10, I16	56.86	\$ 50,400
Clackamas County	29	Rural Int Corridor D: 22 intersections	I12	47.86	\$ 139,692
ODOT	42	US 26 Hwy 026 MP 1.25- MP 5.69	I1, I2, I10	43.42	\$ 539,455
Clackamas County	30	Rural Int Corridor E: 14 intersections	I12	43.28	\$ 91,500
City of Beaverton	7	Allen Blvd from Murray Blvd to Western Ave	I1, I2, I4, I6	40.32	\$ 513,622
ODOT	68	OR211 Hwy 172 MP 1.55-MP 5.39	I1, I2	33.25	\$ 59,535
ODOT	49	I-205 Hwy 064 MP 17.21 - MP 17.91	I2	30.33	\$ 168,000
ODOT	73	Region 1 Improve Signal Hardware and Intersection Warning (Multiple Locations)	I2, I12	29.71	\$ 306,950
City of Portland	9	92nd Ave: Powell to Woodstock	I2	28.91	\$ 192,192
City of Beaverton	6	Cedar Hills Blvd from Cornell Rd to Farmington Rd	I1, I4	26.18	\$ 193,202
Clackamas County	27	Rural Int Corridor B: 18 intersections	I12	25.99	\$ 149,400
ODOT	47	US 26 Hwy 047 MP 68.34 - MP 74.05	I1, I2	25.6	\$ 256,550
Clackamas County	26	Rural Int Corridor A: 11 intersections	I12, I13, I16	23.85	\$ 128,208

AGENCY	APP #	PROJECT NAME	COUNTERMEASURES USED	B/C RATIO	PRE-SCOPING COST ESTIMATE
ODOT	59	US30BY Hwy 123 MP 0.13-MP 7.04	11, 12, 112	23.41	\$ 638,803
ODOT	45	OR 10 Hwy 040 MP 0.97 - 3.18	11, 12	23.31	\$ 559,125
ODOT	64	OR213 Hwy 160 MP 0.14 - MP 3.81	11, 12	23.26	\$ 367,500
City of Portland	17	Division: 82nd to 174th	16, 17	23.12	\$ 390,390
Clackamas County	28	Rural Int Corridor C: 16 intersections	i12, i14, i16	22.68	\$ 139,908
City of Portland	10	102nd/Cherry Blossom/112th: Halsey to Holgate	16, 17	21.68	\$ 260,260
ODOT	58	US 30BY Hwy 123 MP 9.20-14.52	11, 12, 112	21.28	\$ 872,900
ODOT	44	OR8 Hwy 029 from 3rd Ave to Quince	12, 14	20.65	\$ 350,000
City of Tigard	22	OR 99W from MP 8.01 to MP 11.50	11	20.02	\$ 290,605
ODOT	52	OR 99E Hwy 081 MP 10.75-12.19	12, 112	18.82	\$ 336,630
ODOT	50	OR 213 Hwy 068 MP 7.25 - MP 9.4	12, 14, 112	18.78	\$ 738,605
ODOT	62	OR 213 Hwy 160 MP 11.96 - MP 16.1	12, 18, 112	18.59	\$ 201,023
City of Portland	11	Beaverton-Hillsdale Hwy	12	17.63	\$ 192,192
ODOT	63	OR 213 Hwy 160 MP 5.73 - MP 7.96	11, 12, 112	16.62	\$ 155,260
ODOT	51	OR 99E Hwy 081 MP 2.33 - MP 5.93	12, 110	16.12	\$ 570,500
ODOT	48	US 26 Hwy 047 MP 62.39 - MP 67.73	11, 12	15.65	\$ 601,125
ODOT	56	OR 99W Hwy 091 MP 4.08 - MP 7.55	11, 12	15.07	\$ 598,500
ODOT	41	OR 43 Hwy 003 MP 1.23-MP 11.66	15	15	\$ 362,250
Clackamas County	37	Sunnyside Rd from Valley View Ter to 132nd Ave	i2, i7, bp5	14.41	\$ 332,350
ODOT	66	OR224 Hwy 171 MP 0.68-MP 5.36.	11, 14, 110	13.79	\$ 803,250
ODOT	55	OR 99W Hwy 091 MP 7.58 - MP 15.00	11, 12, 14	13.43	\$ 1,545,250
ODOT	40	I-5 Hwy 001 MP 283.46 - MP 302.82	12	13.42	\$ 635,250
Clackamas County	39	Oatfield Rd from Oak Grove Blvd to Jennings Ave	i2, i3, bp1	13.04	\$ 182,560
City of Portland	13	Broadway/Weidler: Larabee to 21st	16	12.81	\$ 288,610
ODOT	61	OR217 Hwy 144 from Walker to Bangy	11, 12	12.69	\$ 498,750
Washington County	3	Farmington Rd @ 209th Ave & Glencoe Rd @ Zion Church Rd	17	12.25	\$ 45,360
ODOT	43	OR8 Hwy 029 MP 0.30-MP 11.72	11, 12, 14	11.86	\$ 715,750
ODOT	54	OR 99E Hwy 081 MP 7.41 - MP 9.8	11, 12, 112	11.73	\$ 360,570
Clackamas County	36	Sunnybrook Blvd from Oak bluff Blvd to 97th Ave	i2, i6, i7	11.71	\$ 347,950
ODOT	60	OR 141 (Hwy 141): Scholls Ferry Rd to Upper Boones Ferry Rd	12	11.42	\$ 393,750

AGENCY	APP #	PROJECT NAME	COUNTERMEASURES USED	B/C RATIO	PRE-SCOPING COST ESTIMATE
ODOT	53	OR 99E Hwy 081 MP 13.70 - MP 22.89	I2, I12	10.85	\$ 485,582
ODOT	57	US 30 Hwy 092 MP 1.35 - MP 13.20	I2	10.61	\$ 357,000
City of Forest Grove	1	Pacific Ave & 19th Ave from B St to Maple St	I2, BP1	8.95	\$ 194,880
Clackamas County	38	Johnson Creek Blvd from Fuller Rd to 92nd Ave	i6, i7, bp1	6.34	\$ 333,790
ROAD DEPARTURE PROJECTS					
ODOT	70	Region 1 Curve Warning Signs (Multiple Locations)	RD6, RD9	120.7	\$ 102,060
City of Portland	19	Marine Dr: 33rd to 185th	RD14, RD15	54.3	\$ 80,927
ODOT	72	Region 1 Rumble Strips (Multiple Locations)	RD15, RD16	36.8	\$ 4,917,324
Multnomah County	25	Germantown Rd from MP 2.5 to MP 3.5	RD11	25.6	\$ 194,000
City of Portland	14	W Burnside: Uptown Terr to 48th Ave	RD8, RD10, RD11	24.8	\$ 70,070
Clackamas County	34	Road Depart Area D: 8 roads	rd7	19.3	\$ 356,520
Clackamas County	31	Road Depart Area A: 5 roads	rd7	18.4	\$ 116,496
Washington County	4	Highways throughout the county	RD6, RD8	17.9	\$ 334,026
Clackamas County	35	Road Depart Area E: 7 roads	rd7	16.9	\$ 242,424
Clackamas County	33	Road Depart Area C: 3 roads	rd7	8.6	\$ 143,664
Clackamas County	32	Road Depart Area B: 3 roads (4 segments)	rd7	8.2	\$ 149,736
ODOT	71	Region 1 High Friction Surface Treatment (Multiple Locations)	RD4	6.9	\$ 1,498,427
Washington County	5	Susbauer Rd from Zion Church Rd to Hornecker Rd	RD19	1.4	\$ 700,000

ODOT REGION 1: CULVERT SCOPING (2019-2021)

150% LIST

4/1/2015

LARGE CULVERTS

ROAD	MP	DFI	SCORE	CONDITION	Facility Usage	Replace Open Cut	Replace Trenchless	Repair	Maint. Needed	PRE-SCOPING COST EST.	NOTES
US-26	28.3	OP171			Stream			x		\$ 120,000	PE funded in 16-18 STIP
OR-281	13.02	3562			Stream			x		\$ 70,000	PE funded in 16-18 STIP
OR-281	13.12	3653			Stream			x		\$ 70,000	PE funded in 16-18 STIP
US-26	57.7	3030			Stream	x				\$ 2,000,000	Suff. Rating of 49.0; RCBC both ends extended w/CMP
I-84	15.4	7420			Stream		x			\$ 2,000,000	Suff. Rating of 61.1; RCBC w/ large spalls and cracking

FIX-IT CORRIDORS

ROAD	MP	DFI	SCORE	CONDITION	Facility Usage	Replace Open Cut	Replace Trenchless	Repair	Maint. Needed	PRE-SCOPING COST EST.	NOTES
I-84	20.67	D034021	2.86	Poor	Roadside Drainage			X	X	\$ 15,750	Overlaps with K18802 (I-84: Jordan Rd. - Corbett) from MP 17.9 - 22.4)
I-84	20.76	D034023	3.02	Poor	Roadside Drainage			X		\$ 15,540	
I-84	20.761	D034024	3	Poor	Roadside Drainage			X		\$ 4,200	
I-84	21.51	D034043	2.31	Critical	Roadside Drainage			X	X	\$ 43,680	
I-84	21.68	D034049	2.57	Critical	Roadside Drainage			X		\$ 89,880	
I-84	22.42	D034063	2.55	Critical	Roadside Drainage			X		\$ 70,560	
I-84	22.47	D034064	2.71	Critical	Roadside Drainage	X				\$ 154,560	
I-84	22.62	D034068	2.53	Critical	Roadside Drainage			X		\$ 130,200	
I-84	22.65	D034069	2.94	Poor	Roadside Drainage			X		\$ 15,540	
I-84	22.69	D034071	3.02	Poor	Roadside Drainage			X		\$ 20,580	
I-84	22.74	D034073	3.02	Poor	Roadside Drainage			X		\$ 15,540	
I-84	23.14	D034082	2.34	Critical	Roadside Drainage	X				\$ 42,000	
I-84	23.301	D034086	2.75	Critical	Roadside Drainage	X				\$ 15,120	
I-84	23.43	D034091	2.48	Critical	Stream			X	X	\$ 70,140	
I-84	25.5	D034120	3.11	Poor	Roadside Drainage			X		\$ 50,400	
I-84	25.75	D034123	3.01	Poor	Roadside Drainage			X		\$ 25,200	
I-84	25.89	D034124	3.02	Poor	Roadside Drainage			X		\$ 25,200	
I-84	27.5	D034147	2.61	Critical	Stream			X		\$ 148,400	
I-84	27.72	2722	2.98	Poor	Stream			X		\$ 52,500	
I-84	29.61	D034168	2.45	Critical	Stream				X	\$ 113,400	

I-84	29.71	D034170	3.05	Poor	Roadside Drainage			X		\$	135,030	
I-84	29.89	D034172	2.99	Poor	Roadside Drainage			X		\$	21,840	
I-84	30.54	D034182	3.04	Poor	Roadside Drainage			X		\$	21,000	
I-84	30.78	D034185	2.92	Poor	Roadside Drainage			X		\$	42,840	Overlaps with K18802 (I-84: Jordan Rd. - Corbett) from MP 17.9 - 22.4)
I-84	31.04	D034190	3.05	Poor	Roadside Drainage			X		\$	26,040	
I-84	32.67	D034195	2.94	Poor	Roadside Drainage			X		\$	99,540	
I-84	36.6	D034211	2.36	Critical	Roadside Drainage	X		X	X	\$	59,640	
I-84	36.63	D034212	2.44	Critical	Roadside Drainage	X		X	X	\$	31,360	
I-84	36.76	4551	2.32	Critical	Stream			X	X	\$	37,520	
US-30	9.25	D028281	2.1	Critical	Stream	X				\$	103,320	
US-30	10.87	D028285	2.55	Critical	Stream	X				\$	238,560	
US-30	11.19	D028286	2.52	Critical	Roadside Drainage		X			\$	245,700	
US-30	11.9	D028288	2.77	Critical	Roadside Drainage	X				\$	73,080	
US-30	14.661	D028316	2.77	Critical	Roadside Drainage	X				\$	132,720	
US-30	14.75	D028317	3.18	Poor	Roadside Drainage		X			\$	160,650	
US-30	15.34	D028321	2.45	Critical	Roadside Drainage	X				\$	70,560	
US-30	15.55	D028323	2.43	Critical	Stream		X			\$	224,700	
US-30	15.62	D028324	3.09	Poor	Roadside Drainage	X				\$	58,800	
US-30	16.79	D028341	2.6	Critical	Roadside Drainage			X		\$	35,560	
US-30	17.11	D028344	2.64	Critical	Stream	X				\$	128,520	
US-30	17.16	D028345	2.51	Critical	Stream	X				\$	153,300	
US-30	17.29	D028346	2.32	Critical	Roadside Drainage	X				\$	174,300	
US-30	17.5	D028349	2.94	Poor	Roadside Drainage	X				\$	110,880	
US-30	17.68	D028350	2.41	Critical	Stream	X				\$	127,680	
US-26	30.43	D028542	2.56	Critical	Roadside Drainage			X		\$	15,680	
US-26	33.271	D028558	2.35	Critical	Roadside Drainage	X				\$	55,440	
US-26	34.38	D028565	2.91	Poor	Roadside Drainage			X		\$	120,750	
US-26	34.92	D028568	2.8	Poor	Roadside Drainage	X				\$	45,360	
US-26	35.28	D028570	2.91	Poor	Roadside Drainage	X				\$	115,080	
US-26	35.37	D034491	3.13	Poor	Roadside Drainage			X		\$	55,860	
US-26	36.43	D028575	2.4	Critical	Roadside Drainage	X				\$	28,560	
US-26	36.53	D028576	2.27	Critical	Roadside Drainage	X				\$	33,600	
US-26	36.79	D028578	2.59	Critical	Roadside Drainage	X				\$	100,800	
US-26/OR-53	58.38	D027701	1.57	Critical	Roadside Drainage	X				\$	51,240	
US-26/OR-53	59.28	D027533	2.55	Critical	Roadside Drainage	X				\$	97,440	
US-26/OR-53	59.53	D027534	2.12	Critical	Roadside Drainage	X				\$	76,440	

US-26/OR-53	59.61	D033920	2.55	Critical	Stream	X				\$	188,160	
US-26/OR-53	60.72	D027707	2.58	Critical	Roadside Drainage	X				\$	105,000	
US-26/OR-53	61.13	D027709	2.65	Critical	Roadside Drainage			X		\$	28,840	
US-26/OR-53	61.38	D027547	1.91	Critical	Roadside Drainage	X				\$	84,000	
I-84	51.62	D034315	2.58	Critical	Roadside Drainage			X		\$	88,200	
I-84	52.26	D034318	2.41	Critical	Roadside Drainage			X		\$	60,900	
I-84	52.94	D034323	2.75	Critical	Roadside Drainage			X		\$	23,940	
I-84	53.98	D034334	2.75	Critical	Roadside Drainage			X		\$	30,800	
I-84	54.12	02638A	2.78	Critical	Stream			X		\$	253,400	
I-84	57.23	D034778	2.37	Critical	Roadside Drainage			X		\$	105,840	
I-84	58.17	D034781	2.77	Critical	Stream			X		\$	168,000	
I-84	58.47	D034782	2.59	Critical	Roadside Drainage			X		\$	42,840	
I-84	59.17	D034785	2.47	Critical	Stream					\$	-	
US-26	52.55	D028616	2.61	Critical	Roadside Drainage			X		\$	31,080	
US-26	53.38	D034607	2.48	Critical	Roadside Drainage	X				\$	72,240	
US-26	54	D028624	2.84	Poor	Roadside Drainage	X				\$	91,560	
US-26	55.57	D028635	2.59	Critical	Roadside Drainage		X			\$	189,000	
US-26	15.81	D028479	2.79	Critical	Roadside Drainage			X		\$	7,000	
US-26	15.83	D028480	2.85	Poor	Roadside Drainage			X		\$	30,520	
US-26	18.351	D028644	2.67	Critical	Roadside Drainage			X		\$	55,020	
I-84	37.98	D034224	3.09	Poor	Roadside Drainage			X		\$	38,640	
I-84	38.67	D034109	2.92	Poor	Roadside Drainage	X		X		\$	120,120	
I-84	41.97	D034242	2.86	Poor	Roadside Drainage			X		\$	46,200	
I-84	43.43	D034249	2.84	Poor	Roadside Drainage			X		\$	21,420	
I-84	43.66	D034251	2.98	Poor	Roadside Drainage			X		\$	107,520	
I-84	46.99	D034270	3.02	Poor	Roadside Drainage			X		\$	22,260	
I-84	47.14	D034273	3.09	Poor	Roadside Drainage			X		\$	21,000	
I-84	48.11	D034277	2.81	Poor	Roadside Drainage	X			X	\$	38,080	
I-84	48.73	D034282	3	Poor	Roadside Drainage			X		\$	25,200	
I-84	50.321	D034304	2.97	Poor	Roadside Drainage			X		\$	20,160	
US-26	27.11	D028516	3.05	Poor	Roadside Drainage	X				\$	111,720	
US-26	28.18	D028530	3.05	Poor	Roadside Drainage			X		\$	49,980	
US-26	28.6	D028533	2.9	Poor	Roadside Drainage			X		\$	111,300	
US-26	38.79	D034508	2.88	Poor	Roadside Drainage	X				\$	37,800	

STATE OF CONGESTION IN THE PORTLAND METRO AREA

What are we doing about it?

PROBLEM

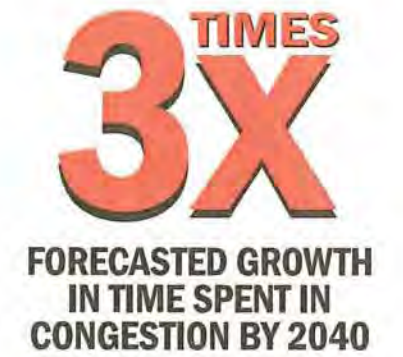
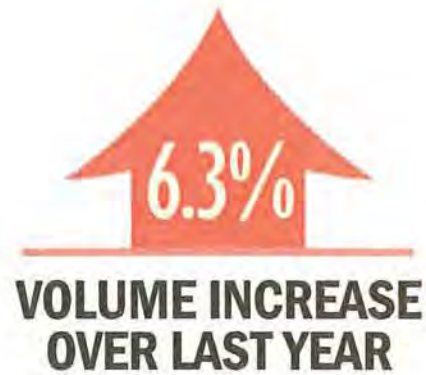
Traffic congestion has been increasing recently along the Portland metro area roadways. Vehicle volumes have increased 6.3% over volumes from last year. This increase is nearly twice the national average. The rise in vehicle volumes means that roads are running at or near capacity during the peak hours, commute times are growing longer, and driver frustration is building.



Growth on the system is due to new users. The number of out of state drivers' licenses surrendered in the State increased to approximately 75,000 in 2014. In addition, a drop in unemployment means more people heading to and from work. Lower gas prices than one year ago makes it less expensive to travel.

STRATEGIC SOLUTIONS

Funding for large fixes has been declining over the past years, so we need to develop strategic solutions that stretch our limited dollars the most. Recent solutions include managing our system to help smooth traffic flow and reduce crashes which cause additional delay. These types of strategic solutions include auxiliary lanes to address merging and weaving where accidents are occurring, intelligent roadways, and identifying larger solutions so we are ready when more money becomes available.



BOTTLENECK SOLUTIONS

Recent years have brought a more limited funding stream for larger scale solutions on the roadway system. Strategic targeted fixes are being pursued that stretch our limited dollars. These improvements address safety concerns and helped narrow the areas of focus for limited dollars.

A recent example of this type of effort is the Congestion Bottleneck Operations Study completed in 2013. This study identified key congestion points along major freeways in Region 1, and focused on solutions that would reduce crashes which in turn would reduce the congestion they cause.

The solutions developed were auxiliary lanes on the freeways that typically connect one interchange to the next. This operational fix allows for less merging and weaving which helps smooth the flow of traffic and reduce the potential for crashes.

What is an auxiliary lane?

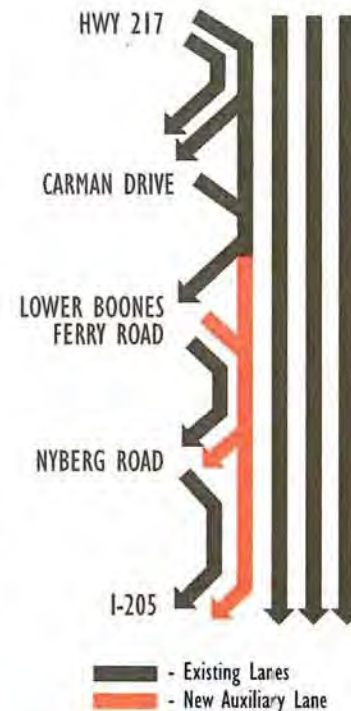
An auxiliary lane provides a more direct connection from one point on the system to another through an additional travel lane.

Why is auxiliary lane helpful?

The direct connection helps reduce merging and weaving which creates crashes.

Where could this be useful?

On I-5 southbound from Hwy 217 to I-205 as shown on the figure to the right. A more direct connection would help because approximately 90% of the traffic getting on I-205 comes from the combination of interchanges from Hwy 217 to Nyberg Road.



REALTIME INFORMATION

Squeezing the most capacity and efficiency out of our existing system has been a strategy to combat safety and congestion problems. Using technology to better inform drivers based on up to the minute information allows commute options. The RealTime project installed this technology along Hwy 217 in July 2014 and provides travel time, queue warning, weather related information, and other driver information. This helped to reduce potential crashes and enhance the efficiency of the roadway. In just one year we have seen positive results.

NEW TECHNOLOGY IMPROVING THINGS



OTHER PROJECTS

Even with limited funding we still look for potential larger solutions to have ready when funding becomes available. These projects help safety and congestion where business, commuting, and freight needs are growing. The following are examples of this type of strategic forward thinking investments.

EXISTING PROJECTS

- ITTA US26 Widening** - Additional lane each direction from Cornell Road to 185th Avenue
- ITTA Sunrise Corridor** - Connecting Hwy 224 to Hwy 212 through a new roadway relieving the I-205/Hwy 213/Hwy 212 interchange
- ITTA Brookwood Interchange** - Improvements to help access for all modes to (and across) US26

FUTURE PROJECTS

- Rose Quarter** - Additional lane each direction on I-5 to address safety and congestion
- I-205 Southern Area** - Additional lane each direction from Stafford to Abernethy Bridge

Smart Urban Freight Strategies Workshop



September 16, 8 – 10 a.m.
Portland Building – 2nd Floor, Room D

In the urban environment, people need to quickly send and receive products with ease. However, the network is constrained with automobiles, transit, bicycles and trucks all sharing the same network.

What approaches have other communities discovered, both domestically and abroad? Join us for this interactive workshop with experts from the U.S. and Europe as we explore innovative and sustainable urban freight strategies and solutions.

Panelists

Nathanael May- Portland Roasting
Kristine Williams and Alex Carroll - Center for Urban Transportation Research- Florida)
Giorgio Ambrosino- GA Consultancy (Italy)
Corky Collier – Columbia Corridor Association
Alex Joyce- Fregonese and Associates
Joe Bryan- PBWorld

Coffee and pastries provided.

Sponsored by
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