

2014-15 RFFA project and program nominations

Local projects						
Sub-region	Project	Lead agency	Focus area	Phase	RFF request	Total Project Cost
Washington Co	Hillsboro Regional Center: Oak and Baseline	Hillsboro	AT/CS	PD	\$500,000	\$557,227
	West Fork of the Tonquin Trail-Cedar Creek Greenway Trail	Sherwood	AT/CS	Cons	\$5,112,000	\$5,697,091
	Hwy 8/Hwy 47 Intersection Improvements	Forest Grove/ODOT	GE/FI	Cons	\$1,312,000	\$1,462,164
City of Portland	East Portland Active Transportation to Transit	Portland	AT/CS	Cons	\$3,373,000	\$4,690,000
	Portland Bike Sharing Project	Portland	AT/CS	Cons	\$2,000,000	\$4,000,000
	SE Foster Road Safety Enhancement and Streetscape Project (50th-84th)	Portland	AT/CS	Cons	\$1,250,000	\$3,250,000
	North Burgard-Lombard ("Around the Horn") Project: North Time Oil Road-Burgard	Portland	GE/FI	Cons	\$2,363,000	\$2,630,064
E. Multnomah Co	Arata Road Improvements	Multnomah Co	AT/CS	Cons	\$1,669,000	\$1,876,325
	Sandy Blvd Improvements: 230th - 238th Dr	Multnomah Co	GE/FI	Cons	\$659,000	\$885,675
Clackamas Co	17th Avenue Multi-use Trail	Milwaukie	AT/CS	Cons	\$2,969,000	\$3,366,000
	Clackamas County Regional Freight ITS Project	Clackamas Co	GE/FI	PD/Cons	\$790,000	\$880,419
Other	Regional Over-dimensional Truck Route Plan	Metro/Portland	GE/FI	Study	\$100,000	\$111,445
	Regional Freight/Passenger Rail Investment Strategy	Metro	GE/FI	Study	\$400,000	\$445,782
	Vehicle Electrification	Metro	Other	N/A	\$500,000	\$557,227
Sub-total:					\$22,997,000	\$30,409,420
Region-wide programs						
Transit Oriented Development					\$5,950,000	
High Capacity Transit					\$30,000,000	
Transportation System Management & Operations/Intelligent Transportation Systems					\$3,000,000	
Regional Travel Options					\$4,539,000	
Regional Planning					\$2,244,000	
Corridor & Systems Planning					\$1,000,000	
Metropolitan Mobility Funding Preparedness					\$1,000,000	
Sub-total:					\$47,733,000	

Notes:

AT/CS: Active Transportation & Complete Streets,

GE/FI: Green Economy & Freight Initiatives,

PD: Project Development, Cons: Construction

Grand Total: \$70,730,000

2014-15 RFFA project and program descriptions

Projects:

HILLSBORO REGIONAL CENTER: OAK AND BASELINE

Project description:

The project encompasses the State Highway on Baseline and Oak Streets from 1st Avenue to 10th Avenue. Both streets lie within Hillsboro's downtown regional center. Baseline and Oak Street are currently three lane one-way, State routes that run east-west through downtown Hillsboro. Their width and one-way function encourage fast moving vehicle traffic, creating a significant pedestrian barrier, effectively dividing the downtown in half. In addition current traffic volumes suggest that a combined total of 4 travel lanes can easily accommodate traffic, as opposed to the existing 6-lanes. This is due in large measure to the limited and constrained ability of the 10th Avenue/Cornell intersections to process traffic to Baseline and Oak Street. Both of these corridors are scheduled for a resurfacing project that will also address current drainage issues. A road diet on Baseline and Oak Streets would make these streets safer, multimodal, and pedestrian-oriented.

Purpose and need:

The Oak/Baseline road diet will enhance safety by providing traffic calming features, reducing vehicle speeds, possibly reducing the number of travel lanes from 3 to 2 lanes (on each street), and improving pedestrian and bicycle access. It will reduce the barrier effect of Oak and Baseline for the low-income, ethnically diverse community on the south side of downtown. The project will increase non-auto trip access, via transit, walking and/or biking to essential services offered to the north of these streets such as Tuality Hospital, the Virginia Garcia Clinic at Pacific University, Washington County services and transit access.

Projects increase access to priority destinations:

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

Projects improve safety:

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

Serves underserved communities:

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

WEST FORK OF THE TONQUIN TRAIL-CEDAR CREEK GREENWAY TRAIL

Project description:

This application will assist in funding the design and construction of several sections of the West Fork of the Tonquin Trail- those segments that are within the boundaries of Sherwood and several sidewalk improvements that will provide important connection points to significant designations within Sherwood. Through two separate studies: the Cedar Creek Feasibility Study and the Tonquin Trail Master Planning efforts, four segments are the subject of this application and narrative. The trail extent for this grant application begins at the intersection of SW Tonquin Road and SW Oregon Street and continues west through Old Town, north into Stella Olsen Park, and north along the Cedar Creek corridor, across Hwy 99W and northward. The final segment ends at SW Roy Rogers Road with the ultimate goal of providing a connection to the Tualatin River National Wildlife Refuge. The following segment details describe the project extent and design elements.

Purpose and need:

The purpose of the application is to provide a major multi-modal travel corridor within Sherwood connecting sections of the City currently separated and without adequate pedestrian connections. This connection will include an at-grade crossing of Hwy 99W and sidewalk improvements along Hwy 99W and feeder trails to neighborhoods so that citizens may reduce vehicle trips to destination points within the City and ultimately connect the City regionally with the Tonquin Trail, part of the Metro regional trail network to the south and the Westside Trail and Tualatin River National Wildlife Refuge. By designing and constructing a multi-modal trail through the center of the City, it will satisfy a need to connect all sections of the City together and provide safe alternative modes of transportation to Old Town, our employment and commercial centers and create a healthy, enjoyable recreational and active transportation corridor thereby reducing vehicle trips and greenhouse gases.

Projects increase access to priority destinations:

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

Projects improve safety:

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

Serves underserved communities:

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

in Sherwood, the experience of biking and walking to school and also as a for fun way to travel will be a lasting imprint for establishing healthy, safe travel behavior patterns as adults.

HIGHWAY 8/47 INTERSECTION IMPROVEMENTS

Project description:

Project corrects an access and safety problem at intersection of two regional freight routes and includes Active Transportation component. Project improves the intersection of Regional Freight Corridors 23 (Hwy 47 or Quince St.) and 24 (Hwy 8 or Pacific Ave.).

Widen Westbound Right Turn Lane and Increase Radius – Currently the right turn lane is operating with a substandard turn radius and shared with the bike lane. This project will eliminate issues encountered with freight traffic having to negotiate a tight turn radius. This project will also separate vehicle right turn movement with westbound bicycle traffic.

Provide a Crosswalk on East Leg of Intersection – Currently the intersection is operating with a pedestrian crossing gap on the east leg. Currently the large multifamily residential area to the NE of the intersection experiences delay having to travel out of direction. At a minimum, this project would add a painted crosswalk and modify signaling in the east leg of the intersection. Additional areas of focus for this crossing and others will include:

- Consider adding pedestrian crossing countdown timers.
- Consider whether channelization islands are the best design alternative and whether the benefits created outweigh the potential negatives associated with larger turning radii that may be needed.
- Seek to minimize pedestrian crossing distance.

The project design will be further refined to ensure it provides the intended freight mobility and active transportation benefits. This project is on an ORS 366 Freight Route and will require consultation with the freight committee as design progresses.

Purpose and need:

The project improves freight vehicle flow by reducing intersection delay and improving regional freight mobility as well as access in/out of the local industrial areas.

The project improves overall access and safety by removing conflicts with active transportation and provides adequate mitigation for any potential conflicts.

Projects reduce freight vehicle delay:

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

Projects increase access to priority destinations:

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

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

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

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

EAST PORTLAND ACTIVE TRANSPORTATION TO TRANSIT PROJECT

Project description:

The current project identifies approximately 9 miles of new bikeway. The Portland Bicycle Plan for 2030 identifies those bikeways as bicycle boulevards (also referred to as "Neighborhood Greenways"; 1.7 miles along the Pacific-Oregon-Holladay bikeway), as separated in-roadway bikeways (2.4 miles along Division Street and Holgate extension), as advisory bicycle lane (3.9 miles comprising most of the 130s bikeway) and as enhanced shared roadway (1 mile along 132nd north of Pacific).

Bikeway design elements for the 130s bikeway and for the Pacific-Oregon-Holladay bikeway will focus on shared roadway designs appropriate to low-volume and low-speed bikeways. These will include some or all of the following: traffic calming designs (speed bumps, chicanes, pinch points, etc.), traffic diversion designs, crossing treatments (rapid flash beacons, hybrid signals, median refuges, two-way cycle tracks, etc, which will also be employed for pedestrian-focused crossing treatments), bicycle way finding (signing and pavement markings). Bikeway design for SE Division will focus on developing sufficient width to accommodate an eight-foot buffered bicycle lane, which will provide the space for a future cycle track. The project will explore extending the buffered bicycle lane east of 130th Avenue in order to connect to existing buffered bicycle lanes in Gresham. On Holgate the project will extend the existing bikeway, which consists of buffered bicycle lanes and now end at 122nd Avenue, with a two-way shared pathway along one side of the roadway between 122nd and 130th. The project will explore the possibility of extending that treatment to 136th Avenue in order to connect to a city park, which is currently planned as a bicycle skills park.

Bicycle parking at transit stations will consist of bicycle parking structures that will be key-card activated and available to any key-card holder (similar in design to existing bicycle parking at Sunset Transit Center and in construction at Beaverton Transit Center). Bicycle parking could also include a combination of key-card operated bicycle lockers and racks.

The project will fill-in missing sidewalk segments along SE Division between approximately 100th and 148th Avenues. The project will also employ the above-mentioned crossing treatments at targeted locations on SE Division and two on SE 122nd.

Purpose and need:

The purpose of this project is to elevate transit, bicycling and walking rates in this part of Portland to the higher levels seen in those neighborhoods that currently have the best conditions and rates of transit and bicycle use. It will accomplish this by developing a significant spine of a bikeway network that connects directly to light rail, improves the pedestrian-transit connection and then promotes the use of this system.

Recent studies, reports and plans universally describe conditions for bicycling and walking in this section of East Portland as “poor”, “deficient”, “lacking,” etc. In offering comprehensive improvements to the bicycling and walking environment, this proposal addresses both strong need as well as several criteria identified in the “Regional Flexible Fund Allocation” document. The bikeway elements will significantly improve access to and from multiple destinations. In addition to providing bicycle access to the Gateway Regional Center and to the Division and Holgate Street light rail stations, the project provides significant improvements to access to seven public schools, commercial developments along Division Street and other smaller pockets of commercial development.

The bikeway and pedestrian elements will dramatically improve safety and mobility for people bicycling and walking. Buffered bicycle lanes and off-street pathways on busy roadways (Division and Holgate), and bicycle boulevards, or similar shared roadway designs reflect best practices in bikeway design in Portland and throughout North America. The crossing improvements will be focused on Division and 122nd, which as major collector streets present strong barriers to safe pedestrian crossings.

The project is specifically designed to “complete the last mile” and bring people to transit. Based on the quality of the bikeways, sidewalks and crossing treatments, the focus on a short -trip destination (transit and local commercial areas) and the inclusion of a significant encouragement element, this project will significantly increase both walking and bicycling in the project area.

Projects increase access to priority destinations:

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

Projects improve safety:

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

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

Serves underserved communities:

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

PORTLAND BIKE SHARING

Project description:

Phase one of the Portland bike sharing system will include enough bicycles to provide a high level of service to the Central City plus a potential spur line and pilot satellite stations. Station density will average roughly one station every five city blocks on the west side with more targeted station placement on the east side in order to serve high density employment, residential, and commercial sites, while connecting users to transit stations. Staff is working with TriMet to integrate bike share into close-in Portland-Milwaukie Light Rail station designs and with Portland Streetcar to integrate bike share in its payment systems and fare structure. Station will be placed on sidewalks, plazas, and on-street as space allows. Station placement criteria will include medium and high density locations (residential, commercial, employment, entertainment and residential) transit stations, civic uses, social service sites, and tourist destinations. While the Central City will constitute a large majority of stations, PBOT is also investigating a spur line of stations that would follow the MAX Yellow Line to the Killingsworth TC with additional stations at the Portland Community College Cascade campus. One to three satellite stations are also under consideration.

Purpose and need:

The Portland City Council has identified the importance of the bicycle to meet the City's mobility and climate action goals. The Portland Climate Action plan calls for a 25% bicycle commute mode split by 2030 while reducing the City's drive-alone rate to 30%. The Portland Bicycle Plan for 2030 strives to make the bicycle the preferred mode for trips of three miles. To reach those goals, Portland is pursuing multiple strategies to attract "interested but concerned" Portlanders. With only 6.2% of Portland residents commuting by bicycle today, it is essential that Portland continue to lower bicycling barriers for these potential riders while also investing in new and better facilities across the city. In addition, despite the region's investment in Portland's heralded Central City transit system, air quality in Portland continues to decline and known carcinogens and asthma related emissions such as benzene, which is linked to diesel and gasoline emissions. The largest air toxin concentrations are in Portland's Central City, which houses many of Portland's highest concentrations of low income residents. Mobile source emissions alone (cars, trucks, and buses) contribute enough emissions to reach 52 times the ambient benchmarks as determined by the Department of Environmental Quality (see map).

Bike sharing offers a very-low emissions network of easy to use, widely available public bicycles available at self-service stations. In Minneapolis, 66% of surveyed bike sharing members reported bicycling more since joining while reducing their driving trips by 19%.

Projects increase access to priority destinations:

Bike sharing will provide a high level of bicycle and, therefore, transportation access to the region's densest residential, retail and employment districts which contain 150,000 jobs and approximately 31,000 residents. Most of the districts within Central City are composed almost entirely of mixed use centers. It is the home of the state's largest university student body, Portland State University which is also the region's number one transit destination, along with three other college campuses. It is also contains some of the city's densest census tracts of low-income individuals and contains a high number of organizations serving these populations. Every Census

tract in the proposed bike share service area is above, or significantly above the regional average for concentration of essential services, civic establishments, financial and legal establishments, essential retail, health services, and essential food services.

Projects improve safety:

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

Serves underserved communities:

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

SE FOSTER RD SAFETY ENHANCEMENT AND STREETScape PROJECT 50TH – 84TH

Project description:

Crossing safety enhancements at following crossing locations along the whole corridor. The types of enhanced crossing safety treatments are described in question 7 below.

- SE 58th Ave
- SE 60th Ave (or alternate location to be determined)
- SE 61st Ave
- SE 65th Ave
- SE 69th Ave
- **Bus stop investments.** Provide up to \$125,000 of additional bus stop investments (e.g. seating, shelters, ADA landing pads) at multiple locations along the whole corridor, to be determined in coordination with TriMet.
- **Bike parking.** Individual bike racks dispersed all along the whole corridor. Two high capacity artistic racks in bike corrals located in the Districts or along the corridor.
- **Public Art.** Local funding sources are subject to the "2 Percent for Art" City Policy. Therefore, 2% of the local funds spent on construction will be dedicated to providing art on the corridor. This will likely provide gateway treatments identified in the 2003 Plan.
- **Signal synchronization equipment upgrades** along the whole corridor.
- **"Heart of Foster" Business District** – Build the majority of the planned improvements from SE 63rd to 67th Ave. In addition to the above, the type of improvements will include: pedestrian-scale ornamental street lighting, street trees, sidewalk and ADA curb ramp improvements, curb extensions with green street stormwater management facilities, a bus stop curb extension coupled with far-side bus stop re-location, signal upgrades at 64th Ave and 67th Ave, pedestrian and bicycle accessible push buttons and pedestrian count down signal heads.
- **"Crossroads District"** – Build many of the planned improvements from SE 80th to 84th Ave. Some improvement have been built at 80th Ave and 84th Ave. In addition to the above, the following

will be built at the 82nd Ave and Foster Rd intersection: wider sidewalks near the intersection with right-of-way acquisition, new ADA curb ramps, green street stormwater management facilities, possibly street trees and signal upgrades, including new signal pole and mast arms, signal head back plates for greater visibility, microwave pedestrian detection to extend the “Don’t Walk” phase for slow-moving pedestrians that remain in the crosswalk at the end of the regular phase, in-road vehicle detectors to extend the red light to avoid crashes from red light running, count-down pedestrian signal heads and accessible push buttons.

- Possibly the “**Green Link**” **Focal Point** – partial planned improvements at SE 72nd Ave.

Purpose and need:

The purpose of the SE Foster Road Safety Enhancement and Streetscape project is to achieve the following:

- Make the street a safe, pleasant, attractive and comfortable place to walk, so as to encourage people to walk more in the surrounding area and along SE Foster Rd to access local businesses, services, schools and transit.
- Help SE Foster Rd achieve the intended street design as a designated *Regional Main Street* from SE 63rd to SE 77th Ave and east of SE 80th Ave connecting to the Lents town Center and Green Line MAX station.
- Support SE Foster Rd development as a *Major Transit Priority Street* as designated in the Portland Transportation System Plan.
- Reduce number of crashes and crash severity. Improve safety for all modes.
- Improve pedestrian and bicycle crossing safety and access.
- Improve access to transit, bus stop environment and reduce transit travel time to improve the transit rider experience for current riders and encourage new and more frequent ridership.
- Increased bike parking capacity conveniently located throughout the corridor.
- Improve non-auto access for the high concentration of Low Income, Non-white (particularly Asian), Low English Proficiency and Elderly populations, identified in the project area on the RFFA Equity Analysis Demographics maps.
- Create a sense of place and strengthen local business districts.
- Stimulate economic development and private investment to help create more jobs and local destinations reachable by walking, biking and taking transit.

Projects increase access to priority destinations:

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

Projects improve safety:

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

- TriMet Busline 14 along SE Foster Rd
- MAX Green Line station at SE Foster Rd and I-205 and the Lents Town Center, which is also a Pedestrian District where MTIP and Lents URA funded transportation investments are currently in design.
- Creston Elementary School, Arleta Elementary School, Mt Scott Center For Learning, and the Training and Education Center at SE 74th and Center.

- Morrison Center Adolescent Day Program
- Library at SE Holgate and 79th Ave
- Fred Meyer Supermarket at SE Foster Rd and 82nd Ave
- Many small businesses along SE Foster Rd that provide local services and places of employment.

Serves underserved communities:

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

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

Project description:

The N. Burgard-Lombard “Around the Horn” project includes the segment on N. Lombard Street from the Union Pacific Railroad Bridge to the intersection of N Columbia Boulevard. This segment includes several key intersections that provide direct access to the surrounding industrial properties including the Port’s Terminal 4, Schnitzer Steel and NW Container Services, and is a designated National Highway System Connector Route, and a Priority Truck Street in the Portland Freight Master Plan. The segment south of the Columbia/Lombard intersection narrows from 4 lanes to two lanes with narrow or no shoulders, no turn lanes and two 90-degree turns with poor sight distance. The Burgard-Lombard project is a key element in implementing the St. Johns Truck Strategy and identified as a Tier 1 priority project in the Freight Master Plan. The St. Johns Truck Strategy calls for improving freight mobility on the designated freight route connecting the St. Johns Bridge to the Rivergate Industrial District, while also discouraging non local truck traffic on the neighborhood street network that impact the livability and function of the St. Johns neighborhood area and town center.

Project Design Elements:

For the 2014-15 Regional Flexible Fund proposal, the Burgard-Lombard project is being phased to focus on targeted improvements that provide the most cost effective design solutions that also implement the goals of the St. Johns Truck Strategy. This project will focus improvements along the Time Oil/Burgard intersection to improve sight distance and mainline system performance, reduce travel delays and vehicular conflicts between trucks and autos, and improve ingress/egress to the NW Container Service property. Project design elements include:

- Widen the existing 28-foot asphalt roadway for a total of 835 lineal feet of N Burgard Road at the intersection of N Time Oil Road. Increase existing asphalt pavement to 50-feet wide to include 38 feet of travel lanes (two 12-foot travel lanes and one 14-foot left turn lane)
- The additional two left turn pockets on N Burgard Rd are to accommodate truck turning movements onto northbound N Time Oil Rd and into the NW Container Services site
- Add two 6-foot wide bicycle lanes
- Add two 10.5-foot wide sidewalk corridors (6-foot wide sidewalks and 4.5-foot wide landscape area)
- New curbs on both sides of the roadway
- Add stormwater pipe system to existing system and new water quality improvements
- Additional signage and roadway striping improvements
- Time Oil Road is privately owned and will be designed as a private commercial driveway improvement to include concrete driveway drops and sidewalks.

Purpose and need:

The purpose of this project is to improve freight mobility and industrial land access along a designated freight route in a regionally significant industrial district. The needs addressed with this project include reducing freight delay, improving mainline system performance, and improving safety along a high volume NHS freight route.

Projects reduce freight vehicle delay:

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

Projects increase access to priority destinations:

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

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

This project is located in North Portland (US Census Tract # 41.01) which contains a workforce population with a significantly higher and growing percentage of African-American (12 percent) and Latino populations (24 percent) and lower income households compared with the rest of Multnomah County, which has a 6 percent African-American and 10 percent Latino populations, respectively. This project will serve the EJ community in North Portland by providing multi-modal commuting options to the major employment centers in the Rivergate District.

ARATA ROAD IMPROVEMENTS

Project description:

This Active Transportation Project is the first phase implementing the Arata Road Concept Plan by constructing sidewalks, bike lanes, lighting, landscaping and drainage improvements on the south side of Arata Road between NE Wood Village Boulevard and NE 238th Avenue. It will also enhance a 500-foot long multi-modal path within a portion of unimproved County right of way (ROW) that connects Arata Rd. with Halsey St. to the north.

The project will remove current conflicts between modes along Arata Rd., including school buses, by constructing six-foot bike lanes on the south side of the travel lanes, and a 6-foot curbed sidewalk separated from the bike and motor-vehicle lanes by vegetative buffers. The project features decorative lighting and drainage improvements to remove and treat standing water on the road and shoulders. A multi-use path on the Wood Village Boulevard Right-of-Way will enhance the primitive asphalt path between Halsey and Arata that connects a significant public housing complex located on Halsey to the destinations south of Arata. Also included in the design are crossings located at the intersection of Arata and Wood Village Boulevard, and at Halsey Street to the Fairview Woods and Oaks housing complexes to help pedestrians and cyclists safely cross over to the pathway that leads south to Arata. A pedestrian refuge and pedestrian activated flashers will assist users in

crossing Halsey, a busy arterial. Other project elements include way-finding signage for cyclists and pedestrians, potentially multi-lingual to better serve the high rate of Spanish-speakers in the neighborhood.

Measurement of project effectiveness can occur through conducting before and after bike and pedestrian counts to measure use of the facilities. Safety can be measured before and after through tracking incidents for the project area. Surveys may also be conducted before identifying issues, and after evaluating relief resulting for the project (i.e. safety improvements, user experience, and access improvements). Potential partnerships with the Home Forward (formerly the Housing Authority of Portland) and area housing development managers can also help with outreach efforts for the project.

Purpose and need:

This project will substantially improve active transportation opportunities for pedestrians and bicyclists within the Fairview and Wood Village Town Centers. Currently Arata Road provides an unsafe environment for pedestrians and bicyclists from the adjacent neighborhoods with significantly above average concentrations of EJ and underserved populations. The project will substantially improve pedestrian and bike safety along Arata Road with the addition of sidewalks, lighting, and landscaping. These elements will contribute to traffic calming along this heavily used collector by establishing a streetscape that identifies the neighborhood environment. Arata Road will be transformed from a two-lane road with substantial sidewalk gaps and no bike lanes into an active transportation corridor connecting dense and diverse residential areas with commercial and civic amenities in the Fairview and Wood Village Town Centers and two regional bus routes: #12 and #77. Immediately south of the project area is a major retail development anchored by Fred Meyers, Lowe's and Kohl's stores

Projects increase access to priority destinations:

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

Projects improve safety:

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

Serves underserved communities:

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

SANDY BOULEVARD IMPROVEMENTS: 230TH – 238TH DRIVE

Project description:

This ¼-mile long freight project area is located along NE Sandy Blvd in the Columbia Cascade River District (CCRD) industrial area between I-84 exit 16 (@238th Avenue) and the entrance to Townsend Business Park, a 75-acre general industrial campus (@230th).

The project will construct this segment to urban arterial standards with two 12 foot travel lanes, one 14 foot turn lane and 6 foot sidewalks on both sides. Project design elements include separating modes and improving safety by constructing separated sidewalks and bike lanes. Elements to increasing freight efficiency and reliability include improving the thickness of the road to support freight traffic, and widening and improving the turning radius and providing left turn channels at the intersection of Sandy and 230th Avenue. The project will enhance access to TriMet Route #12 on Sandy Blvd. by improving transit stops along this segment.

Measurement of project effectiveness can occur through conducting before and after surveys of users (i.e. freight stakeholders) of the facility to identify issues before the project and identify relief resulting from the project (i.e. reduced modal conflicts, safety, and increased economic opportunities). Bike and pedestrian counts can be conducted before and after to measure use of the facilities.

Purpose and need:

The purpose of this project is to address the substandard road conditions on NE Sandy Blvd. that affect existing freight access between existing freight-oriented businesses and other Metro Title 4 industrial lands and I-84 via Exit 16 at 238th Avenue. Sandy Blvd. was under-invested in by ODOT prior to the jurisdictional transfer to the County and the cities of Gresham and Portland. It currently has 2 travel lanes (one in each direction), minimal shoulders and drainage ditches. It has no sidewalks or bike lanes, limiting mode choices, including transit, for employees and local residents of the manufactured home park within the project area.

The project is needed to bring Sandy Blvd. to urban arterial standards, improving the safety of current travelers and attracting new industries and jobs to “shovel-ready” industrial sites. Currently, there are over 1,100 jobs with a number of major employers in the project area. They have been attracted by the good regional inter-modal freight access.

Projects reduce freight vehicle delay:

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

Projects increase access to priority destinations:

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

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

This project will contribute to the “greening of the economy” by closing the jobs/affordable housing imbalance in East Multnomah County. Improvements along Sandy Blvd would provide much needed improved access to transit and pedestrian/bike facilities for the multiple underserved communities living in Gresham, Fairview,

Troutdale and Wood Village. Metro data indicates that the area along Sandy has an above average concentration of EJ and underserved populations.

17TH AVENUE MULTI USE TRAIL CONNECTOR

Project description:

The project will construct a multi-use regional trail on the west side of SE 17th Avenue within existing 60 ft Right of Way between Harrison Street at 99E and Ochoco Street in the City of Milwaukie. Bike and vehicle lanes will be restriped to formalize on-street bike lanes. These improvements will connect two significant regional multi-use trails: the Trolley Trail (to be completed in 2011) to the south and the Springwater Corridor to the north.

The proposed cross-section for this .9 mile of SE 17th Ave. will include two 11 foot vehicle lanes, two 5' bike lanes, and a separated 11-12 foot pedestrian and bike trail along the western edge of ROW. A planted storm swale will separate the trail from the road. A retaining wall will be installed along the western edge of the ROW and bus stops and crosswalks will be improved. The project will include replacement of a concrete barrier at the Milport intersection and prioritize maintaining continuous pathways at all intersections. The project includes curb improvements, ADA ramps at all intersections, new pavement markings, relocation of conflicting utilities, and potentially construction of a pedestrian island at Highway 224 for northbound SE 17th Ave. All necessary right-of-way is publicly owned.

Purpose and need:

The proposed project would link two significant regional multi-use trail systems; the Trolley Trail and the Springwater Corridor, completing a key link in the regional bike/pedestrian/multi-modal system. This particular link in the system is a key element in a direct, seamless, off-road bicycle travel/commute route from Gladstone to downtown Portland. A 2010 trail count survey indicated that 50% of cyclists and pedestrians using this road were commuting to work and/or participating in non-recreational activities (running errands, shopping, etc). 28% of survey respondents use this corridor on a daily basis, and an additional 64% use the corridor between 1-20 times a month. Bike and pedestrian improvements on SE 17th Avenue will significantly improve connectivity for the currently revitalizing downtown Milwaukie (designated a Town Center) and the Milwaukie riverfront area (construction to begin in September 2011.)

Projects increase access to priority destinations:

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

Projects improve safety:

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

Project serves underserved communities:

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

CLACKAMAS COUNTY REGIONAL FREIGHT ITS PROJECT

Project description:

The Clackamas County Regional Freight ITS Project is a two part process. It includes the creation of a Freight ITS Plan in Phase 1 and the prioritized implementation of that plan in Phase 2. The Freight ITS Plan would become an amendment to the County ITS Plan. This study would be consistent with the regional ITS architecture and goals of the Metro TransPort Technical Advisory Committee.

Purpose and need:

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

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

The Freight ITS improvements are consistent with the regional ITS Plan currently planned as part of the TRANSPORT program. Improved freight travel reliability will help maintain effective freight access to Industrial lands, employment centers & local businesses and rail facilities in this portion of the region for all regional shippers.

The Freight ITS Plan will be developed in cooperation with ODOT, Clackamas County and the affected cities.

This project meets a freight system transportation need that has not been funded as part of the TRANSPORT program. There are no other identified sources of funding for these improvements.

Projects reduce freight vehicle delay:

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

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

Projects increase access to priority destinations:

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

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

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

- A community that has a high proportion of multifamily housing and a higher than average concentration of low income and young residents along 82nd Drive on either side of Highway 212

- A community with a higher than average concentration of elderly residents south Highway 212 between 135th Avenue and 142nd Avenue – primarily in 3 mobile home parks.

OVER-DIMENSIONAL TRUCK ROUTE PLAN

Project description:

Truck operators obtain an over-dimensional variance permit from the State when their vehicle exceeds any of the legal limits. The permits provide routing plans and restrictions on travel. In addition, the City of Portland and Washington County also require a permit for the use of their streets by over-dimensional vehicles exceeding the weight or size limitations set forth in ORS 818.

In 2007, the Portland Bureau of Transportation conducted an analysis of over 6,000 state and city permit records issued in 2006 to define the existing nature of over-dimensional movements and the clearance requirements of permitted loads. The analysis found that construction equipment (cranes and excavators) along with log loaders and steel plates as the most commonly permitted commodities and account for more than half of the over-dimension loads transported. The analysis also identified both the median and largest sized trucks using city streets to move these commodities in order to provide insight on the appropriate routing and minimum clearance requirements for these vehicles.

While the orderly and efficient movement of these over-sized and over-weight commodities are crucial to the economic well being of the Metro region, their transport can create negative impacts to the local neighborhoods in respect to excessive roadway damage, noise, pollution and traffic congestion. For example, N Columbia Blvd and NE Lombard St (US 30 Bypass) are the two primary east/west truck routes linking the adjacent industrial properties to the Interstate Highway System. These two facilities serve as the only viable east/west routes for over-dimensional vehicles in the Columbia Corridor Industrial area. However, current height restrictions and other operational constraints force over-dimension truck traffic through the St. Johns Town Center on the US 30 Bypass rather than taking the preferred route along N. Columbia Blvd. In Washington County, the Oregon St./Tonquin Rd./Grahams Ferry/Day Rd./Boones Ferry Road route poses significant safety and operational challenges for over-dimensional loads traveling between Tualatin-Sherwood Rd. and I-5.

Purpose and need:

The *Washington County 2020 Transportation Plan* strategy 16.1 calls for coordination of planning, development, maintenance and operation of an efficient and safe freight system with the private sector and government agencies in the Portland metropolitan area. Moreover, the adopted Portland Freight Master Plan calls for preparing a strategy for truck routes that serve the movement of over-dimensional loads as an implementing action. Developing a strategy to transfer the US 30 Bypass designation from Lombard to Columbia Blvd is also a recommended action in the Freight Master Plan to improve freight mobility and to enhance community livability in the St. Johns neighborhood.

Since ODOT, Washington County and the City of Portland all issue separate permits for oversize and overweight loads, there is a need for a more comprehensive and consistent regional approach for routing over-dimensional vehicles throughout the metro region and to identify current height restrictions and other operational constraints on the regional transportation network.

This project will identify the most commonly used and the preferred routes for the movement of over-dimensional vehicles and document the minimum clearance requirements to accommodate over-sized loads in the Metro region. The focus of the project will be to develop a seamless over-dimensional vehicle route system

that transcends jurisdictional boundaries. Physical and operational constraints that impede safe and efficient freight movement on identified regional truck routes will be defined and recommend transportation improvements and planning-level cost estimates to remove these constraints will be developed.

FREIGHT/PASSENGER RAIL INVESTMENT STRATEGY

Project description:

Together with other state, regional and port-specific rail planning work, this plan will identify priority freight rail projects and initiatives for future funding. That new list will benefit from a well-considered regional-scale understanding of industrial, facility and employment land use needs and opportunities, commuter and intercity passenger rail needs, as well as a regional economic development perspective to guide rail-related investment of public funds, and/or develop and fund other programs, initiatives and establish policies that can help regional freight rail carry more of the load. The investments would be based on a refined understanding of how better rail service can help our regional economic development profile in a targeted and specific way, providing transportation access to local shippers and accommodating passenger rail.

Purpose and need:

Both freight and passenger rail need to be successful in our region, to support our regional aspirations for economic development as well as livability and environmental sustainability.

There is both a hope and expectation in the Metro region –and statewide—that freight rail will carry a significant share of existing and future commodities both into and out of the region, connecting us to the rest of the United States and Canada and providing critical transportation links to the world through our ports and transportation hubs as our region recovers from the Great Recession.

Metro Council adopted the Regional Freight Plan as part of the Regional Transportation Plan in June, 2010. The RTP includes a Regional Freight Plan, which calls out a need for a regional freight rail strategy, and an economic development/industrial development strategy that would guide project development and implementation for all freight modes, including rail. The RTP also includes a High Capacity Transit System Plan, which calls out regional priorities for passenger transit corridors for which some of the lower cost options assume shared right-of-way with freight railroads.

Several years ago, Metro and project partners also participated in the I-5 Trade and Transportation Study, which identified rail needs and projects, and noted the cost to our regional economy of failing to act. Portland serves as the freight rail hub for Oregon and Southwest Washington. All intermodal and most unit train capacity is located in this area. Thus failure to act would also impact the state and larger Pacific Northwest economy as well.

Some of those projects have been built, though much remains to be done. Because freight rail operates as a system or network, it is important to keep this context regarding the absolute importance of maintaining a robust freight rail program because of the economic benefits that it provides to our region. In recent months, we've seen renewed interest in rail at all levels: a first National Rail Plan is being completed by the Federal rail Administration, an ODOT State Rail Study that proposes state rail strategies and prepares the path for a statewide rail plan; ODOT Statewide Freight Plan adopted by the Oregon Transportation Commission on June 15, 2011, that references and integrates rail issues as part of a multimodal freight system; Metro's High-Capacity Transit System Plan, the Clark County (WA) Freight Mobility Study; a City of Portland Freight Master Plan and various projects and plans at the Port of Portland (discussed below) and the Port of Vancouver. ODOT Rail will be proceeding with an alternatives analysis for High Speed Intercity Passenger Rail in accordance with the National Environmental Policy Act (NEPA) under the Federal Rail Administration (FRA). Additionally, the State of Washington has developed a Freight Rail Plan that includes the importance of working with Oregon and in

particular the Portland Metro area. Notwithstanding all these efforts, however, much of the analysis and policy issues relevant to the region require more detailed investigation, nuance, attention, development, and sensitivity to local and regional trends, needs and emerging opportunities.

In order to leverage both funding and other non-monetary resources within the region, a common, updated and more robust understanding of rail challenges and opportunities is needed. Recently, the Port of Portland has engaged a consultant to examine mainline access and capacity to the Port and other issues. The regional freight/passenger rail investment strategy proposed here would pick up where the Port leaves off, incorporating findings and would be scoped to complement, not compete with, the work occurring at national, state, city and port scales.

More specifically, this regional strategy will pivot off the findings of the 2011/12 Port of Portland Rail Plan, and work in tandem with the wider scope of the ODOT Rail Plan that will likely begin in late 2011 or early 2012. With Metro Council President Tom Hughes sitting on the ODOT Rail Funding Task Force, Metro is well-positioned to include and integrate Task Force findings relative to funding, into the regional context of rail-related needs and resources.

Programs:

Transit Oriented Development (TOD)

Metro's TOD program works directly with developers and local jurisdictions to create vibrant downtowns, main streets and station areas by helping change land use patterns near transit. The program attracts private investment in construction of compact and mixed-use buildings that:

- Brings people to live and work within walking distance of high quality transit, Station Communities, and Regional and Town Centers;
- Creates new market comparables for more compact development;
- Cultivates developers with expertise in compact and mixed-use building in suburban settings;
- Increases acceptance of urban style buildings through high quality design; and
- Contributes to placemaking and local identity.

Since the program's inception 12 years ago, the twenty completed or currently under construction TOD projects have leveraged over \$300 million in development to build 2,100 housing units (including 1,200 affordable units), 100,000 sq. ft. of retail and restaurant space, and 140,000 sq. ft of office space. By increasing the intensity of land uses close to transit, people have been induced to use transit more, and drive less, more than half a million (543,000) trips are being taken by transit every year as a direct result of TOD projects built. This improves the cost-effectiveness of regional transit system investments. By building at higher densities, these projects have also relieved pressure on the urban growth boundary, using only 80 acres where conventional development would have taken over 500 acres. Project investments and commitments have been made in twenty-four station communities located in jurisdictions throughout the region: Beaverton; Clackamas County; Gresham; Hillsboro (Regional Center and Orenco Town Center); Milwaukie; Portland (Central City and Gateway Regional Center); Tigard and Washington County.

The TOD program Strategic Plan serves as the basis for the direction of program activities.

High Capacity Transit

Development

This program moves forward the development of high capacity transit (HCT) projects in the region through the completion of planning and analysis work. By completing this work, the region is able to compete for federal funding to construct additional high capacity transit lines and ultimately completing the HCT network in the region. This approach to planning, funding and constructing projects has been referred to as the "pipeline" approach. Without these funds, it would be difficult to continue to move projects through the pipeline to completion.

Bond

The region's long term commitment to pay for development of the high capacity transit (HCT) system. The RFFA funding for 2014-15 provides supplemental resources necessary to implement the Regional Transportation Plan and the Regional High Capacity Transit Plan in order to complete the region's list of 16 high capacity transit projects.

Program activities consistent with 2035 RTP – HCT system plan component and Metro Resolution No. 10-4118.

Transportation System Management and Operations Program (TSMO)

The TSMO program coordinates both the planning and implementation of the region's system management and operations strategies to enhance multi-modal mobility for people and goods. The activities of this program focus on proactive management of the multi-modal transportation system through:

- Multi-modal traffic management strategies to reduce travel times and vehicle emissions;
- Traveler information to help system users make informed decisions and avoid congestion; and
- Traffic incident management to reduce crashes and delay, and improve traveler safety.

The program also supports the implementation of the region's Congestion Management Process (CMP) by implementing lower cost, high benefit operational improvements for congestion and safety; and by enhancing the region's real-time data collection capabilities in support of performance monitoring. The TSMO activities are guided by TransPort, the regional advisory committee on system operations.

The benefits of TSMO investment include:

- Improve travel time reliability
- Reduce crashes
- Improve transit on-time arrival
- Reduce travel delay
- Reduce fuel use
- Reduce air pollution and carbon emissions

The TSMO program activities are guided by the 2035 RTP-TSMO plan component.

Regional Travel Options

Metro's Regional Travel Options (RTO) program implements strategies to help diversify people's trip choices, reduce pollution and improve mobility

Reducing the number of vehicles on the road cuts vehicle emissions, decreases congestion, extends the life cycle of existing roadways and promotes a healthier community.

RTO includes all of the alternatives to driving alone, such as carpooling, vanpooling, riding transit, bicycling, walking and telecommuting. The program maximizes investments in the transportation system and relieves traffic congestion by managing travel demand in the region, particularly during peak commute hours.

Regional strategies offer low-cost solutions that:

- Address employer and commuter transportation needs;
- Save consumers money;
- Reduce vehicle emissions that contribute to air pollution and global warming;
- Encourage active travel modes that enhance public health and increase physical activity;
- Increase public awareness of the personal and community benefits of travel options.

The RTO Strategic Plan serves as the basis for the direction of program activities.

Regional Planning

Metropolitan Planning Organization (MPO) required planning is supported by regional flexible funds to complete federal mandates for MPO activities established through transportation authorization bills. These planning activities are programmed in the Unified Planning Work Program (UPWP). Examples of these requirements include:

- Development and adoption of a long-range plan (RTP)
- Development and adoption of a short-range transportation improvement program (TIP)
- Development and maintenance of a long-range and TIP financial plan tracking projected revenues and maintaining fiscal constraint of the plan and TIP
- Support for decision-making structure that includes local governments and state and regional transportation service providers
- Maintenance of land use, economic, demographic, GIS and aerial photo services for planning by Metro, local governments, and state and regional transportation providers
- Compliance with federal certification requirements, including public participation, Environmental Justice, air quality etc.

Corridor & Systems Planning

This program focuses on completing planning level work in corridors that emphasizes the integration of land use and transportation in determining regional system needs, functions, desired outcomes, performance measures, and investment strategies.

This work enables jurisdictions and other regional agencies to prioritize investments in the transportation system that improve people's ability to travel in their communities using transit, automobile, biking and walking.

Current work funded through RFFA includes:

- Southwest Corridor Plan: The Southwest Corridor Plan integrates multiple efforts: local land use plans to identify actions and investments that support livable communities; a corridor refinement plan to examine the function, mode and general location of transportation improvements; and the transit alternatives analysis to define the best mode and alignment of high capacity transit to serve the corridor. The plan is a partnership between Metro, Washington County, the Oregon Department of Transportation, and the cities of Portland, Tigard, Tualatin, Sherwood and King City.

- East Metro Connections Plan: This effort will evaluate different types of potential investments in Fairview, Gresham, Troutdale, Wood Village and Multnomah County. A comprehensive analysis of the transportation system will illuminate effective ways to serve residents, businesses and those who travel through the area. The transportation work will be augmented with an economic opportunity assessment and a health equity assessment.

The proposed \$1,000,000 in funding for this program will continue the work to evaluate priority corridors in the region and identifying investments to improve mobility of all travel modes in these areas.

Program activities consistent with the 2035 RTP – mobility corridor component, 2035 RTP –section 6.3.1, Metro Resolution No. 10-4119.

Metropolitan Mobility Funding Preparedness

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

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

1. The proposal would remain intact as currently defined by the JPACT/Council action of July 2010.
Staff would seek JPACT approval of a process for defining the programs at a more timely date.
2. JPACT action to further define this proposal could occur at any of the following times:
 - a. When a federal transportation authorization bill provides enough direction and confidence for JPACT action;
 - b. When 2014-15 regional flexible fund authority becomes imminent and JPACT decides to proceed with further direction on the proposals; or
 - c. At the request of the JPACT chair or a majority of the JPACT members to consider an item on the JPACT agenda to further define these proposals.

3. Unless further action is taken by JPACT prior to the adoption of the 2012-15 Metropolitan Transportation Improvement Program (MTIP), currently scheduled for adoption in December 2011, the proposal will be forwarded for adoption as currently defined with a condition that further policy direction will be acted on by JPACT and the Metro Council prior to those funds being obligated for expenditure. As with any project or program proposal, JPACT can act to modify the proposal during the development of its 2012-15 MTIP recommendation.