



WASHINGTON COUNTY OREGON

June 24, 2011

TO : WCCC Transportation Advisory Committee
FROM : Blair Crumpacker, Senior Planner *[Signature]*
SUBJECT: **WCCC TAC MEETING**

DATE: Thursday June 30, 2011
TIME: 1:30 – 3:00 p.m.
PLACE: Beaverton Library Conference Room
12375 SW Fifth Street -- Beaverton

A G E N D A

- * 1. Traffic Impact Fee Request: City of Durham Action
- * 2. Regional Flexible Funds Allocation Process: Presentations/
 Project recommendations Discussion
- * 3. TPAC Meeting Information
- 4. Updates: Information
 ODOT, Metro, TriMet,
 THPRD, Port of Portland
- 5. Other Business

The next regular WCCC TAC meeting is scheduled for 1:30 PM Thursday July 28, 2011.

* -- Material enclosed in packet



City of Durham

17160 SW Upper Boones Ferry Rd. 97224

Phone (503) 639-6851

Roland Signett - Administrator/Recorder

e-mail: cityofdurham@comcast.net

Fax (503) 598-8595

Linda Tate, Administrative Assistant

June 7, 2011

TO: Washington County Coordinating Committee TAC

FROM: Roland Signett, Durham City Administrator

SUBJECT: PROPOSED EXPENDITURE OF TRAFFIC IMPACT FEES

The City of Durham hereby requests your review and recommendation for the expenditure of \$200,000 of TIF funds for engineering and improvements to Upper Boones Ferry. The project will improve the west side of Upper Boones Ferry from approximately 100 feet south of SW Ellman Lane to SW Lower Boones Ferry Road and widen the east side from approximately 125 feet south of Peters Road to the existing curb and sidewalk terminus at the intersection with Lower Boones Ferry.

The work generally includes widening the existing roadway surface, installing curbs and sidewalks to facilitate pedestrian safety, constructing an 18" drain pipe in lieu of the existing roadway ditch on the west side, widening the roadway on the east side to provide a striped center lane turning median, upgrading the bicycle lane and installing wheelchair ramps in compliance with ADA requirements at all the side street corners and midblock ADA ramps directly to the east from SW Peters Road and SW Ellman Lane.

Attached is a copy of the construction plans including vicinity map.

If you have any TIF questions I may be contacted at 503-639-6851

Thank you for your consideration.

Roland Signett
City Administrator
City of Durham, OR

CITY OF DURHAM SIDEWALK IMPROVEMENTS BEAVERTON-TUALTIN HWY (OR 141) LOWER BOONES FERRY RD-SW ELLMAN RD (DURHAM) WASHINGTON COUNTY, OREGON

MAY 2011

LEGEND

PROPOSED	EXISTING	
		AC PAVEMENT
		CONCRETE SIDEWALK
		DRIVEWAY RAMP
		CURB
		RIGHT OF WAY
		CENTERLINE
		45" S.W. STORM SEWER
		STORM CULVERT
		36" S.S. SANITARY SEWER
		4" W. WATER
		4" X.G. NATURAL GAS
		AREA DRAIN, INLET, CATCH BASIN
		STORM MANHOLE
		SANITARY SEWER MANHOLE
		POWER POLE
		EXISTING LIGHT POLE
		GATE VALVE
		FIRE HYDRANT ASSEMBLY
		SIGN
		EDGE OF PAVEMENT, GRAVEL
		FENCE
		EXISTING TREE
		BS BLUE SPRUCE P PINE
		F FIR W WALNUT
		L LOCUST

DRAWING INDEX

DRAWING NO.	SHEET TITLE
C1	VICINITY MAP AND TITLE SHEET
C2	STREET CROSS SECTIONS
C3	UPPER BOONES FERRY RD PLAN AND PROFILE - STA 0+00 TO STA 5+00
C4	UPPER BOONES FERRY RD PLAN AND PROFILE - STA 5+00 TO STA 8+86.50
C5	SIGNING AND STRIPING PLAN
C5A	SIGNING DETAILS
C6	EROSION CONTROL PLAN
C7-C27	CONSTRUCTION DETAILS

ABBREVIATIONS

AC	ASPHALT CONCRETE PAVEMENT	MH	MANHOLE
CB	CATCH BASIN	MW	MIRIAM
CL	CENTERLINE	NO. #	NUMBER
CONC.	CONCRETE	NTS	NOT TO SCALE
CONST	CONSTRUCT	OHP	OVERHEAD POWER
DA	DIAMETER	PCR	POINT OF CURB RETURN
DI	DUCTILE IRON PIPE	PVC	POLYVINYL CHLORIDE
D/W	DRIVEWAY	PM	POINT OF VERTICAL INTERSECTION
EL. ELEV	ELEVATION	R	RADIUS
EXIST	EXISTING	RCP	REINFORCED CONCRETE PIPE
FT	FEET	RT	RIGHT
G	GAS LINE	S=	SLOPE EQUALS
GV	GATE VALVE	SAN. SS	SANITARY
HORIZ	HORIZONTAL	SD, STM	STORM DRAIN
H	HWYRT ELEVATION	SHT	SHEET
L	LINEAR FEET	STA	STATION
LT	LEFT	STD	STANDARD
MAX	MAXIMUM	TC	TOP OF CURB
		TYP	TYPICAL
		VERT	VERTICAL
		W/	WITH
		W	WATER

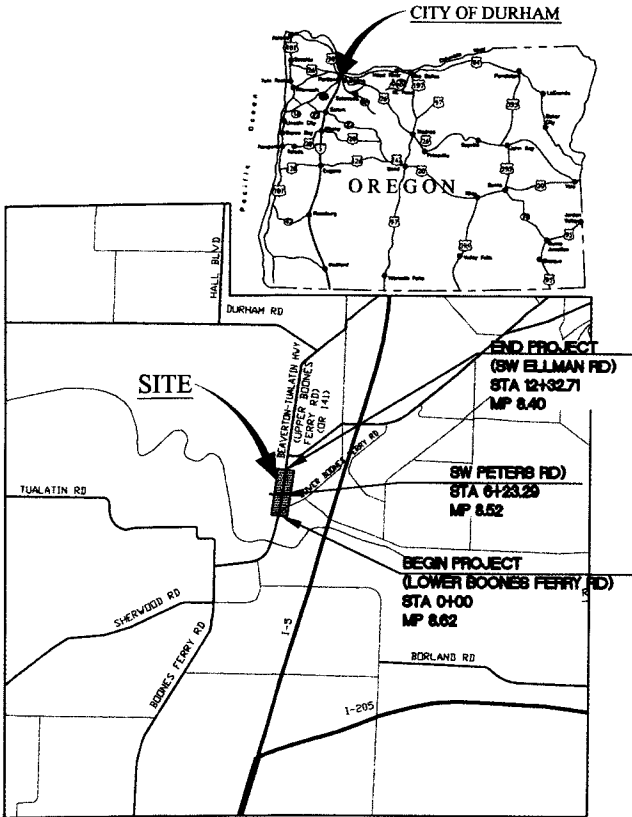
OWNER
CITY OF DURHAM
CONTACT: ROLAND SIGMETT
17180 SW UPPER BOONES FERRY
P.O. BOX 23483
DURHAM, OREGON 97281
PHONE: (503) 839-8851

ENGINEER
CURRAN-MCLEOD, INC.
CONSULTING ENGINEERS
CONTACT: CLYDE MCLEOD / HASSAN BRAHMI
8655 S.W. HAMPTON ST., SUITE 210
PORTLAND, OREGON 97223
PHONE: (503) 884-3478

ODOT
OREGON DEPARTMENT
OF TRANSPORTATION
CONTACT: JAMES NELSON
6000 S.W. HANCOCK RD
PORTLAND, OREGON 97221
PHONE: (503) 229-8542

GENERAL TOPOGRAPHIC SURVEY HAS BEEN PROVIDED BY
ZTEC ENGINEERS, INC.

RECORD OF SURVEY FOR WASHINGTON COUNTY #29145,
FILED ON 02-14-2003, WAS USED AS BASIS OF BEARING.



BAR IS ONE INCH ON ORIGINAL DRAWING. ADJUST SCALE AS SHOWN ACCORDINGLY.

NO.	REVISIONS	DATE
3	PER ODOT COMMENTS	MAY 3/21/11
2	PER ODOT COMMENTS	MAY 3/23/11
1	PER ODOT COMMENTS	MAY 3/22/11



CURRAN-MCLEOD, INC.
CONSULTING ENGINEERS

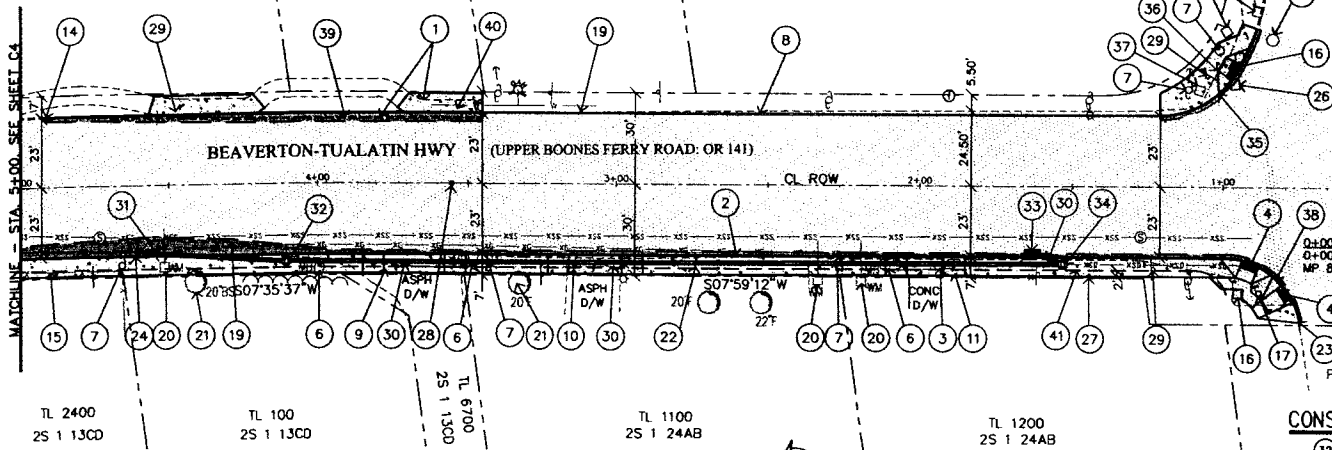
6655 SW HAMPTON ST., SUITE 210
PORTLAND, OREGON 97223
PHONE: (503) 884-3478

VICINITY MAP AND TITLE SHEET
CITY OF DURHAM
SIDEWALK IMPROVEMENTS
BEAVERTON-TUALTIN HWY (OR 141)
LOWER BOONES FERRY RD-SW ELLMAN RD (DURHAM)
WASHINGTON COUNTY, OREGON

MAY 2011
1587
JMN / BMF
1587-C1

C1
OF
27

LOT 66 TUALATIN VALLEY HOMES 2S 1 13CD
 TL 2800 2S 1 13CD
 TL 2800 2S 1 13CD
 TL 1000 2S 1 24AB



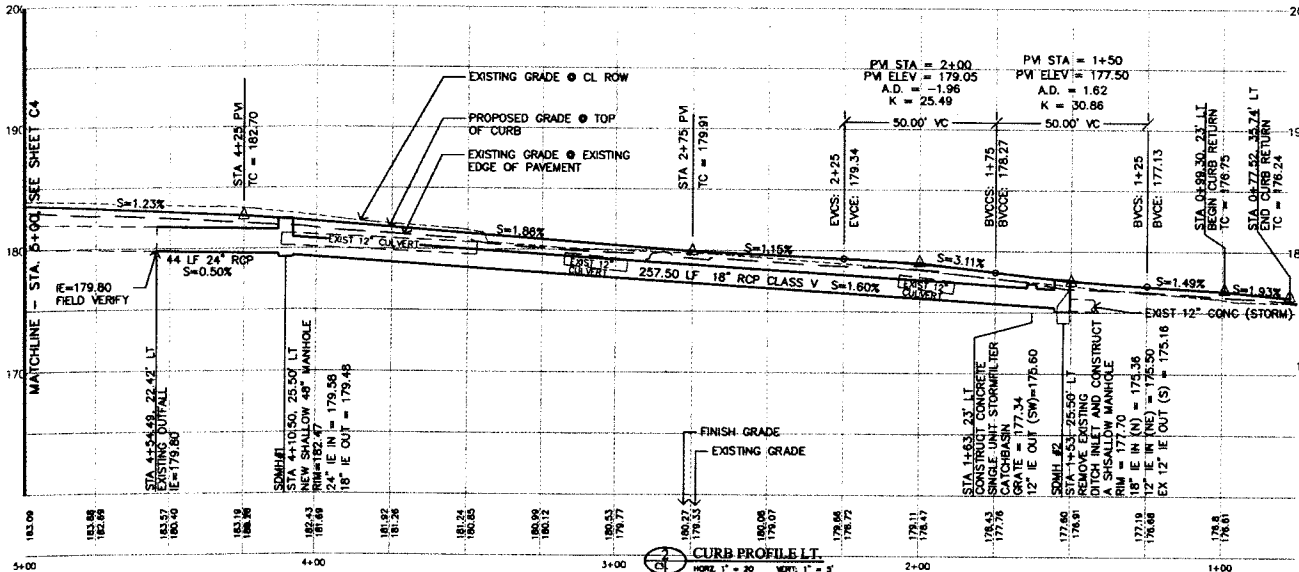
LOWER BOONES FERRY RD.
 0+00 & UPPER BOONES FERRY RD. =
 0+00 & LOWER BOONES FERRY RD.
 MP: 8.82

CONSTRUCTION NOTES

- 1 EXISTING CURB AND SIDEWALK.
- 2 SAWCUT 1' FROM EXISTING EDGE OF PAVEMENT OR PROPOSED CURB AND MATCH EXISTING.
- 3 REMOVE EXISTING 12" CULVERT
- 4 STA 0+80, 34' LT & STA 0+91.00, 25' LT, CONSTRUCT NEW ADA RAMP (SEE ODOT DWG RD757 OPTION G, PERPENDICULAR RAMPS)
- 5 EXISTING POWER POLES TO REMAIN.
- 6 REMOVE, SALVAGE AND RELOCATE EXISTING MAILBOX PER DETAIL SEE
- 7 EXISTING POLE TO BE RELOCATED BY OTHERS. CONTRACTOR TO COORDINATE ALL EFFORTS. ALLOW 4' MIN. CLEARANCE.
- 8 FUTURE CURB
- 9 CONSTRUCT 20' WIDE DRIVEWAY RAMP. MATCH GRADE AT ROW. (SEE ODOT DWG RD750, OPTION N.)
- 10 CONSTRUCT 18' WIDE DRIVEWAY RAMP. MATCH GRADE AT ROW. (SEE ODOT DWG RD750, OPTION N.)
- 11 CONSTRUCT 12' WIDE DRIVEWAY RAMP. MATCH GRADE AT ROW. (SEE ODOT DWG RD750, OPTION N.)
- 12 EXISTING CATCHBASIN TO REMAIN.
- 13 NOT USED
- 14 STA 4+91.26, 23' RT. MATCH EXISTING CURB
- 15 REMOVE, SALVAGE, AND RECONSTRUCT EXISTING 6" HIGH WOODEN FENCE.
- 16 SIGNAL POLE TO REMAIN.
- 17 PEDESTRIAN SIGNAL POLE TO REMAIN.
- 18 TELEPHONE MANHOLE TO REMAIN.
- 19 EXISTING EDGE OF PAVEMENT.
- 20 EXISTING WATER METER TO BE ADJUSTED TO SIDEWALK GRADE BY CITY OF TIGARD. CONTRACTOR TO COORDINATE ALL EFFORTS.
- 21 PROTECT EXISTING TREE. TRIM ALL INTRUSIVE BRANCHES UP TO 15' FROM THE GROUND.
- 22 REMOVE ALL EXISTING BRUSH AND VEGETATION THAT CONFLICT WITH NEW CONSTRUCTION.
- 23 STA 0+74.80, 44.00' LT. BEGIN CURB AND SIDEWALK CONSTRUCTION. (SEE ODOT DWGS RD700 STANDARD CURB AND RD720, SIDEWALKS.)
- 24 REMOVE EXISTING BARRICADE.
- 25 EXISTING DETECTOR LOOP TO REMAIN.
- 26 EXISTING SIGNAL JUNCTION BOX TO BE ADJUSTED TO GRADE
- 27 EXISTING WOOD FENCE TO REMAIN
- 28 STA 3+55.49, E ANGLE POINT BASED ON WASHINGTON COUNTY RECORD OF SURVEY #29145, PAGE 4 OF 13, FILED ON 2-14-2003
- 29 REMOVE 38 LF OF EXISTING SIDEWALK & REPLACE TO ABUT NEW CURB (SEE ODOT DWG RD720)
- 30 10 LF 12" RCP CLASS V, S=1.00% & IE=175.60
- 31 EXTEND EXISTING 24" CONCRETE PIPE USING SAME SLOPE AND RUBBER COUPLING.

CONSTRUCTION NOTES (CONT)

- 32 STA 4+10.5, 25.50' LT CONSTRUCT SHALLOW MANHOLE. (SEE ODOT DWG RD342)
- 33 STA 1+63.00, 23' LT CONSTRUCT CONCRETE SINGLE UNIT "STORMFILTER" CATCHBASIN BY CONTECH OR EQUAL. (H-20 RATED, BKE PROOF GRATE.)
- 34 STA 1+53.00, 25.50' LT REMOVE EXISTING DITCH INLET AND CONSTRUCT SHALLOW MANHOLE. (SEE ODOT DWG RD342)
- 35 CURB RETURN DATA
 R=25.00' Δ=60°10'34" L=33.08'
 PC=STA 1+21, 23' RT UPPER BOONES FERRY RD
 PC TC =177.03
 1/4Δ =176.79
 1/2Δ =176.44
 3/4Δ =176.24
 PT TC =176.22
 PT=STA 0+94.30, 39.80' RT LOWER BOONES FERRY RD
- 36 STA 0+94.50, 39.30 RT. REMOVE EXISTING ASPHALT CONCRETE, AND CONSTRUCT NEW ADA RAMP. (SEE ODOT DETAIL RD757, OPTION L)
- 37 TELEPHONE PEDESTAL TO BE RELOCATED BY OTHERS. CONTRACTOR TO COORDINATE ALL EFFORTS.
- 38 CURB RETURN DATA
 R=25.00' Δ=60°37'54" L=28.46'
 PC TC =176.75
 1/4Δ =176.67
 1/2Δ =176.52
 3/4Δ =176.33
 PT TC =176.25
 PT=STA 0+77.52, 35.74' LT LOWER BOONES FERRY RD



CONSTRUCTION NOTES (CONT)

- 39 REMOVE EXISTING CURB AND REPLACE BETWEEN STA 3+45.42 AND 4+91.26 (SEE ODOT DWG RD700, STANDARD CURB)
- 40 SAWCUT EXIST. A.C. AT R.O.W. LINE. REMOVE EXIST CONC. DRIVEWAY APPROACH AND A.C. RECONSTRUCT 40' WIDE DRIVEWAY APPROACH. MATCH GRADE AT ROW. (SEE ODOT DWG RD 750 OPTION M)
- 41 INSTALL 3" SCHEDULE 40 PVC CONDUIT 2.0' FROM BACK OF SIDEWALK SEE DETAIL 4, SHT 4

BAR IS ONE INCH ON ORIGINAL DRAWING.
 ADJUST SCALE AS SHOWN ACCORDINGLY.

NO.	REVISIONS	DATE
3	PER ODOT COMMENTS	HAL 5/23/11
2	PER ODOT COMMENTS	HAI 5/03/11
1	PER ODOT COMMENTS	HAL 3/22/11



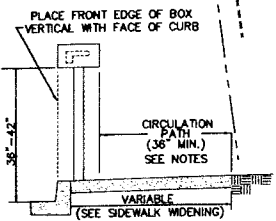
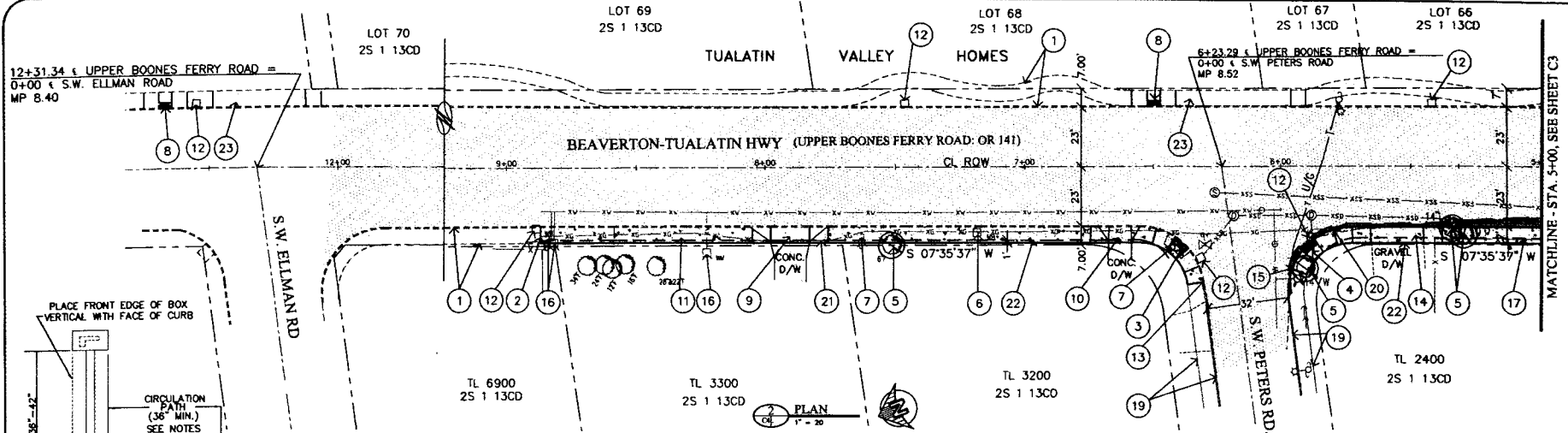
CURRAN-MCLEOD, INC.
 CONSULTING ENGINEERS
 6655 SW HAMPTON ST. SUITE 210
 PORTLAND, OREGON 97223
 PHONE 503 684-3478

UPPER BOONES FERRY RD PLAN AND PROFILE
 STA 0+00 TO STA 5+00
 CITY OF DURHAM
 SIDEWALK IMPROVEMENTS
 BEAVERTON-TUALATIN HWY (OR 141)
 LOWER BOONES FERRY RD - SW ELLMAN RD, (DURHAM)
 WASHINGTON COUNTY, OREGON

DATE: MAY 2011
 DRAWN BY: HAL
 CHECKED BY: HAL
 DESIGNED BY: LDM / BMF
 PROJECT NO: 1567-C3

C3
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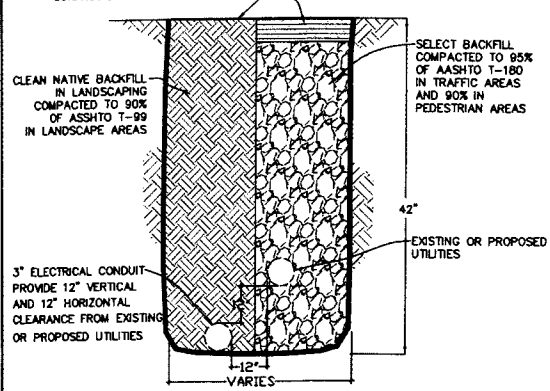
TYPICAL MAILBOX INSTALLATION

NOTES:

- 1) DEFLECT SIDEWALK AROUND AREA OF OBSTRUCTION.
- 2) WHEN OBSTRUCTIONS ARE LOCATED WITHIN THE SIDEWALK AREA THE DIMENSION APPLIES IN ALL DIRECTIONS.
- 3) EXCEPTIONS TO THE REQUIREMENTS IN THIS DRAWING MUST BE APPROVED BY THE ENGINEER AND MUST COMPLY WITH AMERICANS WITH DISABILITY ACT.
- 4) THE MINIMUM CLEAR WIDTH MAY BE 32 INCHES FOR A MAXIMUM DISTANCE OF 24 INCHES.

MAILBOX PLACEMENT DETAIL

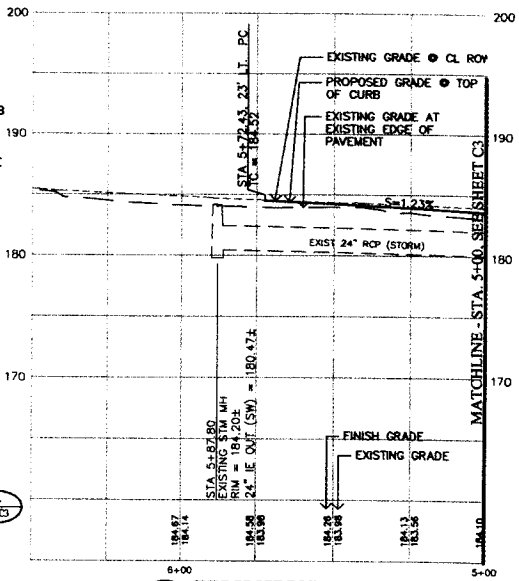
SURFACING AS SHOWN ON PLANS



TYPICAL COMMON UTILITY TRENCH

CONSTRUCTION NOTES

- 1) EXISTING CURB AND SIDEWALK TO REMAIN.
- 2) STA 8+86.50, 22.75' LT END 6' WIDE CONCRETE SIDEWALK. MATCH EXISTING. (SEE ODOT DWG. RD720)
- 3) REMOVE EXISTING ADA CURB CUT TO THE NEAREST JOINT AND RECONSTRUCT NEW ADA RAMP. (SEE ODOT DWG. RD757 OPTION K.)
- 4) CONSTRUCT NEW ADA RAMP TAPER CURB. (SEE ODOT DWG RD757, OPTION K.)
- 5) REMOVE EXISTING TREES.
- 6) REMOVE, SALVAGE AND RELOCATE EXISTING MAILBOX PER DETAIL SEE C4/C4
- 7) EXISTING POLE TO BE RELOCATED BY OTHERS. CONTRACTOR TO COORDINATE ALL EFFORTS. ALLOW 4' MIN. CLEARANCE.
- 8) REMOVE 16 LF OF EXISTING CURB & SIDEWALK AND CONSTRUCT PARALLEL SIDEWALK RAMP. (SEE ODOT DWG RD 755)
- 9) REMOVE EXISTING CONCRETE DRIVEWAY APPROACH AND RECONSTRUCT 15' WIDE ADA COMPLIANT APPROACH. EXISTING CURB TO REMAIN. MATCH GRADE AT ROW. (SEE ODOT DWG RD750, OPTION N.)
- 10) REMOVE EXISTING CONCRETE DRIVEWAY APPROACH AND CURB TO THE NEAREST JOINT. RECONSTRUCT 8' WIDE ADA COMPLIANT APPROACH. MATCH GRADE AT ROW. (SEE ODOT DWG RD750, OPTION N.)
- 11) NEW 6' WIDE CONCRETE SIDEWALK. (SEE ODOT DWG RD720)
- 12) EXISTING CATCHBASIN TO REMAIN.
- 13) STA 6+30.40, 44.50' LT BEGIN 6' WIDE CONCRETE SIDEWALK. (SEE ODOT DWG RD720)
- 14) CONSTRUCT 20' WIDE CONCRETE DRIVEWAY APPROACH. MATCH GRADE AT ROW. (SEE ODOT DWG RD750, OPTION N)
- 15) STA 5+95.75, 39.75' LT END CURB AND SIDEWALK CONSTRUCTION. (SEE ODOT DWGS RD700 STANDARD CURB AND RD720 SIDEWALKS.)
- 16) EXISTING WATER METER TO BE ADJUSTED TO SIDEWALK GRADE BY CITY OF TIGARD. CONTRACTOR TO COORDINATE ALL EFFORTS.
- 17) REMOVE, SALVAGE, AND RECONSTRUCT EXISTING 6' HIGH WOODEN FENCE.
- 18) SAWCUT 1' FROM EXISTING EDGE OF PAVEMENT OR PROPOSED CURB AND MATCH EXISTING.
- 19) FUTURE CURB AND SIDEWALK.
- 20) CURB RETURN DATA
R=25.00'
Δ=70°25'45"
L=30.73'
PC=STA 0+43, 21.80' LT SW PETERS RD
PT=STA 5+72.43, 23' LT UPPER BOONES FERRY RD
1/4Δ = 184.63
1/2Δ = 184.59
3/4Δ = 184.55
PT TC = 184.52
- 21) REMOVE ALL EXISTING BRUSH AND VEGETATION THAT CONFLICT WITH NEW CONSTRUCTION.
- 22) INSTALL 3" SCHEDULE 40 PVC CONDUIT. SEE DETAIL C4/C4
- 23) EXISTING DRIVEWAY TO REMAIN



CURB PROFILE LT

NO.	REVISIONS	DATE
1	PER ODOT COMMENTS	5/23/11
2	PER ODOT COMMENTS	5/23/11
3	PER ODOT COMMENTS	5/22/11
4	PER ODOT COMMENTS	5/22/11



CURRAN-MCLEOD, INC.
CONSULTING ENGINEERS
6625 SW HAMPTON ST. SUITE 200
PORTLAND, OREGON 97221
PHONE (503) 684-3478

UPPER BOONES FERRY RD PLAN AND PROFILE
STA 5+00 TO STA 8+86.50
CITY OF DURHAM
SIDEWALK IMPROVEMENTS
BEAVERTON-TUALATIN HWY (OR 141)
LOWER BOONES FERRY RD - SW ELLMAN RD. (DURHAM)
WASHINGTON COUNTY, OREGON

DATE	MAY 2011
REV.	1567
BY	HAL
CHECKED BY	LDM / JMF
DATE	1567-C3

C4 OF 27

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WASHINGTON COUNTY OREGON

June 22, 2011

To: WCCC TAC

From: Clark Berry, Senior Planner *CB*

Subject: **RFFA Project Presentations and Final Project Nomination Process Discussion**

At the June 30 WCCC TAC meeting we will receive presentations from those jurisdictions that submitted Project Summary sheets to Metro (see attachments). Please keep your presentation brief (as short as possible and in no case more than 10 minutes), so that there's sufficient time to answer questions and discuss how we want to get to a much shorter list of final project nominations by the August 8 WCCC meeting.

I would like to see us make significant progress towards a TAC agreement on a proposed narrowing process that the WCCC can consider at either its July 11 or August 8 meeting. Described below are three main issue areas and a variety of sub-issues that we should discuss. These issue areas and sub-issues include, but may not be limited to, the following:

Which projects to nominate?

- Which projects most closely meet Metro's criteria? Some help in answering this question might be available from a summary of comments from TPAC, Metro staff and various sub-committees scheduled to be mailed out on July 5th (due date June 30). However, for our June 30th TAC meeting, I have requested that Metro staff provide us with any early comments they have received.
- Do we want to resurrect the evaluation spreadsheet as is or try to refine it to produce a clearer separation in the rankings? Given the general nature of Metro's criteria, its openness to interpretation and the overall strength of projects remaining on the list, there might not be much value in trying to use the spreadsheet. Alternatively, we might want to consider adding another criterion such as "multi-jurisdictional sponsorship of the project", and see what that does to the rankings.

Fund a single project or more than one project?

- Do we want to explore the possibility of funding more than one Active Transportation construction project (the small amount of Freight funding probably precludes considering more than one freight project)?
- If we want to fund more than one AT project, can we scale back two projects so that they meet the \$3 million minimum total project cost requirement while also staying within the \$5.6 million funding allocation? Note that submitting two projects is likely to require significant scaling back of project scope together with large local overmatches.

Fund development projects?

- Do we want to carve out some of the \$5.6 and/or \$1.3 million for development projects or put it all towards construction projects (there is no provision stating that we must have development projects)?

- Which projects are appropriate for development as opposed to construction funding, and are project sponsors willing to consider development only funding for these projects?
- Is there interest in creating a “pipeline” of development projects that would be eligible for construction funding in the next RFFA?
- Do we want to suggest forwarding a recommendation to the WCCC to the effect that jurisdictions receiving construction funding in this round of RFFA will not be a high priority for construction funding in the next round of funding, and that projects receiving development funding in this round will be a high priority for construction funding in the next round? Such an understanding among WCCC members might help alleviate fears that all the funding will go to the same few jurisdictions in each RFFA cycle. On the other hand, it assumes that this understanding will be honored by a WCCC that may have changed its membership by the next round of RFFA, and that the RFFA process will not change significantly in the next round.

If you have any questions or comments, please let me know. I look forward to seeing you on June 30th.

Attachments:

2014-15 REGIONAL FLEXIBLE FUND ALLOCATION

PROJECT SUMMARY

PROJECT SUMMARIES SHOULD BE LIMITED TO TWO PAGES OF NARRATIVE + ONE MAP PER PROJECT

1. **Project sponsor agencies:** City of Beaverton (lead), City of Tigard, Tualatin Hills Park and Recreation District, TriMet
2. **Project extent or area description and how you identified the location as a priority:** The “Crescent Connection” is truly an Active Transportation Corridor project providing significantly increased bicycle, pedestrian, and transit access to key corridor destinations from downtown Tigard to Beaverton Regional Center to THPRD Nature Park and beyond. Beginning in Tigard with filling Fanno Creek Trail gaps and improving access to Tigard Transit Center, it runs north into and through Beaverton where Fanno Creek Trail and Beaverton Creek Trail gaps are filled and on-street facilities are constructed. THPRD constructs the trail from Hocken to their Nature Park. TriMet will construct transit stop improvements along the corridor. This four-agency high priority project serves large surrounding populations along its extensive alignment by allowing people to walk, bike, and take transit safely and easily to designations including 2040 Centers, business and employment areas, and residences and parks, three WES stations, four MAX stations with Blue Line, Red Line to PDX, a bike and ride station, and one of TriMet’s most heavily used transit centers. Metro’s Equity Analysis confirms its high priority (see 3.a.). Fanno Creek Trail and Beaverton Creek Trail are regionally significant trails that are high priorities identified in THPRD Trails Plan and Beaverton’s transportation, Civic, and Visioning plans. The Tigard Street and Fanno Creek trail segments in Tigard are identified as high priorities in its transportation, greenway trails, and urban renewal plans. The project provides critical access, encourages non-auto trips, and reduces the need to build more streets. Likewise TriMet’s Pedestrian Network Analysis determined this area is a high need/high opportunity area for investments that make it safer, easier, and more comfortable to walk to transit stops.
3. **Purpose and need statement (highlight most relevant criteria):**
 - a. Project extensively serves environmental justice populations in Beaverton and Tigard: ‘Significantly Above’ and ‘Above Average’ concentrations of Environmental Justice and Underserved Populations including low English proficiency populations, communities of color, low income populations, and the elderly. Provides access to priority destinations and Essential Services for EJ and underserved populations: Significantly above and above average concentrations of Essential Services including Civic Establishments, Essential Retail, Health Services, Essential Food, and Financial and Legal Establishments (see Metro’s Environmental Justice Analysis maps).
 - b. Project creates a high quality active transportation environment for bicycle, pedestrian, and transit access and mobility to and from three priority 2040 Centers, large employment areas, Essential Service Areas, and Environmental Justice and Underserved Populations. It also provides access to supporting facilities including a TriMet transit center with a bike and ride, MAX, WES, and bus stops located along bus lines that feed into the transit center. Project includes on- and off-street bikeways, signal improvements at intersections, street crossing improvements including pedestrian refuges, and transit stop improvements such as ADA accessible concrete landing pads, seating, shelters, and supporting pedestrian infrastructure like sidewalks, curb cuts, and direct crossings.
 - c. Improves safety: off-street shared use path components completely separate vehicle traffic from bike and pedestrian traffic conflicts. Project includes sidewalks with safe and comfortable walking environments, improved transit stops, signalized crossings in higher traffic areas, pedestrian refuges where appropriate, ‘sharrow’ lane markings on bike boulevard lower volume slower speed streets, appropriate signage, and safe direct access to transit.

- d. Completes the last mile: a true corridor project that fills gaps/connects **three** Regionally Significant trails— Fanno Creek Trail (Tualatin to Portland), Beaverton Creek Trail (Fanno Trail to Westside Trail), Westside Trail (Tualatin to Portland)--and constructs the Rose Biggi bike/pedestrian to transit ‘boulevard’ project at Beaverton Central Transit Station in Beaverton’s Regional Center. The west end of the Westside Trail connection is also the starting point for a THPRD-funded project currently under construction that connects Westside Trail to Waterhouse Community Trail, which is also funded and under construction north to Springville Road by the PCC Rock Creek campus.
- e. Increases use/ridership and includes education: Provides safe, direct access to the entire region and PDX Airport via MAX. Includes civic, educational, and arts component through a National Endowment for the Arts ‘Our Town’ Beaverton Creek segment in downtown that would build plazas and open spaces to benefit natural systems and create a sustainable urban creekside district between Hall Blvd. and Westgate Drive, and uses Beaverton’s Nature in Neighborhoods funds for the Beaverton Creek segment between Westgate Drive and Cedar Hills Blvd. Builds on Tigard’s Wayfinding and Pedestrian Map educational effort. TriMet will improve bus stops with potential new seating and ADA landing pads. These enhancements will build on the interconnected and intentional bike and pedestrian network that will increase ridership.
- f. Provides a 43% overmatch, leverages four agencies’ resources, includes THPRD’s bond funds, Rose Biggi Avenue ‘boulevard’ construction (PE and ROW complete), Nature in the Neighborhoods funds, TriMet capital funds, and accesses Beaverton’s National Endowment for the Arts ‘Our Town’ grant. Serves high density and high growth areas in two cities.

4. **Description of project design elements:**

Tigard: fills three trail gaps across publically owned property: (1) construction of 1,370’ Woodard Park/Grant Avenue segment to regional trail standards: uses boardwalk to eliminate need to fill wetlands; meets ADA slope standards; PE complete. (2) 2,360’ Tigard Street Trail; 10’ wide hard surface; 300’ concrete sidewalk along Tigard Street connects to Fanno Creek Trail (3) Brown segment: 2,850’ trail, pedestrian bridge over Fanno Creek, and boardwalk. All projects include enhancement of presently degraded vegetated areas. Total project cost is \$3.2 million.

Beaverton: Construct shared use path on the north side of Denney Road to King Blvd., bike boulevards/sharrows on King Blvd., Alger Avenue, and 11th Street. Uses existing bike lanes on 5th Street, to bike lanes and shared bikeways on Lombard Avenue to Beaverton Transit Center. Builds Beaverton Creek Trail west to Beaverton Central Station to Cedar Hills Blvd., Dawson Way, and across Hocken Avenue. Constructs safe street crossings. Constructs Rose Biggi Avenue “Boulevard” for direct safe bike and pedestrian access to Beaverton Central (PE ROW complete by 2014/15). Estimated project cost is \$4 million.

THPRD: From Hocken, construct Beaverton Creek Trail connecting to Westside Trail to Nature Park, approximately 1.4 miles, and enhance creek. Estimated cost \$2.3 million. Short section under the Murray Boulevard overpass requires widened on-street bike lane. Existing 8’ trail south of the Tektronix to be widened to 10’ to meet the regional trail width.

TriMet: Parallel to the Crescent Connection route and on roads with connecting TriMet service, TriMet will provide transit stop and pedestrian to transit related improvements. TriMet project cost: \$200,000.

5. **Please attach a map of project area** – Map is attached.

6. **Please provide an estimate of total project cost and the funds you are requesting for the project.**

TOTAL \$9.7 million: federal request \$5,529,460; local match \$4,170,540 (43% match)

THPRD federal request	\$1,750,000	THPRD local match	\$550,000
TriMet federal request	\$179,460	TriMet local match	\$20,540
Tigard federal request	\$1,600,000	Tigard local match	\$1,600,000
Beaverton federal request	\$2,000,000	Beaverton local match	\$2,000,000

2014-15 REGIONAL FLEXIBLE FUND ALLOCATION

PROJECT SUMMARY

PROJECT SUMMARIES LIMITED TO TWO PAGES OF NARRATIVE + ONE MAP PER PROJECT

1. Project sponsor agency: City of Hillsboro, in consultation with ODOT, Washington County, Metro, and TriMet

2. Project extent or area description and how you identified the location as a priority:

The project extent includes Baseline Street between 1st and 10th Avenues in the Hillsboro Regional Center. (see attached map)

The area was identified as a priority for investment by the Hillsboro community through an extensive community outreach process that was completed as part of the Downtown Framework Plan (adopted November, 2009). The City identified the project as eligible for urban renewal funding as part of the Downtown Hillsboro Urban Renewal Plan (adopted May, 2010). In cooperation with Metro, the City refined its objectives by developing a visionary concept-level “road diet” plan for Oak and Baseline and a two-way conversion plan for the downtown core, known collectively as the Downtown Hillsboro Accessibility Project.

3. Purpose and need statement (highlight most relevant criteria):

The requested MTIP funds would support the Baseline road diet as a first phase. The MTIP funds would provide approximately 75% of the funding necessary to achieve this phase of the Downtown Hillsboro Accessibility Project. Hillsboro is endeavoring to commence with the two-way “core conversion” project using primarily local funds.

The Oak/Baseline road diet will enhance safety by providing traffic calming features, reducing vehicle speeds, 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 is located within the Hillsboro Regional Center which is targeted for high density job growth and residential/mixed use development. Specifically, the project will increase access to priority community services destinations such as City and County offices, the Tuality/Pacific Health & Education District, and other employment and retail centers within the downtown area, as well as the Main Street district, with its arts and entertainment venues and other attractors. The project will also enhance access to the regional light-rail system located in the heart of the district, as well as bus access to the TriMet Line 57 Frequent Service route, and routes 46, 47, and 48, and the Yamhill County fixed-route bus service at Max Central Station.

The area is a prime location for future growth targeted for high-quality compact mixed-use and transit-oriented development. The project will enhance livability in the downtown by making walking, biking, and access to transit safer and more comfortable,

and increase the aesthetics of this critical gateway route through the downtown. The project will support new investment, increasing job opportunities for the surrounding community and producing more property tax revenues – in turn generating enhanced urban renewal funding to support the regional center. The project will leverage federal, local, state, regional and private funds. State, County, regional and local staff are working to secure the needed approvals so that the project can move forward as soon as funding is in place.

The proposed project will result in dramatic changes to the streetscape on Oak and Baseline. Because of this visionary plan, significant partnerships are already underway with ODOT to establish a Special Transportation Area (STA) in downtown Hillsboro and to develop a Signal Modification Plan for the revised lane alignment along both streets. The City is working toward an agreement with ODOT to ensure that ODOT's plans for pavement preservation along Highway 8 and the Road Diet are coordinated.

The City is firmly committed to working with its transportation partners at ODOT, Washington County, Tri-Met, and Metro, key stakeholders such as business and property owners within the project area, and political leaders to ensure that the goals of the Downtown Framework Plan are met. The City is committed to responding to citizen requests to enhance these streets for its citizens and business owners and will address their concerns in a meaningful way.

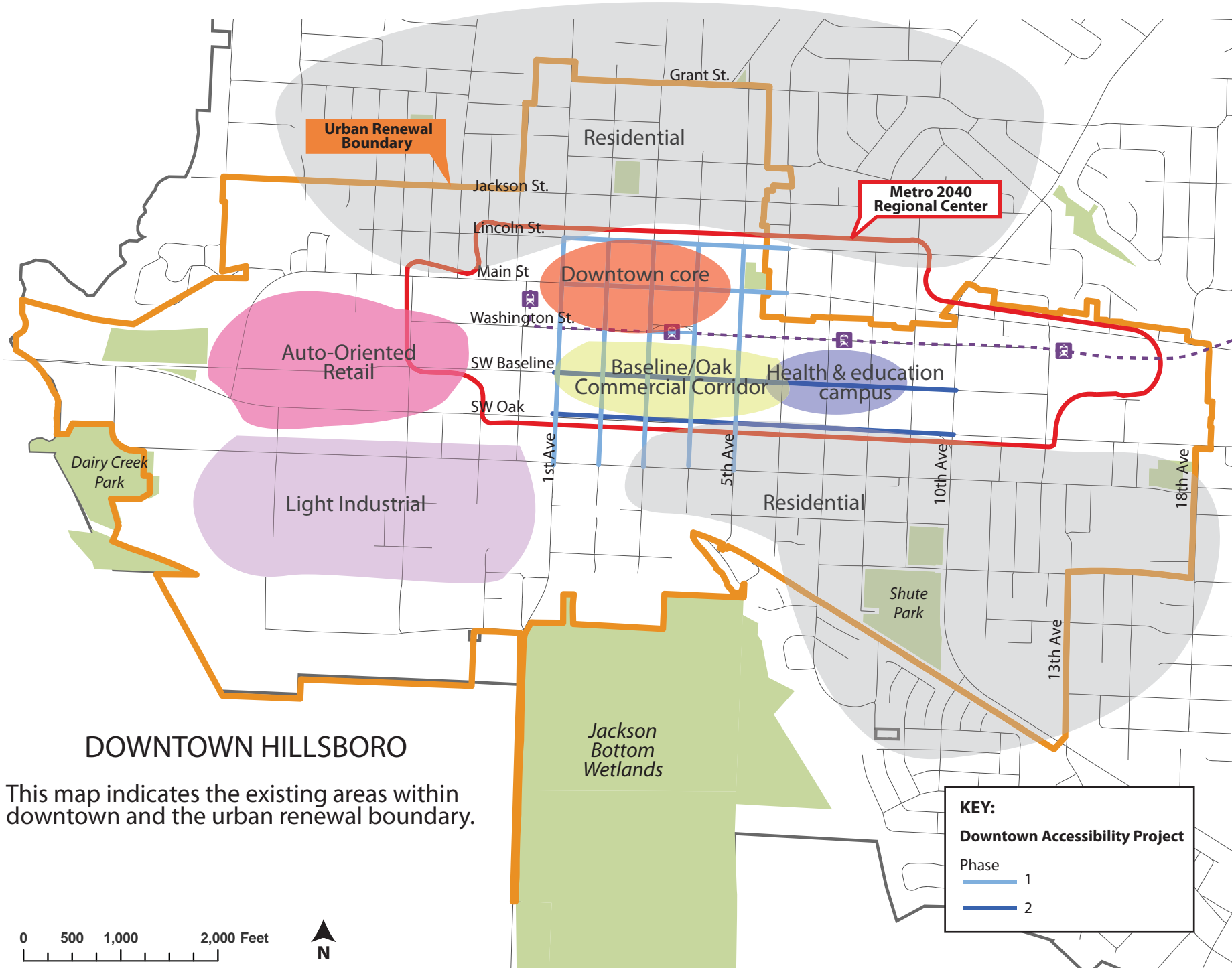
Metro's Development Center is working with the City of Hillsboro to organize and fund the Downtown Hillsboro Accessibility project concept plan and is a financial partner in a joint Transit Oriented Development adjacent to the Hillsboro Transit Center (located between 3rd and 4th Avenues on Washington Street). The City of Hillsboro also recently adopted an Urban Renewal Plan and is actively working to enhance development opportunities in the downtown. Local residents and business owners have been engaged throughout the concept planning process.

4. Description of project design elements:

The Oak and Baseline Road Diet will result in significant pedestrian infrastructure such as curb extensions, on-street parallel parking, enhanced pedestrian crossings, new ADA compliant sidewalks where necessary, a reduction of the number of travel lanes, bike facilities, bus stop enhancements, ornamental street lights, and street trees/planters. It will also include traffic signal modifications necessary to support the City's plans to convert local streets to two-way north-south operation.

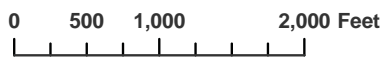
5. Please attach a map of project area (attached)

6. Please provide an estimate of total project cost and the funds you are requesting. We are requesting \$4,560,000 to implement the Baseline Road Diet. The total project cost has been estimated at \$5,700,000.



DOWNTOWN HILLSBORO

This map indicates the existing areas within downtown and the urban renewal boundary.



KEY:
Downtown Accessibility Project

Phase

- 1
- 2

2014-15 REGIONAL FLEXIBLE FUND ALLOCATION

PROJECT SUMMARY – ROCK CREEK REGIONAL TRAIL PROJECT DEVELOPMENT

PROJECT SUMMARIES LIMITED TO TWO PAGES OF NARRATIVE + ONE MAP PER PROJECT

1. **Project sponsor agency:** City of Hillsboro

2. **Project extent or area description and how you identified the location as a priority:**

The goal of this project is to develop a master plan for the most feasible trail alignment and construction options for future sections of the Rock Creek Trail to guide property acquisitions and trail development. The Rock Creek Regional Trail was identified as the #1 priority for bike/pedestrian improvements by the Hillsboro Bike and Pedestrian Task Force and is featured in the Hillsboro TSP and Parks & Trails Master plan as well as the Regional Trails and Greenways Plan. It serves as the primary trail spine to which other trail segments are connected. The trail links employment centers with neighborhoods, parks and other transportation modes, including Light Rail, bus and on-street bike lanes. When completed, the greenway trail will extend over 8 miles from north of US 26 to the confluence with the Tualatin River. Biking and walking paths are the most requested recreational feature according to a survey conducted in 2008. Several sections of the trail have been completed, and the City owns some lands along the greenway corridor but will need additional acquisitions to close the gaps. The existing trail is hugely popular across all segments of the population, and there is strong support for completing the trail all along the Rock Creek Greenway.

3. **Purpose and need statement (highlight most relevant criteria):** Developing a trail in a greenway corridor is extremely challenging because of environmental and land use constraints. Careful planning is needed to assess physical conditions, access and land use patterns to identify the most feasible alignment for the trail, including boardwalks over wetlands and floodplains, bridge crossings over Rock Creek and major road crossings. This analysis can guide future acquisitions to close the gaps and ensure the trail can be built. The public is very supportive of the greenway trail concept because of its off road safety, scenic beauty and connection to nature, providing enhancing livability in a dense urban area. The trail service area crosses all economic sectors of the community and will provide needed infrastructure for active transportation linking to employment, retail, parks and alternative transportation modes. Extending the trail to the south and west will provide access to underserved economic justice areas so they can be part of the trail network system. The project development plan will define the preferred trail alignment and is a critical step toward actual implementation.

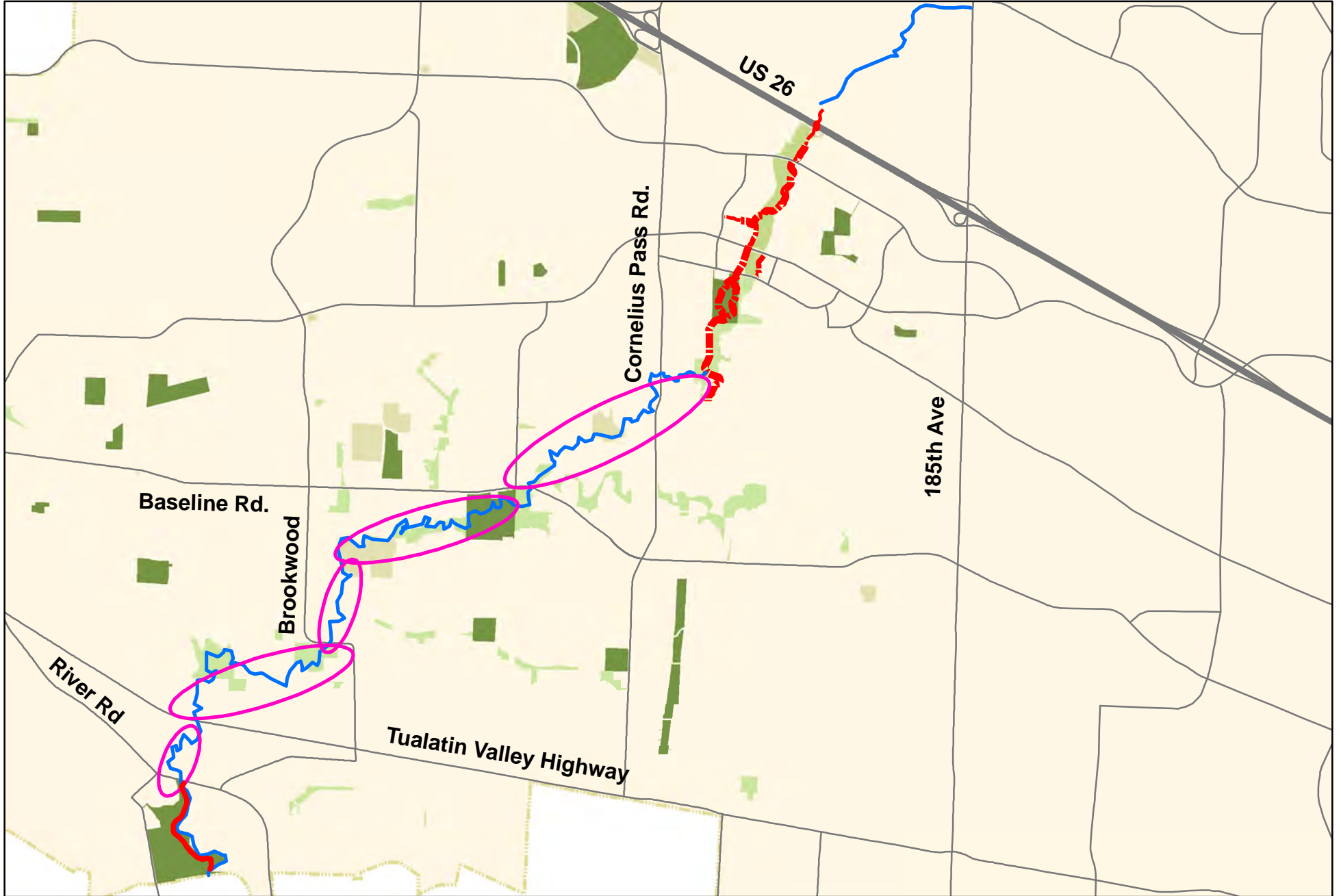
4. **Description of project design elements:** By 2012, the trail will be completed to NW Wilkins Street / Cornelius Pass Road, about ¼ of the distance through Hillsboro. The City owns significant portions of greenway corridor west and south of Cornelius Pass Road including undeveloped park sites and open space tracts, but there are gaps between ownership. Some parcels, although in public ownership, may have significant development constraints due to the

sinuosity of the creek or presence of wetland areas. The project will study alignment options, identify acquisition needs, review environmental and construction / financial considerations and develop the most feasible alignment for each key segment of the trail. Major road crossings will need to be addressed at Cornelius Pass Road, Baseline Road, Brookwood and Tualatin Valley Highway. The major streets may need signalized crossings or grade separation. The alignment project will examine the Rock Creek Greenway corridor in logical segments, as shown on the attached map including: NW Wilkins to Baseline, Baseline to Brookwood, Brookwood to TV Highway, and TV Highway to Rood Bridge Park where there is existing trail. The plan will identify key areas for wayfinding signage needs to show connections to employment and shopping areas, transportation facilities and residential neighborhoods, schools or other public facilities. The resulting plan will guide future development of the trail in a logical manner, identifying acquisition needs, and providing alignment and projected construction costs.

5. **Please attach a map of project area** (attached)
6. **Please provide an estimate of total project cost and the funds you are requesting.**
We are requesting \$300,000 to implement the Rock Creek Regional Trail Project Development. The total project cost has been estimated at \$375,000.

Hillsboro Rock Creek Regional Trail - Project Development

-  Parks
-  Undeveloped parks / open spaces
-  Rock Creek
-  Existing Trail
-  Alignment needed
-  UGB



2014-15 REGIONAL FLEXIBLE FUND ALLOCATION PROJECT SUMMARY

1. **Project sponsor agency:** City of Sherwood

2. **Project extent or area description and how you identified the location as a priority:**

The requested funds will provide for design and construction of the Cedar Creek Greenway trail between Roy Rogers Road south along the Cedar Creek corridor to Stella Olsen Park. The project includes sidewalk improvements along Highway 99W between SW Meinecke Road and Edy Road/Sherwood Boulevard, feeder trails from a variety of adjacent land uses, completion of sidewalk connections through Old Town to an existing 12' wide urban path located on SW Oregon Street (next to City Hall) and extending the existing path from SW Adams Avenue east along Oregon Street to Tualatin-Sherwood Road.

Project funds will also provide for a refinement study to extend the Sherwood portion of the Tonquin Trail system from the Oregon Street/Tualatin-Sherwood intersection eastward from SW Tualatin Sherwood Road north to 99W via Cipole Road ultimately, connecting with the Westside Regional Trail on Metro-acquired property.

The City acquired ownership of the properties within the Cedar Creek Greenway as development occurred adjacent to the corridor. As development and trail systems occurred over time, leaders saw the value of creating an urban refuge that would extend through the heart of the City and ultimately connect to the Tualatin River National Wildlife Refuge and neighboring jurisdictions. As a result, the City entered into partnership with Metro, Wilsonville, Tualatin, and Clackamas and Washington County to plan the Tonquin Trail system. The Tonquin Trail system is listed in the Regional Transportation Plan (RTP). The Cedar Creek Greenway portion of the Tonquin Trail system is also listed in the RTP and is an essential component of the Pedestrian and Bicycle Master Plan within the City's Transportation System Plan. The City's 2009 Cedar Creek Trail Feasibility Study and Metro's Tonquin Trail Master Plan process have provided the foundation for this project.

3. **Purpose and need statement (highlight most relevant criteria):**

Access to high 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, 99W, Old Town area, SW Adams Avenue and the Tonquin Employment Area. The portion of the trail located in the Cedar Creek greenway corridor is within a ¼ mile of a subsidized elderly housing development with approximately 30 units, many other apartment units, the Sherwood Senior Center, four schools, a proposed HUD senior housing facility, an assisted living facility, the Sherwood library, stores and restaurants.

Improves Safety – There are currently no sidewalks along much of SW Oregon St. (a collector) so an off-street multi-modal pathway will provide safe passage for bicyclist and pedestrians. The trail will connect with our existing trail network south of Stella Olsen Park and create a primary off-street connection through the heart of Sherwood. Many children will utilize this pathway to connect neighborhoods to the local schools on Sherwood Blvd. The trail will provide alternate access which

will reduce vehicle trips at already congested intersections along 99W and Tualatin-Sherwood Road. Improvements to the sidewalk system along 99W between Meinecke and Edy/Sherwood Boulevard to access this trail system will increase safety across and along the highway.

Serves the Underserved Community-This trail will provide an essential safe, healthy alternative for residents along SW Sherwood Blvd. which is home to a considerable portion of our elder population and other multifamily housing as well as the Senior Center, located adjacent to the greenway providing community services to over 600 elderly citizens. On the other end of the age spectrum, children under the age of 20 make up nearly 35 % of the population, the experience of biking and walking to school and for fun on a trail will be a lasting imprint on establishing healthy, safe travel behavior patterns as adults.

Completes the "last mile" –The Cedar Creek portion of the Tonquin Trail will complete the connection between Roy Rogers and the Wildlife Refuge, across 99W to Stella Olsen Park, joining the existing neighborhood trail network south of Stella Olsen Park to the National Wildlife Refuge. Since the trail will extend throughout the entire City, it will provide connections to all of the neighborhoods, unlike any existing roadway. Ultimately, the Tonquin Trail will connect with Graham Oaks Nature Park in Wilsonville and the Refuge to the north as part of the regional trail network, linking the Westside Trail and the Fanno Creek Trail.

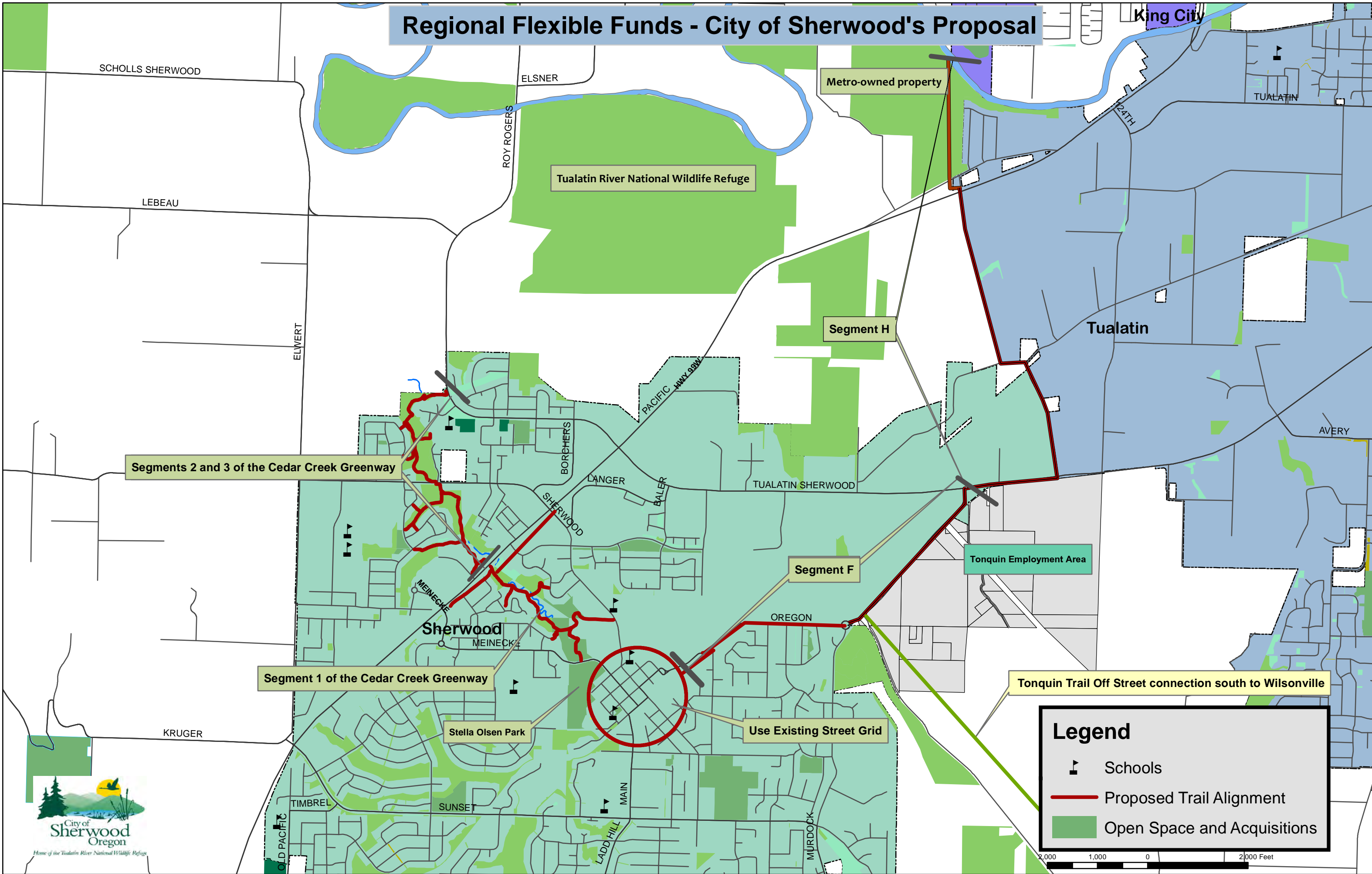
Increases use/good experience – Any aerial reveals the ribbon of green running directly through the center of Sherwood. This greenway will provide a refuge from urban living, but still within the center of town. The greenway can serve as a showcase of a watershed in action as people can follow the same route as the Cedar Creek to the Refuge.

Serves high growth area – The off-road trail would be within ¼ mile of much of our highest residentially zoned areas, our Old Town area, the Town Center and the future employment area-Tonquin Employment Area. For our community, these are both high density and high growth areas.




Includes educational element-Environmental educational opportunities abound for classroom projects to watershed enhancement and study. The greenway will provide an opportunity to promote healthy lifestyle choices within the community and reduce vehicle miles traveled.

4. **Description of project design elements:** The primary multi-modal trail will be designed & constructed in compliance with Metro guidelines, with sensitivity to the natural environment. Portions of the primary trail through urban road corridors will be detached from the roadway with buffer landscaping to maintain a more rural theme. The trail will be a hard surface in nearly all areas and will include boardwalks where necessary to minimize environmental impacts. Sidewalks will be constructed where gaps exist in the current urban system. Where feasible, signage, way finding devices and educational kiosks will also be provided.
5. **Please attach a map of project area-to follow** – See attached
6. **Please provide an estimate of total project cost and the funds you are requesting for the project.** Total project cost is \$6.16 million; with the local match we are requesting \$5.6 million. It should be noted that the project is scalable down to \$3,300,000 or less depending on available funding.

Regional Flexible Funds - City of Sherwood's Proposal



Legend

-  Schools
-  Proposed Trail Alignment
-  Open Space and Acquisitions

2014-15 REGIONAL FLEXIBLE FUND ALLOCATION PROJECT SUMMARY

GREEN ECONOMY/FREIGHT PROPOSAL: HWY 8 / HWY 47 INTERSECTION IMPROVEMENTS

Project sponsor agency: The City of Forest Grove in partnership with Oregon Department of Transportation.

Project extent or area description and how you identified the location as a priority: Project would improve the intersection of Regional Freight Corridors 23 (Hwy 47 or Quince St.) & 24 (Hwy 8 or Pacific Ave.). Figure 1 attached shows project location and preliminary improvement plan. Oregon Highway 47 is classified as a principal arterial north-south route. Oregon Highway 8 is classified as a major arterial east-west route. Intersection average daily traffic (ADT) volume is approximately 40,000 vehicles. Recent freight traffic counts were approximately 1,700 heavy vehicles between 6 AM and 6 PM. Capacity analysis shows the intersection currently operates at a level of service (LOS) D and projected to increase to LOS F under peak PM hours if no improvements are made. 30 reported crashes occurred during the four year period between 2002 and 2006. The intersection is surrounded with a variety of land uses including residential, industrial, and commercial. This improvement project is currently ranked number two (2) in the City's Transportation System Plan (TSP) list of projects that have the highest short-term need for implementation to satisfy performance standards. This improvement project is ranked the highest among RFFA freight project proposals within Washington County. Also, the improvement project is listed on the Metro Regional Transportation Plan (RTP) as number 10780.

Purpose and need statement (highlight most relevant criteria):

- 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.
 - i. An existing substandard turn radius at NE corner of the intersection is a concern for all vehicles safety and the efficient movement of goods. Many trucks cannot safely make this turn, requiring the truck to either ride up over the curb or stray into adjacent or opposite travel lanes. Crushed curbs, rutting near the edges, impacted utility poles attest to the insufficient turning radius provided at the corner.
 - ii. A southbound vehicle queuing issue exists unless additional capacity is added at the intersection. Adding a southbound right turn lane will shorten the through queue length by allowing the right turn to clear. This improvement was found to be the most beneficial alternative to reducing/balancing vehicle delays in the intersection.

- The project improves overall access and safety by removing conflicts with active transportation and provides adequate mitigation for any potential conflicts.
 - i. 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.
 - ii. Widening the Westbound Right Turn Lane will allow room to continue westbound bike lane through the intersection. Currently there is a gap in the westbound bike lane at the intersection as it becomes a shared lane with westbound right turn vehicle movement at the intersection.

Description of project design elements:

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 Southbound Right Turn Lane – Currently the north leg of the intersection is operating with vehicle queue lengths close to available storage limits. The southbound vehicle queuing issue remains unless additional capacity is added at the intersection. Adding a southbound right turn lane was found to be the most beneficial alternative. This shortens the through queue length by allowing the right turn to clear.

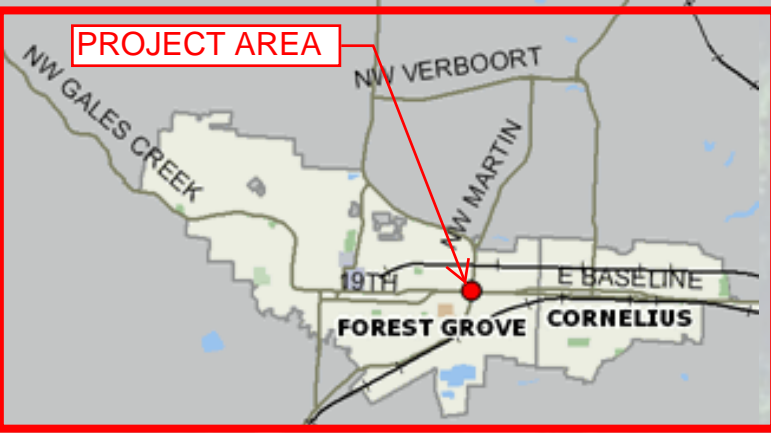
Provide a Crosswalk on East Leg of Intersection – Currently the intersection is operating with a pedestrian crossing gap on the east leg. Currently the large multi family residential area to the NE of the intersection experiences delay having to travel out of direction travel. This project provides better access to pedestrian travel needs including an existing TriMet bus stop, school, health center, and bank.

Estimate of total project cost and the funds requested for the project:

Total project cost estimate: \$1,650,000 (funds requested + local match)

Funds requested: \$1,500,000

PROJECT AREA



ADD TURN LANE

PROPOSED RIGHT TURN LANE
BIKE LANE

QUINCE ST

PRO GROUP REALTORS

IMPROVE TURN RADIUS

EXISTING CURBLINE

PROPOSED ISLAND

EXISTING CURBLINE

PROPOSED PED XING
PROPOSED ISLAND

PROPOSED CURBLINE

PROPOSED RIGHT TURN LANE

EXISTING CURBLINE



PACIFIC AVE

PROPOSED PED XING

PACIFIC AVE

EXISTING CURBLINE

PROPOSED ISLAND

PROPOSED PED XING

ACE HARDWARE

To TriMet,
School, etc. →

ADD PEDESTRIAN ISLAND AND CROSSING



VACANT

HIGHWAY 47

Community Commercial Zone

2014-15 REGIONAL FLEXIBLE FUND ALLOCATION

PROJECT SUMMARY

PROJECT SUMMARIES SHOULD BE LIMITED TO TWO PAGES OF NARRATIVE + ONE MAP PER PROJECT

1. Project sponsor agency:

City of Cornelius

2. Project extent or area description and how you identified the location as a priority:

The project encompasses 10th Avenue in Cornelius from just north of Holladay Street on the north to Lafollette Road on the south. It fills in the gaps and completes high priority improvements to the arterial freight connection of Cornelius-Schefflin/Highway 26 and Golf Course Road/Highways 47/219.

3. Purpose and need statement (highlight most relevant criteria):

10th Avenue through Cornelius serves as the key north-south freight connection between Hwy 26/center of the urban region/northern Washington County agricultural land and Hwy 219/southern portion of Washington County and beyond. 10th also provides a critical connection for freight traffic needing to access Hwy. 8, the primary east-west route in western Washington County and protects the Hillsboro and Cornelius Main Street Districts from excessive freight traffic.

In addition to being an important truck route, 10th also serves as a critical part of the city's transportation infrastructure. It connects industries and neighborhoods, primarily consisting of low-moderate income residents, with public transit on Hwy. 8. It also connects to the city's pedestrian-oriented main street district and regional bikeways.

While most of 10th in its 1.4 mile length in Cornelius is fully improved with 12-foot travel lanes, bike lanes, curb and gutter, and sidewalks, significant portions of this arterial remain unimproved outside the 24-feet of pavement; this hinders efficient and safe freight transport. Compounding this problem is the fact that these substandard portions of the road are primarily in areas developed more than 30 years ago which are unlikely to be redeveloped and thus be improved by private development.

Over \$16 million in public improvements to this RTP/WCTSP/Cornelius TSP designated arterial is leveraged by this capstone project, including:

- Council Creek Bridge on Cornelius Schefflin Road (Washington County – 2009)
- Cornelius Schefflin Road reconstruction (Washington County – 2010)
- Adair/10th Intersection reconstruction (City of Cornelius – 2011)
- Baseline/10th intersection reconstruction (ODOT/City of Cornelius – 2012)
- 10th Avenue ARRA repaving (City of Cornelius/ODOT – 2010)

This project will complete this high priority freight route through Cornelius, making it more efficient for freight traffic and safe for use by pedestrians, cyclists, and public transit riders who must share the corridor with freight.

4. Description of project design elements:

The project includes the following elements:

- 1320 LF of new bike lanes, curb-gutter, and sidewalk
- 450 LF of new sidewalk (bike lanes and curb-gutter already exist)
- 300 LF of new shoulder for bike lanes (connecting city's bike lanes with Lafollett Road, an important bike route to the Fern Hill Wetlands, Chehalam Hills, and Wapato Lake)
- *A rapid rectangular flashing beacon (RRFB)* at the school crossing on 10th and Linder, adjacent to Echo Shaw Elementary School
- Two new railroad crossings with new panels for the travel lanes and pedestrian walkways across the tracks
- Approximately 14 new ADA sidewalk ramps to create a continuous ADA route along 10th
- Signing and striping of bike lanes throughout the corridor

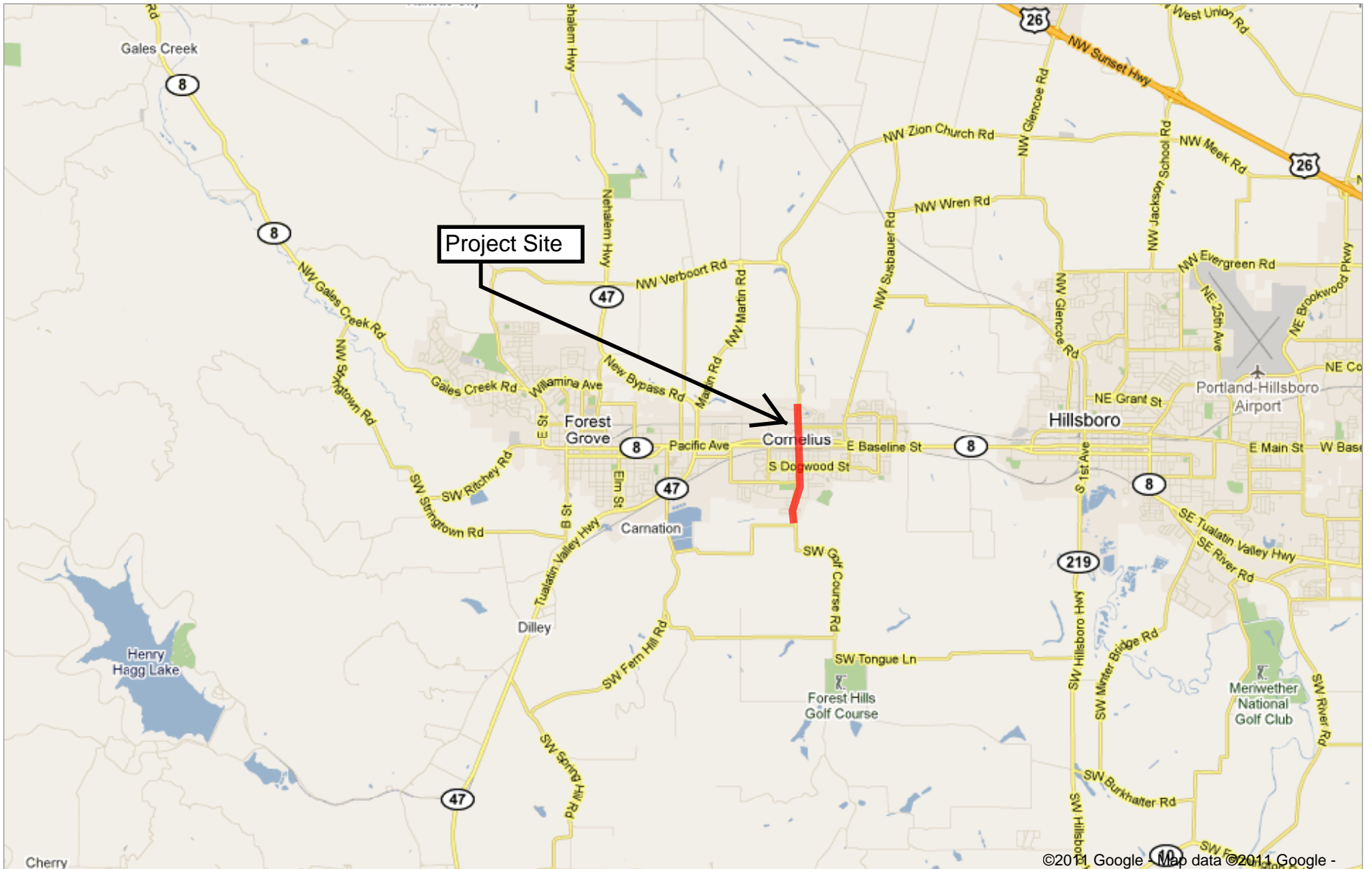
5. Please attach a map of project area

Attached

6. Please provide an estimate of total project cost and the funds you are requesting for the project

The project cost is estimated to be approximately \$1.3 M, which is the amount the City is requesting.

10th Avenue Green Economy and Freight Project Proposal



Regional Flexible Funding Program Request 2014-15
Potential Freight Project & Active Transportation
City of Sherwood
Elwert Road/Kruger Road/Highway 99W Intersection Improvements

1. **Project sponsor agency:** City of Sherwood
2. **Project extent or area description and how you identified the location as a priority:**

Elwert Road is shown in the Sherwood Transportation System Plan (TSP) as having an arterial road functional classification. By definition, an arterial road provides interconnectivity and support to a principal arterial highway, which in this case is Highway 99W. Elwert Road acts as a commuter bypass around Highway 99W, a principal arterial through Sherwood, going to and from Newburg or Wilsonville, and traveling to or from Tigard, Tualatin, Beaverton or Hillsboro. While the majority of the traffic using Elwert Road is bypass-commuter traffic, the effect on freight transport along Highway 99W could be significant, if this intersection remains in its current configuration.

The City's TSP, adopted in 2005, identifies this intersection as experiencing current circulation and capacity needs, and Washington County SPIS ranks this intersection as the 24th highest safety priority intersection in the County. In a 2008 Transportation Study by the Sherwood School District for the Area 59 Schools, the Elwert Road/Kruger Road/Highway 99W intersection was operating at that time, near capacity during the PM peak hour with a V/C of 0.99, based on Metro's 2030 travel demand forecast model. For statewide freight route corridors within the Metro area, intersections are required to operate a V/C of 0.99 or better for both the first and second hours. In 2008, it was also noted that queuing lengths of 20 cars or more were observed on Elwert Road at this intersection. The length of this queue extends around the southbound horizontal curve and creates a condition where rear end collisions may occur due to limited sight distance and stopping reaction times.

As traffic continues to increase due to expected future development of rural areas south and west of Sherwood, and if the intersection configuration remains unchanged, the amount of commuter bypass traffic utilizing Elwert Road is expected to remain static with Highway 99W having to absorb the increase flow. This would have a direct impact on the ability of freight transport to move along the Highway 99W corridor within a reasonable level of service, and would most likely increase the V/C above the 0.99 limit. The near future development of the Brookman Road Concept Plan area and the UGB area west of Elwert Road will place significant additional traffic demand on this intersection, Elwert Road, and Highway 99W.

This intersection is unique in that the impacts involve three jurisdictional agencies: namely ODOT, Washington County, and Sherwood. All three agencies have indicated support for the reconfiguration of the intersection and see it as a critical component of the continued freight transportation growth of Highway 99W.

3. **Purpose and need statement (highlight most relevant criteria):**

Regional flexible funds are requested to provide for the design study and possible right-of-way purchase for the re-alignment of the Elwert Road/Kruger Road and Highway 99W intersection to address significant safety and mobility issues. The intersection design study would also identify

need for the installation or modification of traffic signals, pedestrian crossings and sidewalks, street lighting, and signage and striping. By addressing these safety and design issues, vehicle delay will be reduced, thereby reducing emissions. As stated previously, as this intersection exceeds capacity, commuters will be forced to choose alternate routes including Highway 99W. Addressing capacity issues at this intersection will delay impacts to freight transport on Highway 99W and delay the need for highway expansion to accommodate this increase in traffic.

4. **Description of project design elements:**

Based on a preliminary analysis and existing system configuration, the following design elements have been identified and recommended:

- a. A single lane roundabout has been offered as the recommended intersection upgrade.
- b. The Elwert Road approach to Highway 99W would be realigned so the intersection at Highway 99W is closer to 90 degrees.
- c. The Kruger Road intersection with Elwert Road would be relocated to be at least 500 feet away from the intersection of Elwert Road and Highway 99W.

5. **Please attach a map of project area**

SEE ATTACHED

6. **Please provide an estimate of total project cost and the funds you are requesting for the project.**

The proposed project consists of two phases. Phase 1 is the design study which would include a traffic study and preliminary design of the proposed roundabout and reconfiguration of the affected roads. The estimated value of the Phase 1 component is between \$250,000 and \$350,000. Phase 2 is the negotiation and purchase of the needed right-of-way for the roundabout and realigned roadways. The estimated value of the Phase 2 component is between \$950,000 and \$1,050,000. The estimated combined cost of Phase 1 and Phase 2 is \$1,300,000.

These project costs include consultant and sub-consultant contract costs, project management costs, necessary permit acquisition costs, and overhead costs. Construction of the proposed improvements would be handled by other funding sources including local, regional, and state funds.

RFFA REGIONAL STRATEGY DEVELOPMENT – Submitted for comments June 17, 2011

Regional Freight/Passenger Rail Investment Strategy

Description of Issue:

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 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. 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 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.

Need for regional strategy. In order to leverage both that 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 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. Together, these state, regional and port-specific work will identify priority freight rail projects for future funding. That new list would benefit from a well-considered regional-scale understanding of industrial 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 and 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 access to local shippers and accommodating passenger rail.

Step 1: Refine Scope Because the work for this regional rail strategy will begin after the completion of the Port of Portland Rail Plan, after findings of the ODOT Rail Funding Task Force are finalized, and near the end of the ODOT Rail Plan, a revised and refined scope of work will be the first task. The refinement process will engage relevant stakeholders before and after development of the work plan, consultant scopes of work, and final work task details, to ensure consistency of approach, identification of gaps and opportunities, and to avoid any duplication of work. Although a final scope will be refined when this strategy is funded, based on the then-available outcomes of the studies and plans identified above, the focus of work efforts would likely include:

Market analysis to focus rail strategy work efforts. This initial task would pivot off and expand the work of the Port of Portland, and would engage shippers, carriers and operators to identify economically viable opportunities to expand freight rail's role in regional economic development. This would necessarily expand the perspective taken by the Port of Portland, and would be more detailed than the statewide rail plan work.

Rail access for local shippers. The need for addressing access to the Class I freight rail network to support local industrial land uses was identified in the Business Interview Results of the Working Harbor Reinvestment Strategy which identified "overcommitted rail as the areas most pressing competitive need." This study was conducted by the Portland Development Commission, the Portland Bureau of Planning and the Port of Portland, which conducted interviews with 25 businesses and four focus groups in Portland Working Harbor area which includes the Rivergate, Swan Island, Lower Albina and Northwest Industrial Districts.

Rail corridors as industrial land uses. Recently, the concept of cargo-oriented development (COD) has taken hold in industrial land use circles, and some thinkers have begun to conceptualize rail corridors not merely as transportation facilities, but as industrial land use corridors and treated differently than we treat roadway right-of-way (ROW). Statewide planning Goal 9 supports the buffering of industrial lands. Buffering, however, typically cannot be achieved on the rail ROW, but must instead be accomplished on adjacent properties. This may require local and regional land use actions or other coordinated policies and investments. See <http://www.envisionfreight.com/> (Tools) for a good discussion of rail/land use conflicts and how the region could approach these issues.

These corridors could be developed to include "bulb-outs" where Class Is could better serve groups of local shippers. This kind of coordination must be facilitated by discussions with all stakeholders, including rail operators, shippers, and all levels of government.

Regional freight and passenger rail needs in shared corridors. A fast-emerging issue central to those identified above is the need to prevent conflict between freight and passenger needs on a near-capacity system. The integrated evaluation of freight and passenger rail transportation, community and economic development and land use must occur at all scales within the Pacific Northwest. Application of a regional lens to these issues is important to achieving Metro's 2040 regional land use goals, which must be supported by non-roadway passenger travel opportunities, as well as the need for a robust economy supported by well-planned freight infrastructure. This work element will take as

inputs ODOT's Rail Plan as well as the findings available from the Oregon Rapid Passenger Rail Corridor Plan alternatives analysis.

Funding strategy. This component of the work will integrate our regional needs and potential (as yet uncertain) funding programs and resources into an appropriately layered (federal/state/regional) strategy to promote stable and sufficient funding for the publicly supported elements of the passenger and freight rail systems. Among the goals of this strategy will be maximum leveraging of private funds for rail investment.

Stakeholder engagement. To accomplish all these goals, we need accurate and relevant information and close collaboration between agencies and jurisdictions, between the operators (Class 1, regional rail, short lines and passenger transit) and between public and private sectors. The region also needs to develop an effective model for private-public and freight-passenger stakeholder engagement in designing mutually acceptable solutions to which all contribute and from which all benefit.

Stakeholders have been engaged in the application development process to make sure tasks are additive and required to accomplish our goals and objectives; that engagement will continue and expand during refinement and final scoping.

Project Objectives/Expected Outcomes:

This proposal will be developed to ensure that investment matches the expectations and results in solutions to the issues described above. It will seek to produce increases in rail capacity, safety, land use compatibility and operational efficiencies, is important to our long-term economic and environmental sustainability and will help to maintain the region's competitive advantage in a global marketplace.

The Regional Freight Rail Investment Strategy will not include preliminary engineering but will test the feasibility of concepts, and identify the rail mode, function and general location of scenarios considered, and develop a list of projects for refinement. It will build off the Port of Portland effort now underway, and the state study and plan, as appropriate.

Through a better definition of regional questions, and closer examination of regional freight (and related passenger) rail issues within or immediately outside Metro regional boundaries, but also including issues in Vancouver and Port of Vancouver, the proposed study targets the following objectives and outcomes:

Preliminary Objectives:

- Identify regional targets for investment in economically viable rail-supported or supportable land uses
- Allow rail freight to remain competitive for shippers, and maintain or increase rail mode share relative to other freight modes, particularly trucking (though trucking will continue its primary freight mode split based on current projections)
- Boost the competitive advantage of our regional businesses and shipping facilities, including our ports, by maintaining and/or improving quality, accessibility and cost of freight rail service
- Develop and understanding of freight-passenger-High Capacity Transit/intercity/commuter rail tradeoff policies
- Move as much tonnage from truck to rail as is feasible, given customer requirements and specifications for service, in order to preserve and enhance the reliability of major freight truck routes, including I-5 and I-84) by:
 - Improving short line access to Class 1 rail system (thus improving regional business shipping choices)
 - Improving efficiency on the Class 1 and short line system within the Portland-Vancouver area
 - Improving freight rail corridors of national significance that connect our region to the rest of the US and Canada and them to the world marketplace

- Increase multimodal access to, and thus efficiency and utilization of industrial lands within the urban growth boundary, which will delay needs for expansion of freight highway routes
- Reduce emissions and land use impacts, through appropriate investments in the more energy-efficient rail mode
- Re-conceptualize rail corridors as industrial land use corridors, with alignment-adjacent development,
 - For example, examine potential of cargo-oriented development and logistics parks – carload hubs where onesies and twosies service is provided for smaller shippers
- Increase funding available for short-line railroad investment, such as modernizing switches on the short line system
- Guide local transportation system planning and regional land use planning along freight rail corridors, to prevent incompatible uses, community impacts, higher costs and reduced efficiency for shippers and rail operators, and safety or security problems.

Outcomes of the proposed study:

- Identification of economically viable opportunities to develop short line intermodal hubs or logistics parks or other cargo-oriented development
- Identification of alternative all-rail routes within the Portland-Vancouver metro area in support of regional economic development and ensuring capacity for regional freight and passenger movements, through potential means such as an all-rail route for through-trains designed to avoid and relieve congestion in the Portland Triangle;
- A strategy to identify, develop and position top projects for confirmed and potential future federal and state funding, as appropriate, including
 - An updated, re-prioritized list of regional freight rail projects focused on removing capacity constraints and improving industrial access to rail lines;
 - A funding strategy for regional freight/passenger rail bottlenecks (in coordination with ODOT Task Force and outputs of the High Speed Intercity Passenger Rail Tier 1 EIS: Eugene to Portland, which will begin sometime in 2011, depending on FRA funding priorities)
 - A strategy to fund needed grade separations
 - A strategy to fund critical modernization projects on short lines
- A common understanding of the full range of benefits of public and private rail investment, including jobs created or retained, and avoided highway costs, for all key stakeholders;
- Fact-based guidance for stakeholders to use in negotiating claims over passenger/freight conflicts, balancing passenger and freight goals, and a viable set of solutions to meet those goals;
- Regional guidance for public/private investment partnerships to guide investment of regional and national pots of money in identifying and developing freight rail corridors of national significance; and
- Specific guidance for local jurisdictions as they develop their transportation system plans (TSPs) in order to avoid or minimize conflicts, and preserve or enhance the functionality of rail facilities and connected industrial land uses

BUDGET: \$400,000 (depending on scope)

2014-15 REGIONAL STRATEGY DEVELOPMENT – PROJECT SUMMARY

REGIONAL OVER-DIMENSIONAL TRUCK ROUTE PLAN

Project Name: Regional Over-Dimensional Truck Route Plan

Project Sponsor: Metro

Project Extent: Area within Metro planning boundary

Background

The Oregon Department of Transportation (ODOT) requires motor carriers transporting oversize or overweight loads to obtain a variance permit prior to departure (for loads originating in-state) or entering Oregon from another state. Under Oregon Revised Statute (ORS) 818 – Vehicle Limits, drivers operating on Oregon roads must obtain a state-issued over-dimension (single-trip or annual) variance permit to haul any single, non-divisible load meeting the following condition:

- Height: Vehicle or vehicle combination and load exceeds 14 feet.
- Width: Load or hauling equipment exceeds 8 feet 6 inches.
- Length: Load greater than 40 feet, exceeding 5 feet beyond the end of the semi-trailer, or load less than or equal to 40 feet, exceeding one-third of the wheelbase of the combination, whichever is less.

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.

Most freight moved into, out of, within, and through the Metro region is by truck. While various factors influence freight mode selection, over-dimensional loads are unique in respect door-to-door origin and destination and typically rely on trucks for the entire delivery. Based on the Commodity Flow Forecast, 67 percent of all freight in the region moves by truck and projected to grow to 73 percent by 2030, an increase of 93 percent.

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.

Description of Project Design Elements

A project consultant will conduct the technical planning and engineering, cost analysis, and final report preparation. The consultant will also participate in all stakeholder and public involvement activities to provide technical support. Metro will provide overall project management responsibilities, review technical reports and related materials, and facilitate stakeholder meetings and public involvement activities. Metro will coordinate with its regional partners to provide consultant with relevant transportation data, vehicle classification counts, background materials and related data and permitting information for over-dimensional truck movements. The following are the major project tasks:

Task 1: Project Management

Provide status reports, cost reports and reimbursement requests. Review consultant invoices, completion reports, cost summaries and list of final products. Review and edit consultant deliverables. Prepare summaries of public involvement events including agendas, public

information materials provided at meetings, and summary of comments. Prepare completion of project close-out.

Task 2: Public Involvement

Develop a review structure for Metro staff, stakeholder interests and partnering agencies to engage in the analysis and planning process. Provide adequate opportunity for stakeholder participation and input throughout the project duration and respond to stakeholder values and issues. Deliverable: Formation of Stakeholder Working Group (SWG) membership and meeting schedule.

Task 3: Background and Existing Conditions Analysis

Prepare assessment of existing transportation infrastructure affecting over-dimensional truck movements (bridge structures, overhead signals, sign bridges, weight-restricted bridges, etc). Inventory existing bridge clearances and document the minimum clearance requirements to accommodate over-sized vehicles. Document existing local, State and regional policies and regulations affecting freight mobility and over-dimensional trucks within the Metro region. Deliverable: Background and Existing Conditions Analysis Technical Memo with associated maps and graphics.

Task 4: Identify Needs, Constraints, Opportunities and Solutions

Identify existing physical and operational constraints that impede safe and efficient over-dimensional truck movements within the Metro region. Identify conflicts between freight mobility and community livability issues based on existing local, State and regional policies, regulations and other conditions. Identify the constraints, opportunities, and related issues associated with transferring the US 30 Bypass to Columbia Blvd. Identify a range of potential solutions for addressing both over-dimension freight mobility and community livability needs within the Metro region. Deliverable: Needs, Constraints, Opportunities, and Solutions Technical Memo.

Task 5: Define and Evaluate Alternatives

Define and evaluate both potential capital transportation and operational improvements based on identified needs, constraints, opportunities, and solutions. Describe the required transportation improvements to accommodate the regional movement of over-dimensional vehicles. Deliverable: Alternatives Evaluation Technical Memo.

Task 6: Capital Improvements and Cost Analysis

Identify capital transportation improvements based on the evaluation of identified alternatives and prepare planning-level costs estimates. Conduct cost feasibility analysis of the identified capital improvements based on freight mobility and community livability needs. Deliverable: Capital Improvements and Cost Analysis Technical Memo.

Task 7: Recommended Improvements and Actions

Recommend both short and long-term capital transportation system improvements and/or other policy and operational strategies based on evaluation of alternatives and cost feasibility analysis. Deliverable: Recommended Improvements and Actions Technical Memo.

Estimated Cost: \$ 110,000

Requested Funds: \$100,000

Metro | Agenda

Meeting: Transportation Policy Alternatives Committee (TPAC)
Date: Friday, June 24, 2011
Time: 9:30 a.m. to noon
Place: Council Chambers

- | | | | |
|----------|-----|---|---------------------------------|
| 9:30 AM | 1. | Call to Order and Declaration of a Quorum | Robin McArthur, Chair |
| 9:30 AM | 2. | Comments from the Chair and Committee Members | Robin McArthur, Chair |
| 9:35 AM | 3. | Citizen Communications to TPAC on Non-Agenda Items | |
| 9:40 AM | 4. | ** Consideration of the TPAC Minutes for May 27, 2011 | |
| | 5. | <u>INFORMATION/DISCUSSION ITEMS</u> | |
| 9:45 AM | 5.1 | ** Regional Flexible Fund Project Summaries – <u>DISCUSSION</u> | Ted Leybold
Amy Rose |
| | | <ul style="list-style-type: none">• <u>Purpose</u>: Introduce candidate projects submitted by local agencies in the first phase of the RFFA nomination.• <u>Outcome</u>: Prepare TPAC and RFF Task Force members for providing comments on projects by June 30th. | |
| 11:30 AM | 6. | <u>ADJOURN</u> | Robin McArthur, Chair |

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

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

Future TPAC discussion items:

- MOVES update
- On-street Bus Rapid Transit
- High Speed Rail – ODOT funds, alignment and station areas, etc.
- Context sensitive design and least cost planning
- A briefing on the Metro Auditor's *Tracking Transportation Project Outcomes* report

2011 TPAC Work Program
6/17/11

<p><u>June 24, 2011 - Regular Meeting</u></p> <ul style="list-style-type: none"> • Regional Flexible Fund Project Summaries – Discussion 	<p><u>July 29, 2011 - Regular Meeting</u></p> <ul style="list-style-type: none"> • Approach to Vehicle Electrification RFF Allocation – Discussion
<p><u>August 26, 2011 - Regular Meeting</u></p> <ul style="list-style-type: none"> • Climate Smart Communities Scenarios - Discussion on Preliminary Results • TriMet’s Pedestrian Network Analysis – Information • Approach to Vehicle Electrification RFF Allocation: Recommendation to JPACT 	<p><u>September 23, 2011 - Regular Meeting</u></p> <ul style="list-style-type: none"> • Climate Smart Communities Scenarios - Discussion on Preliminary Results
<p><u>October 28, 2011 - Regular Meeting</u></p> <ul style="list-style-type: none"> • Climate Smart Communities Scenarios – Discussion on Findings and Recommendations to be Submitted to 2012 Legislature 	<p><u>November 18, 2011 - Regular Meeting</u></p> <ul style="list-style-type: none"> • 2012-15 MTIP/STIP Approval and Air Quality Conformity – Recommendation to JPACT • Climate Smart Communities Scenarios – Recommendation to JPACT on Findings and Recommendations to be Submitted to 2012 Legislature • 2014-15 Regional Flexible Fund Allocation – Recommendation to JPACT <p><u>FYI: Hold Joint JPACT/MPAC Meeting</u> Climate Smart Communities Scenarios Results and Preliminary Recommendations</p>

Parking Lot:

- MOVES update
- On-street Bus Rapid Transit
- High Speed Rail
- Context sensitive design and least cost planning
- A briefing on the Metro Auditor’s *Tracking Transportation Project Outcomes* report
- Congestion Pricing Pilot Study