



Transportation Project Sponsors

1. Project Sponsor (must be a public agency)–REQUIRED

Organization Name: <input type="text" value="City of Portland Bureau of Transportation"/>	
Contact Person Name: <input type="text" value="Mark Lear"/>	Title: <input type="text" value="Projects / Funding Mgr"/>
Street Address: <input type="text" value="1120 SW 5th Ave Suite 800"/>	Phone: <input type="text" value="(503) 823-7604"/>
City, State Zip: <input type="text" value="Portland, OR 97204"/>	
E-mail: <input type="text" value="mark.lear@portlandoregon.gov"/>	

2. Co-Sponsor(s)

List the organization names for any Co-Sponsors of this project:

Transportation Project Information

3. Project Name–REQUIRED

Project Name:

4. Project Budget Summary - This table will automatically fill in.

	Project Funds	% of Project Costs
Total Costs	\$445,782	
Non-Eligible Costs	\$0	
Total Transportation Project Cost	\$445,782	100%
Matching Funds	\$45,782	10.27%
Requested Funds	\$400,000	89.73%

5. Provide a brief summary of the project (max 800 characters)–REQUIRED:

SmartTrips Portland-Milwaukie Light Rail is a transportation demand management project to provide customized information and assistance about transportation choices to all residents and employees within two miles of the newly opened light rail line. By incorporating this effective individualized marketing methodology, the project will increase transit ridership, reduce congestion on state and local roads, and increase awareness of all transportation options. In the past, SmartTrips program helped the Yellow and Green MAX lines achieve increased ridership and reduced single-occupancy vehicle trips in the project areas. SmartTrips Portland-Milwaukie Light Rail will ensure a greater return on the region’s significant investment in light rail and transportation choices.



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6. Is this project a continuation of a previous Statewide Transportation Improvement Program (STIP) Project?

- Yes No

If yes, describe the status of the previous STIP project.

7. Does this project complement or enhance an existing or planned STIP project? For example, does it provide a more complete solution for an existing project or is it intended to work with another planned project, including a "Fix-It" STIP project?

- Yes No

If yes, describe the relationship of this proposed project to the other, including planned timing of both projects.

The SmartTrips Portland-Milwaukie Light Rail project will support the operation of the new Portland-Milwaukie Light Rail project. The grant project will take place approximately six months after operation of the light rail line begins, and will increase ridership by raising awareness and providing customized education and assistance to nearby residents and commuters.

8. Project Problem Statement–REQUIRED

Provide a paragraph explaining the problem or transportation need the project will address:

The Portland region and state are investing \$1.49 billion in the Portland-Milwaukie Light Rail line. The project's success will be based, in large part, on initial ridership numbers and nearby road congestion. Residents, business owners, and media outlets will be watching to see if the light rail line will help ease traffic on nearby McLoughlin Boulevard (Highway 99E), while looking for light rail vehicles full of new transit riders. The SmartTrips Portland-Milwaukie Light Rail project will provide the education, outreach, and hands-on assistance necessary to ensure the light rail project's success in both the short- and long-term.

9. Transportation Project Location–REQUIRED

City: <input style="width: 90%;" type="text" value="Portland"/>	County: <input style="width: 90%;" type="text" value="Multnomah"/>
MPO: <input style="width: 90%;" type="text" value="Metro"/>	Special District: <input style="width: 90%;" type="text"/>

Project Location Detail: (include as appropriate: road and milepost range, rail line and milepost range, GPS coordinates, bus route and stops, bike path or multipurpose trail locations, sidewalk locations, or other location detail)

All households and businesses bordered by the Willamette River to the west, City of Portland boundary to the south, SE 52nd Ave to the east, and SE Division Street to the north.



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10. Maps and Plans (Project Site and Vicinity Maps are required for all construction projects. Include other applicable maps or drawings, if available.)

<input checked="" type="radio"/> Attached/Upload <input type="radio"/> Not Applicable	Vicinity Map (8.5x11) (may be inset on site map page)
<input type="radio"/> Attached/Upload <input checked="" type="radio"/> Not Applicable	Site map/air photo (showing existing site) (8.5x11)
<input type="radio"/> Attached/Upload <input checked="" type="radio"/> Not Applicable	Site map (showing proposed construction area clearly marked) (8.5x11)
<input type="radio"/> Attached/Upload <input checked="" type="radio"/> Not Applicable	Typical Cross Section Drawings (showing proposed construction funded by the requested funds clearly marked) (8.5x11)

11. Project Description–REQUIRED

Clearly describe the work to be funded and describe what will be built, any services that will be provided, what equipment will be purchased, or project planning or environmental document efforts that will be paid for with Requested Funds. Include whether [Practical Design](#) considerations have been applied to the proposed project. Identify if the project can be completed in phases, and whether the project or phase will provide a complete, useful product or service. (Maximum 4000 characters)

In 2015, a cornerstone of the region’s transportation system will open for service; visitors, residents and businesses in Portland’s southeast neighborhoods and Milwaukie will be connected by rail for the first time in over half a century. By building the \$1.49 billion Portland-Milwaukie Light Rail, the Portland region and the State of Oregon are making an unprecedented push for mobility and providing a vital new connection between two communities previously linked primarily by Highway 99E. Large infrastructure investments provide an opportune time to introduce new modes and transportation choices to residents and commuters.

It is extremely important that the communities surrounding the light rail line embrace the service at the outset in order to achieve ridership and development goals shared by all the project partners. The City of Portland envisions launching its award winning and proven demand management program, SmartTrips Portland, in conjunction with the opening of this important new transportation project. SmartTrips Portland-Milwaukie Light Rail is a comprehensive, multifaceted demand management approach to increase ridership on and awareness of the Portland-Milwaukie Light Rail, while also reducing drive-alone trips and increasing bicycling, walking and public transit use in southeast Portland. SmartTrips Portland-Milwaukie Light Rail builds upon nine years of reducing drive alone trips and increasing efficient and active transportation choices throughout the city.

This SmartTrips project will reduce congestion on state-owned facilities, increase transit use, and leverage Oregon’s \$1.49 billion investment in light rail by providing residents, employees, and



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customers the information and assistance they need to increase their transit, walking, bicycling, and carpooling trips.

Research and experience show that coupling demand management and education efforts with infrastructure projects provides the greatest return on investment, particularly with light rail projects. With support from the State Transportation Improvement Program – Enhance, the City of Portland Bureau of Transportation (PBOT) will bring its SmartTrips program to 30,000 households and thousands of employees in southeast Portland in 2016.

SmartTrips Portland-Milwaukie Light Rail will provide customized information and hands-on guidance about transportation choices to residents and employees within two miles of the newly opened light rail line. By incorporating this innovative and highly effective individualized marketing methodology, SmartTrips Portland-Milwaukie Light Rail will increase transit ridership, reduce congestion on state-owned roads, and increase awareness of all transportation options. This project will ensure a greater return on the region’s significant investment in light rail.

The primary goals of the SmartTrips Portland-Milwaukie Light Rail project are to:

- * Educate southeast Portland residents and employees on all transportation options available and how to use them, focusing on the new light rail line, other infrastructure investments, and connections to Portland Streetcar and the TriMet system.
- * Reduce drive-alone trips in the Southeast Portland by 9%.
- * Decrease air and water pollution and greenhouse gas emissions by reducing vehicle miles driven.
- * Increase healthy physical activity among residents and employees in everyday transportation.

Demand management projects like this depend greatly on timing. With the opening of a major new rail line in the region, the project partners have a unique opportunity to ensure the transit project achieves ridership and congestion reduction goals by implementing this proven program.

12. Primary Project Mode(s)

<input type="checkbox"/> Passenger Rail	<input checked="" type="checkbox"/> Light Rail	<input checked="" type="checkbox"/> Bus/Transit
<input checked="" type="checkbox"/> Pedestrian	<input checked="" type="checkbox"/> Bike	<input type="checkbox"/> Highway/Road
<input type="checkbox"/> Other:		

13. Project Activities

<input type="checkbox"/> Infrastructure Engineering, Design, or Construction	<input type="checkbox"/> Project Planning and Development	<input type="checkbox"/> Operations/Service Delivery
<input type="checkbox"/> Capital Equipment Purchases	<input checked="" type="checkbox"/> Transportation Demand Management	<input type="checkbox"/> Other

Timetable and Readiness Information

14. Indicate anticipated timing for the following activities, as applicable. Provide a date, if known, or year—REQUIRED.

Anticipated Dates	Activity
2016	Requested STIP Funding Year (e.g. 2016, 2017, 2018) - REQUIRED
	Bid Let Date
	Construction Contract Award
	Construction Complete
	Capital Equipment Purchase
	Operations/Service Begin
	Other Major Milestone: Program planning begins
2017	Project Completion/End of Activities funded through this request - REQUIRED

15. Is the proposed project consistent with adopted plans? (Plans may include, for example, transportation plans, mode plans such as bike/ped or transit plans, economic development plans, comprehensive plans, corridor plans or facility plans.)—REQUIRED

- Yes No



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Describe how the proposed project is consistent with adopted plans. List plans that include the project (with page numbers if possible) or describe how the project meets plan intent. If the project is not consistent, explain how and when plans will be amended to include the project.

The Portland SmartTrips program (and its predecessor TravelSmart) is specifically called for in several city planning documents, including the City of Portland’s Bicycle Plan for 2030 (sec. 4-1-7; pp. 100-101) and the Transportation System Plan (sec. 5-160). The recently adopted Portland Plan includes aggressive modal targets that call for demand management strategies such as SmartTrips to achieve success (p. 120).

State-wide, the Oregon Transportation Plan (OTP) specifically calls for transportation demand management in a number of sections. Most significantly, the OTP “makes basic assumptions... [that] Oregon should support compact land uses, transportation demand management and transportation modes that have alternative or highly efficient fuel supplies.” (p. 32)

In addition, page 24 of the OTP calls for state and local jurisdictions to work together on transportation demand management practices that benefit arterial roadways, and Strategy 1.21 of the OTP prescribes using information “to effectively link customers and transportation services, and support local transportation options or transportation demand management programs including individualized marketing programs.” (p. 48)

SmartTrips Portland-Milwaukie Light Rail will help achieve a number of local, regional, and state-wide planning visions by effectively combining capital investments and demand management strategies in a proven format.

16. Is the proposed Transportation Project consistent with Major Improvement Policies including [OTP Strategy 1.1.4](#) and [OHP Action 1G.1](#)?—REQUIRED

- Yes No



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Describe how the proposed investment is consistent with OTP Strategy 1.1 and for highway projects, OHP Action 1G.1. If the project corresponds to a later priority in these strategies, describe how higher priority solutions have already been tried or why they are not applicable or not appropriate to the location.

SmartTrips Portland-Milwaukie Light Rail employs a proven demand management strategy that is specifically designed to manage the existing transportation system more effectively and efficiently. In Portland, SmartTrips has demonstrated success at reducing drive alone trips for 10 years. In particular, the program improved transit ridership numbers in conjunction with the opening of the Yellow and Green MAX Light Rail lines in 2004 and 2010 respectively. SmartTrips Portland-Milwaukie Light Rail will continue the success of past programs to reduce drive alone trips and increase transit and active transportation trips.

Conducting demand management programs in conjunction with large capital transit projects is the most opportune time to ensure success of the transit line. For example, the 2010 SmartTrips Green Line project delivered a 14% increase in transit use within one mile of the new light rail line. SmartTrips Portland-Milwaukie Light Rail will reduce congestion on state-owned facilities while providing the state and region a greater return on its significant investment in light rail.

Project Benefit Information

Questions 17 through 26: Describe how the proposed solution will help achieve the outcomes listed below. Describe the benefits that the proposed solution is expected to achieve and provide documentation of those benefits where available, such as summaries of data analysis or modeling results, or letters of commitment from participants or employers. Where appropriate, also include in the description whether the proposal will mitigate or prevent a negative impact to the desired outcome.

This information and information throughout the application will be used as input to the STIP decision process. It is not expected that every solution will help achieve every benefit. Different types of solutions are likely to have different kinds of benefits and no type of solution or benefit is assumed to be more important than others. Please provide a realistic description of expected benefits of the proposed solution and feel free to use N/A where the benefit or outcome listed does not apply to the proposal.

17. Benefits to State-Owned Facilities

Outcome sought: preserve public investment by maintaining efficient operation of state-owned highways and other facilities through operational improvements, local connectivity, congestion-reducing projects and activities, etc.

For example, will the solution:

- Provide an alternative to travel on state owned facilities?
- Cost less than a state facility improvement with equal benefits?
- Include local efforts to protect the investment such as an Interchange Area Management Plan?
- Plan for or contribute to development of a seamless multimodal transportation system?
- Complete or extend a critical system or modal link?

SmartTrips Portland-Milwaukie Light Rail will improve the operation of state-owned highways by helping southeast Portland residents change their travel behavior from drive alone trips to more efficient modes. The project will provide the education and outreach residents and commuters need in order to switch modes at a significant cost savings compared to expanding road capacity. McLoughlin Boulevard (Highway 99E) in southeast Portland will benefit from the transportation demand management strategies unique to SmartTrips Portland-Milwaukie Light Rail. No other investment in transportation can provide a 9% reduction in drive alone trips as cost-efficiently as the Portland SmartTrips program consistently delivers.

18. Mobility

Outcome sought: provide mobility for all transportation system users and a balanced, efficient, cost-effective and integrated multimodal transportation system.

For example, will the solution:

- Improve or better integrate passenger or freight facilities and connections, including multimodal connections, to expedite travel and provide travel options?
- Improve or provide a critical link in the transportation system or connection between modes for travelers or goods?

A key component of a balanced transportation system is awareness of all transportation choices and information that allows the traveling public to choose the most efficient mode. SmartTrips Portland-Milwaukie Light Rail will deliver increased mobility by using a proven individualized marketing program that takes advantage of this opportune time to introduce new transportation choices. The final, critical link for changing travel behavior is increasing awareness and educating residents and commuters about their choices. The SmartTrips Portland program has a record of increasing mobility and has shown greater success when coupled with a new light rail line.

19. Accessibility

Outcome sought: ensure appropriate access to all areas with connectivity among modes and places and enable travelers and shippers to reach and use various modes with ease.

For example, will the solution:

- Improve connections within residential areas and/or to schools, services, transit stops, activity centers and open spaces, such as by filling a gap in bicycle, pedestrian, or transit facilities?
- Improve or expand access to employers, businesses, labor sources, goods or services?
- Plan for or contribute to expanding transportation choices for all Oregonians?

Information, awareness, and encouragement provide the vital link between infrastructure investments and behavior change. While Oregonians have a century of experience with automobile access, active transportation networks are a relatively recent option. In addition, light rail will be penetrating into an area that hasn't been served by rail for more than 50 years. Education and assistance are key factors in providing accessibility. Without detailed information of how to use the growing active transportation and transit network fewer Oregonians will try new modes, in essence limiting access. The SmartTrips Portland program focuses on increasing access to a growing transportation network that is new to many Oregonians.

20. Economic Vitality

Outcome sought: expand and diversify Oregon's economy by efficiently transporting people, goods, services and information.

For example, will the solution:

- Support, preserve, or create long-term jobs and capital investment? Will it do so in an economically distressed area?
- Enhance opportunities for tourism and recreation?
- Plan for or contribute to linking workers to jobs?

SmartTrips Portland-Milwaukie Light Rail includes economic opportunities for local businesses and increases transportation options for commuters and the traveling public. A key component of the project is to promote shopping and short trips by active transportation. Program staff work with the business community to develop targeted marketing opportunities that promote local shopping and active access to those commercial nodes. Surveys of participating businesses have demonstrated the value and economic impact of this support programming. Participating establishments report increased sales, new customers, and a positive impact on their business. Similarly, residents discover nearby shops and the benefits of reducing driving costs while using active transportation to meet their daily travel needs.

Additionally, SmartTrips Portland-Milwaukie Light Rail will help thousands of commuters find the best transportation option to get to work. By reducing reliance on automobile trips, this project will bring more commuters to the new light rail line and increase active transportation in the area.

21. Environmental Stewardship

Outcome sought: provide an environmentally responsible transportation system that does not compromise the ability of future generations to meet their needs and encourage conservation of natural resources.

For example, will the solution:

- Use design, materials or techniques that will more than meet minimum environmental requirements or mitigate an existing environmental problem in the area?
- Help meet air or water quality, energy or natural resource conservation, greenhouse gas reduction or similar goals?
- Plan for or contribute to the use of sustainable energy sources for transportation?

SmartTrips Portland-Milwaukie Light Rail will contribute to environmental stewardship in several important ways. The Oregon Department of Environmental Quality estimates that certain parts of Portland are 50 times over acceptable benchmarks for key health related air toxins such as benzene that stem directly from on-road mobile emissions. By shifting trips from driving alone to walking, bicycling, transit, or carpool, SmartTrips programs have a record of significant vehicle miles traveled (VMT) reductions and corresponding decreases in air toxins and greenhouse gas emissions.

With 30,000 households in southeast, the Portland region would realize an estimated 15 to 20 million VMT reduced with the corresponding air pollution and green house gas reductions that come with less driving (see table for estimates from 2010 project). This can only be accomplished with residents and employees using all of their available options. SmartTrips provides that specific education and hands-on approach to learning about riding the new light rail line and maximizing accessibility to the region's major shopping and employment destinations.

Table 1: Key Annual Air Emissions, Particulate Matter, and Air Toxins Reduction Estimates - SmartTrips Green Line 2010:

VOC 137,325 lbs
 Nitrogen Oxide 115, 297 lbs
 Carbon Monoxide 1,557,647lbs
 Carbon Dioxide 47,537,388 lbs
 Benzene 1,591,954,579 milligrams

22. Land Use and Growth Management

Outcome sought: support existing land use plans and encourage development of compact communities and neighborhoods that integrate land uses to help make short trips, transit, walking and biking feasible.

For example, will the solution plan for or contribute to:

- Efficient development and use of land as designated by comprehensive or other land use plans?
- Community revitalization including downtowns, economic centers and main streets?
- Compact urban development and mixed land uses?

A key focus of SmartTrips Portland-Milwaukie Light Rail is encouraging short, local shopping trips. A 2004 study of TravelSmart, the predecessor to SmartTrips Portland, found that participants took shorter trips compared to a control group. Those shorter trips, primarily around shopping and leisure, supported city and regional land use goals such as the twenty-minute neighborhood concept.

23. Livability

Outcome sought: promote solutions that fit the community and physical setting, enable healthy communities and serve and respond to the scenic, aesthetic, historic, cultural and environmental resources.

For example, will the solution:

- Enhance or serve unique characteristics of the community?
- Use context sensitive principles in design and minimize impacts on the built and natural environment?
- Encourage a healthy lifestyle and enable active transportation by enhancing biking and walking networks and connections to community destinations or public transit stops or stations?
- Include elements that will make the facility or service more attractive, enjoyable, comfortable or convenient for potential users?

SmartTrips Portland-Milwaukie Light Rail will provide the information, encouragement, and assistance to help residents and commuters travel healthier and more safely. Residents report rediscovering their own neighborhoods by participating in the SmartTrips Portland program. They learn to experience their community in a new, healthier way.

SmartTrips Portland-Milwaukie Light Rail is a customized program that will focus on the unique assets and characteristics of each neighborhood it serves. In addition, the SmartTrips Portland model allows each program participant to further customize their involvement by choosing the assistance and information that are of most interest to them. This allows the program to serve diverse interests while simultaneously encouraging active transportation in a vast area of the city.

24. Safety and Security

Outcome sought: Investment improves the safety and security of the transportation system and takes into account the needs of potential users.

For example, will the solution:

- Improve safety by using designs or techniques that exceed minimum requirements for safety and are likely to reduce the frequency or severity of crashes?
- Help reduce crashes involving vulnerable road users such as bicyclists and pedestrians?
- Improve the ability to respond to an emergency and quickly recover use of the facility or service?

A significant component of the SmartTrips Portland program is a focus on safety for the most vulnerable transportation system users, including bicycling transportation and increased walking for seniors. A safe, healthy transportation system and traveling public is the top priority for the Portland Bureau of Transportation. While engineering and enforcement are key components, education and encouragement provide vital pillars in creating a safe transportation system. SmartTrips Portland-Milwaukie Light Rail will include safety education and assistance for residents and commuters around safe bicycling, walking, and access to transit.

25. Equity

Outcome sought: promote a transportation system with multiple travel choices for potential users and fairly share benefits and burdens among Oregonians.

For example, will the solution:

- Benefit a large segment of the community?
- Benefit one or more transportation disadvantaged populations?
- Improve environmental justice or economic equity of the community or region?

SmartTrips Portland-Milwaukie Light Rail will reach every single household within two miles of the new light rail line in southeast Portland. Each household is invited to choose the information and assistance that they want; participation is determined by the participants, not the City. By using this individualized marketing model, the SmartTrips Portland program is able to be more inclusive. The program is not one-size-fits-all, but rather offers a menu of choices that allows each person to choose the program that best meets his or her needs.

SmartTrips Portland-Milwaukie Light Rail will offer transportation information in seven different languages to program participants. SmartTrips exclusive mobility maps and safety information includes details on disability access and the safest routes to schools, parks and local retail areas.

26. Funding and Finance

Outcome sought: investment uses funding structures that will support a viable transportation system and are fair and fiscally responsible.

For example, will the solution:

- Have ongoing funding available for operations and maintenance?
- Support the continued use of prior investments or reduce the need for future investments?

Changing travel behavior is a long-term process that begins with planning, advances to capital improvement, and is realized and reinforced with transportation demand management strategies. The SmartTrips Portland program continues long-term communication with program participants to ensure that the travel behavior changes are sustained, thus reducing the need for future roadway expansion to meet transportation demand.

Budget Information

27. Estimated Project Costs–REQUIRED

List estimated costs for the various activities listed below, as applicable to proposed project. Shaded fields are automatically calculated.

	Enter Values in this Column	Total Column
Project Administration	\$0	
Staff Costs (for Service/Educational Projects)	\$243,714	
Project development and PE	\$0	
Environmental Work	\$0	
Coordination and Outreach	\$202,068	
Leased Space	\$0	
Building purchase and/or Right of Way	\$0	
Capital Equipment	\$0	
Non-Construction Project Costs Total		\$445,782
Utility Relocation	\$0	
Construction	\$0	
Construction Project Costs Total		\$0
Total Eligible Project Cost		\$445,782
Non-Eligible Costs (other project non-transportation expenditures, e.g. un-reimbursable utilities)	\$0	

28. Project Participants and Contributions–REQUIRED

List expected project participants and their contributions in the table below. Begin with the amount contributed by the Sponsor and include contributions from Project Co-Sponsor and other participants, if applicable. Sponsor and participant contributions must add to at least 10.27% of Total Transportation Project Costs. This is the amount of matching funds typically required for most federal funding programs. The specific amount of matching funds required for the proposed project may be more or less than 10.27%, depending on its funding eligibility. Specific match requirements will be determined during application review.



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Participant Role	Participant Name	Project Funds Contribution	Percent of Transportation Project Total Cost
Sponsor	Portland Bureau of Transportation	\$45,782	10%
Co-Sponsor			0%
Participant			0%
Participant			0%
Total		\$45,782	10%

If you have more co-sponsors and participants than lines in the table above, list their names and contribution amounts in the box below and enter the totals of Co-Sponsor and Participant contributions in the appropriate spaces in the table above.



Submittal Approval

29. Project Sponsor Signature Authority Information–REQUIRED

The Authorizing Authority identified below approved the submittal of this application on behalf of the Project Sponsor. Project sponsors other than the Oregon Department of Transportation will be required to sign an Intergovernmental Agreement (IGA) with ODOT prior to receiving any project funds. The IGA with the state will detail the requirements for the use and management of requested funds.

Authorizing Authority Name:

Authorizing Authority Title:

Electronic submittal was approved by the identified authorizing individual. No signature needed if checked.

Signature: Date:

30. Co-Sponsor Signature Authority Information

The signature below demonstrates support of this application on behalf of the Co-Sponsor:

Authorizing Authority Name:

Authorizing Authority Title:

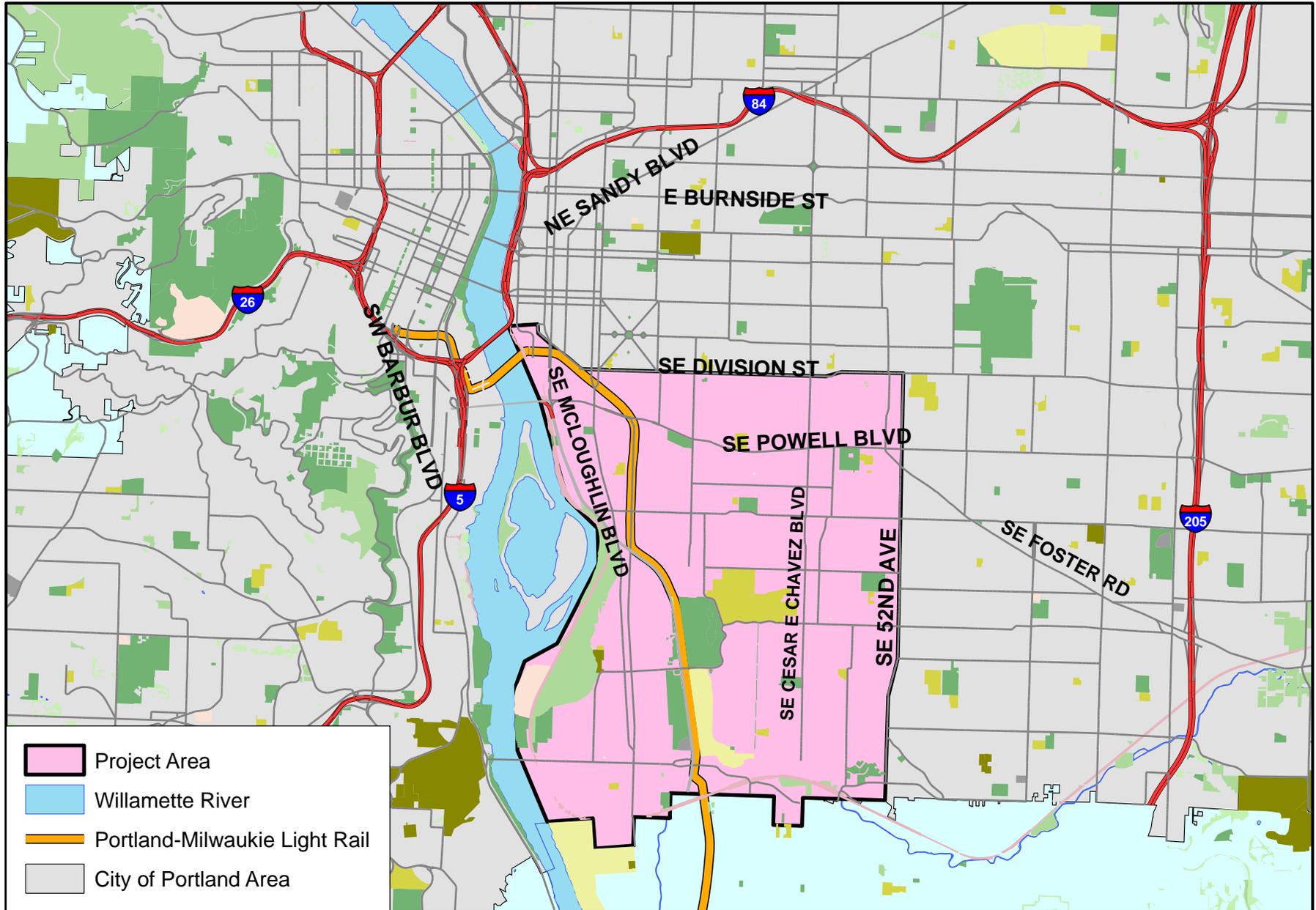
Signature: Date:

If you have more than one Co-Sponsor, list further Co-Sponsors' submittal authority names and titles in the box below and ask those named to provide their signatures and the date signed by their names.

Electronic submittal was approved by the identified authorizing individuals. No signatures needed if checked.



SmartTrips Portland-Milwaukie Light Rail Project Area





OFFICE OF MAYOR SAM ADAMS
CITY OF PORTLAND

Date: November 27, 2012
To: STIP Enhance Region 1 Project Selection Committee
From: Sam Adams, Mayor
RE: City of Portland STIP Enhance Grant Applications

Please find the attached applications for State Transportation Improvement Program (STIP) Enhance funding from the City of Portland. Our grant request reflects a balanced approach to addressing basic services like traffic safety, economic vitality and neighborhood livability with low-cost, environmentally responsible solutions.

The projects were developed with assistance from our City Council appointed Freight, Bicycle and Pedestrian Citizen Advisory Committees. In addition to conforming to Oregon Transportation Plan Goals, the City of Portland's project request is informed by local criteria including:

- City Budget Priorities – Developed in cooperation with PBOT Budget Advisory Committee
 - Improves transportation safety
 - Maintains transportation assets
 - Enhances public health and livable communities
 - Supports economic vitality
- Portland Plan Objectives
- Portland Bicycle Plan for 2030 Project Criteria
- Portland Freight Master Plan
- Portland Pedestrian Master Plan objectives as identified in the Transportation System Plan

Similarly, the STIP Enhance request was developed in concert with other State and regional funding opportunities. In addition to our Enhance request we are working with our partners to advance several important projects including:

- Partnership and support for funding on State of Oregon facilities in Portland including SE Powell Blvd, SW Barbur Blvd, and NE/SE 82nd Avenue including the use of both Enhance and Fix-It funds
- Partnerships with ODOT, TriMet and Metro on important East Portland in Motion project to be funded by Metro's Regional Economic Opportunity Fund and regional Enhance project applications on priority transit corridors (Division/Powell and Barbur)

I look forward to working with this committee to identify and fund our community's priority projects.

Sincerely,

Sam Adams
Mayor, City of Portland

Oregon Department of Transportation
Enhance Program
Attn: Jeffrey Flowers, Region 1 Program and Funding Manager
123 NW Flanders
Portland OR, 97209

618
NORTHWEST
GLISAN
SUITE 401
PORTLAND
OREGON
97209
BTAOREGON.ORG
T503
226
0676
F503
226
0498

November 26, 2012

The Bicycle Transportation Alliance would like to thank the Oregon Transportation Commission (OTC) for their efforts in designing a 2015-18 STIP development process that has a goal of ensuring that projects are selected that “address a wide range of issues, from safety, mobility, and accessibility to economic development, sustainability, energy, health and community livability.” (Introduction to Enhance and Fix-It for 2015-18 STIP, September 24, 2012)

In addition, we applaud the direction provided by the Governor in your August 24th, 2011 meeting where he called on the OTC to:

1. Have the right group of people at the table at the beginning of the process to define the problem and solution together
2. Determine who is best positioned to manage/own facilities
3. Create programs that invest in the transportation system AND meet a multitude of community objectives
4. Move us closer to sustainable, safe, lower carbon, multi-modal system
5. Maximize the benefit for the least cost under limited resources
6. Move us closer to a transportation funding mechanism for the future

It is for these reasons, that the BTA strongly encourages you to fund the attached list of projects submitted for Enhance funding by the City of Portland.

1. Portland has developed the list after extensive discussion with neighbors, businesses, other agencies, and multimodal advocates.
2. The Portland Bureau of Transportation has worked closely with ODOT and TriMet to ensure the best projects, regardless of ownership.
3. Across the board, these projects represent what is possible when transportation projects are selected and designed to meet a multitude of community objectives.
4. Projects identified by the City of Portland help build a sustainable, safe, low-carbon multi-modal system
5. Almost every project uses the principles of practical design and least cost to ensure the maximum benefits for the lowest cost.

Thanks for the opportunity to provide feedback on the proposed list of projects. We look forward to working with the City of Portland and OTC to help create healthy, sustainable communities by making bicycling safe, convenient, and accessible.

Sincerely,



Rob Sadowsky
Executive Director



City of Portland Grant Applications - STIP Enhance Grant	
Name (Alphabetical)	Description
Barbur Demonstration Project	Barbur Demonstration Project (SW 19-26th)
Broadway/Wheeler Intersection Safety	Signal at N. Broadway and N. Wheeler
Complete Safe Networks	Eliminate bicycle and pedestrian safety gaps in existing network
Cully Connection	Cully Greenways, Killingsworth Sidewalk Improvements and Buffered Bike Lane (NE 42nd to NE 72nd Ave)
Foster Road Safety Project	Foster Rd Safety Project, Scoping TBD
N Williams Traffic Safety Project	N. Williams Traffic Safety Project
Phase II - St. Johns Truck Strategy Phase 2	A package of safety and freight access improvements
Red Electric	Red Electric Improvements - Alpenrose to School Connections
Safe Routes Safety Education	Safe Routes to School - Education, 3 years
SmartTrips Portland Milwaukie Light Rail	Targeted outreach, encouragement and safety information supporting opening of Portland Milwaukie Light Rail.
South Waterfront Greenway Trail Planning and Design	Provides funding for planning and design of the South Waterfront Greenway Trail.
Sullivan's Gulch Trail Connection	Construct a segment of the Sullivan's gulch trail under I-205
SW Safe Network Access	Multimodal Safety improvements identified in Bike Plan
Washington Park Shuttle Buses	Washington Park TMA - Shuttle Buses
W-Burnside / I-405 Crossing	W Burnside and I-405 Crossing Project/Couch On Ramp:

