



Memo

Date: Friday, May 17, 2019
To: Transportation Funding Task Force Members
From: Anthony Buczek, Risk Assessment Project Manager, Planning and Development
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Subject: Corridor Readiness and Opportunity Assessment

Over the course of the Task Force meetings, members have often asked Metro staff, “If we prioritize Corridor Y, how can we be confident there are projects to improve that corridor and meet our values?”

To help answer that question, Metro staff evaluated each of the Task Force’s key corridors of interest for readiness and project opportunities. Kittelson and Associates provided key engineering analysis and review for this assessment.

This assessment also provides the Metro Council with an early understanding of the potential risks of including a corridor in a regional investment measure, given that they must be confident that any commitments made to voters can be delivered.

Readiness

Readiness measures whether projects have been identified in a corridor, and whether these projects have well-understood costs and risks.

To assess readiness on potential corridors, Metro identified potential projects using existing project plans, concepts or designs. For a starting place, Metro reviewed the following for potential projects:

- 2018 Regional Transportation Plan Project List (Constrained and Strategic)
- 2018 Regional Transportation Plan Corridor Plans in Chapter 8
- Other Regional Transportation Plan Strategies that call for an investment on a corridor (e.g. 2018 Transit Strategy, 2018 Safety Strategy)
- Local Transportation System Plans and other local plans
- Regional Programs (e.g., Safe Routes to School, Oregon Department of Transportation’s All Roads Transportation Safety Program)

For readiness, existing identified projects on each corridor were reviewed by an engineering team using standard principles of planning, design and construction. This early assessment of readiness was based entirely on existing plans. The readiness assessment is intended to give the Task Force and the Metro Council an idea of how much planning and design is needed for a corridor. The level of readiness in a corridor does not by itself mean a corridor should be included or excluded from consideration by the Task Force and the Metro Council.

Metro evaluated projects based on planning, design and construction. Projects that are low-cost and low-complexity require less planning and design. This assessment takes that into account. Similarly, when it comes to construction, Metro took into account the project complexity for permitting, bidding, procurement and final construction.

Below are the factors used to assess project readiness in each corridor. Corridors were given one point for each:

- Planning work is sufficient and planning has been complete for all or most of the corridor (+1)
- Significant project design has been completed on the corridor. This may be conceptual design but must be recorded somewhere and must show specific locations for improvements. (+1)
- Cost estimates are provided, seem appropriate, and are trackable. More significant projects with higher risk need to have greater certainty for their cost estimates to earn this point. (+1)
- Permitting (likely environmental) is either not needed, has been performed and will not need to be revisited, or is currently ongoing with expected near-term completion. Projects that impact rivers/streams and widening projects are likely to require some permitting. (+1)
- Potential projects do not impact rail, bridge, or other major facilities, and does not require right-of-way acquisition (+1)

Readiness is related to risk. In general, the earlier the project is in planning or design or the less is known about a project, the higher the risk and potentially the higher the contingency needed.

Project Opportunities

Metro's project opportunities assessment looked across whole corridors for opportunities to connect projects or add to existing projects in order to meet the Task Force and Metro Council values.

The Metro Council directed the Task Force and staff to consider regional travel corridors that reach across multiple jurisdictions. In order to work across jurisdictional boundaries, Metro looked for opportunities to link together projects in corridors, as well as areas where projects might not be "ready" but there is both a clear need and a relatively straightforward set of possible solutions.

Some projects are based on conceptual planning-level recommendations and have not been formally scoped or defined. These will require additional planning/pre-scoping level work before their benefits can be adequately assessed and measured against the outcomes set out by the Task Force and the Metro Council. These projects may not score well on readiness, but may still provide a significant opportunity.

There can also be gaps between identified projects on a single corridor. Metro intends to work with jurisdictional partners to look for ways to fill these gaps, or amend identified projects to extend throughout the corridor, if possible. The project opportunities assessment takes that into account, recognizing that some parts of a corridor made need more planning while other portions

may be ready to go to construction. This is in alignment with Metro's design guidelines, which use performance-based design.

The project opportunities assessment was based on the following factors. Corridors meeting these conditions were awarded one point for each.

- **Low hanging fruit:** Potential projects are expected to be relatively low-cost and could be constructed in one to five years (or can be easily phased to have an impactful early completion stage). Examples: ability to add pedestrian crossings, ability to restripe to add or improve bike lanes , etc. (+1)
- **Connecting corridors:** Potential projects could tie corridors together by providing enhanced transit (near-term Enhanced Transit Corridor/ETC projects) or significant multimodal improvements (i.e. add bicycle or walking facilities where there are none). (+1)

Corridor Scoring including Readiness and Project Opportunities

Corridor Name	#	Safety	Congestion	Equity	Options	Job Access	Affordability	Readiness	Project Opportunities
TV Highway	2-4-13	●	●	●	●	○	●	●	●
82nd Ave	53-56	●	●	●	●	●	●	●	●
Burnside	22-44-54	●	●	●	●	●	●	●	●
Powell Blvd	52-73	●	●	●	●	○	●	●	●
122nd Avenue	64-65	●	●	●	●	○	●	●	●
SE McLoughlin Blvd	38	○	●	●	●	○	●	●	●
NE/SE 181st/C2C	71-72	●	●	●	●	●	●	●	●
SW 185th Avenue	7	●	●	●	●	○	●	●	●
Highway 212	68	●	○	●	●	○	●	●	●
Downtown Portland	29	●	●	●	●	●	●	●	●
NE/SE MLK Blvd/Grand Ave	34-35	●	●	●	●	●	●	●	●
Interstate 5, downtown Portland	26	●	●	●	●	●	●	●	●
Beaverton-Hillsdale Hwy	17	●	●	○	●	○	●	○	●
Columbia Blvd	32	●	○	●	●	○	●	●	○
SE Foster Road	50-66	●	●	●	●	○	●	○	●
SE Division St.	67	●	●	●	●	○	●	●	●
162nd Avenue	69	●	○	●	●	○	●	●	●
Highway 99W	9	●	○	○	●	○	●	●	●
SW Tualatin-Sherwood Road	10	●	●	●	●	●	●	●	●
OR-217	19	○	●	●	●	●	●	●	○
Hwy 43/Macadam	31	●	○	○	●	○	○	●	●
NE Sandy	46-70	●	●	●	●	●	●	●	●
OG-LO Bridge	36	n/a	○	●	●	○	●	●	●
242nd/Hogan	75	●	●	●	●	○	●	●	●
Interstate 205	58-63	○	●	●	●	○	●	●	●
NE Airport Way	62	○	○	○	●	●	●	○	○
NE/SE 11th/12th	37	●	○	●	●	●	●	●	●
N Mississippi/Albina	27	○	○	●	●	○	●	●	○
NE Halsey Street	74	●	●	●	●	○	●	●	●