

# PBOT

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## Memorandum

To: Planning and Sustainability Commission  
From: Zef Wagner  
Date: 04/28/2017  
Subject: TSDC Project List Sources and TSP Status

### Background

PBOT staff have developed a new Transportation System Development Charge (TSDC) Project List as part of the next 10-year TSDC program. This list is largely based off the 1-10 Year Constrained portion of the TSP Major Projects List that was adopted by City Council in June 2016. However, because the TSDC Project List is only updated every 10 years, and a comprehensive project list was needed to calculate TSDC rates, PBOT staff have also included projects from other plans and studies either recently adopted or currently moving through the adoption process. Some of these are revisions to existing TSP projects, while others are recommended as new TSP projects. The enclosed spreadsheet details the primary sources of projects on the TSDC list, provides notes on the projects including TSP status, and discusses actions needed to incorporate these projects into the TSP. The remainder of this memo describes the various plans and studies used to develop the new and revised projects on this list.

### Recent Plans and Studies

#### ***Central City 2035***

The Central City 2035 Plan contains a project list that will be used to amend the TSP in early 2018, after state acknowledgment of the Comprehensive Plan and TSP. Central City 2035 is currently before the Planning and Sustainability Commission and will soon be sent to City Council in Recommended Draft form. Adoption of Central City 2035 is anticipated for Fall 2017, with an effective date sometime in 2018.

#### ***Smart Cities Challenge Application***

In 2016, PBOT submitted the Smart Cities Challenge Grant Application with the support of City Council. During the development of this application, several corridors were identified that have high potential for innovative Smart Cities applications to move transit, traffic, and freight more efficiently using improved technology. PBOT staff have since identified several existing Intelligent Transportation Systems (ITS) projects in the TSP that could be modified to incorporate these new Smart Cities elements.

#### ***Growing Transit Communities Plan***

The Growing Transit Communities (GTC) Plan has engaged with community members over the past two years to identify and prioritize transit-supportive investments on three transit corridors (Halsey, Airport Way, and Burnside/Stark) that are anticipated to receive service frequency improvements in the near future. The GTC Plan recommends revisions to



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several existing TSP projects as well as the addition of several new TSP projects. The GTC Plan in its final draft form and will be going to City Council for adoption in spring 2017.

### ***Enhanced Transit Corridors Plan***

The Enhanced Transit Corridors (ETC) Plan has been underway since January 2017 and is focused on identifying frequent transit corridors that need a higher level of service to support future growth and mode share goals. The ETC Plan process is conducting analysis using multiple criteria including equity, growth, ridership, speed, and reliability to develop a list of corridors for major transit priority, and capacity improvements. These improvements could include increased frequency and span, higher-capacity vehicles, stop consolidation, all-door boarding, next-generation signal priority, queue jumps, transit lanes. The ETC Plan is expected to recommend at least one major transit project in East Portland and at least one in the Inner Ring neighborhoods of Portland, as directed by the Planning and Sustainability Commission during the recent TSP Update process and as adopted in the TSP Refinement Plans and Studies chapter. PBOT plans to present project recommendations to City Council as part of the Regional Transportation Plan call for projects in summer 2017.

### ***Streetcar Expansion Study***

The Streetcar Expansion Study, recently completed by PBOT and PSI, assessed the streetcar extensions that were included in the adopted TSP project list to identify the most promising candidates for the next expansions of the system. The study included public outreach, a multiple-criteria evaluation, and a financial and technical feasibility analysis, to arrive at recommendations for two streetcar extensions to be a higher priority for implementation. PBOT plans to bring this study to City Council in spring or summer 2017.

### ***Vision Zero Gap Analysis***

The Vision Zero Action Plan was adopted by City Council in fall of 2016 and set a goal of zero deaths or serious injuries on Portland's transportation system by 2025. Subsequently, PBOT staff have developed a Vision Zero Gap Analysis to identify any changes needed to the TSP to address safety needs on the High Crash Network and to meet the timeline for implementation. The Vision Zero Gap Analysis has identified existing TSP projects with needed modifications to scope, extent, or timeframe, as well as several new TSP project recommendations to fill the gaps in the TSP as far as safety needs on the High Crash Network. PBOT plans to bring the outcome of this work to City Council in spring or summer 2017.

### ***Over-Dimensional Freight Route Study***

The Over-Dimensional Freight Route Study is a recently-completed, multi-jurisdictional effort to identify and prioritize the most pressing deficiencies in the over-dimensional freight routes across the region. PBOT was a key partner in this study, which recommends three new TSP projects to address low-clearance locations along N Columbia Blvd and a weight-restricted bridge on N Portland Rd. PBOT plans to bring this study to City Council in spring or summer 2017.

### ***RTP Active Transportation Project List***

As part of the Regional Transportation Plan (RTP) update currently underway, Metro asked cities and counties to develop Active Transportation Project Lists that could be used to make the case for additional regional funding for active transportation projects. PBOT staff developed this list by starting with the TSP Project List and applying the criteria supplied by Metro to narrow down the list of the projects. These criteria included project readiness, regional significance, geographic balance, and serving regional centers and corridors. As part of this process, several Connected Centers projects were identified that represent a "bundling" of smaller TSP projects and Citywide Program investments within and around a designated center. These projects ensure that pedestrian and bicycle investments that serve 20-minute neighborhoods around designated Centers are recognized as "regionally significant." PBOT plans to present project recommendations to City Council as part of the Regional Transportation Plan call for projects in summer 2017.

### ***Southwest Corridor Shared Investment Strategy***

As part of the broader planning work for the Southwest Corridor Transit Project, a Shared Investment Strategy was developed to identify access to transit improvements to ensure that people can access the new high-capacity transit line. The SW Corridor DEIS is currently underway and will identify which projects are integral to the project and which ones are supportive but still eligible for federal funding. Due to this uncertainty, these projects have been bundled together in this TSDC project list rather than listed individually.