

## MEMORANDUM

TO: TV Hwy Corridor Plan (TVCP) Committees

FROM: TVCP Project Management Team (PMT)

SUBJECT: Solutions Package Development Process

DATE: April 5, 2012

At their first meeting held on January 13<sup>th</sup>, the Policy Group approved the Evaluation Framework (Goals, Objectives and Measures) established for the TVCP while acknowledging that refinement of this framework may be needed as the project proceeds. At this meeting, members of the PG inquired about how the Evaluation Framework will be used going forward and requested clarification of the approach to develop and approve solution strategies.

The purpose of this memorandum is to provide a general description of the PMT's proposed approach for completing the solutions package development process as to be incorporated into the TVCP.

In a manner that is consistent with the PG's Partnering Agreement (October 11, 2011), the PMT will work collaboratively through this process in coordination with Senior Staff, the Technical Advisory Committee (TAC) and the Community Advisory Committee (CAC), while considering other public input.

Following the protocols in the Partnering Agreement, the proposed solutions development process will consist of the following steps:

1. The PMT will develop the initial solutions concepts in coordination with technical staff from the partner agencies, and based upon applicable policy and technical guidelines and criteria. The PMT will provide the initial solutions concepts to Senior Staff for their consideration and feedback, and will incorporate any necessary revisions based on their review.
2. Prior to TAC meeting #3 (April 5, 2012), the PMT will provide the initial solutions concepts to the TAC for review and feedback, and will seek final TAC input and recommendation to the PG on the solutions package at this meeting.
3. The PMT will provide the initial solutions concepts (including initial input received from the TAC) to the CAC prior to CAC meeting #3 (April 10, 2012) for review and feedback, and will seek final CAC input and recommendation to the PG on the solutions package at this meeting.

4. The PMT will incorporate any necessary revisions based on the input and recommendations from the TAC and CAC and provide the draft solutions package to Senior Staff and technical staff prior to taking the draft package out to the public (i.e. web, newsletter, open house).
5. The PMT will incorporate any necessary revisions based on the input and recommendations from Senior Staff and technical staff, and will provide the second draft solutions package to the TAC, CAC, and public, including at Open House #2 (May 8, 2012).
6. Following Open House # (May 8, 2012), the PMT will coordinate with Senior Staff and technical staff to develop the final draft recommended solutions package based on TAC, CAC, and public input received.
7. The PMT will provide a recommended solutions package to the PG for their consideration and request an action for approval at the PG meeting #2 (May 24, 2012). The recommended solutions package will be provided in advanced of scheduled work sessions of the partnering agencies.

The process for identifying transportation solutions must be consistent with state and regional policies, including:

- Oregon Highway Plan (OHP) Policy 1G (Major Improvements)
- Regional Transportation Plan (RTP) Congestion Management Process (section 6.4)
- RTP Mobility Corridor # 24 Strategy (section 4.2.25)
- Regional Transportation Functional Plan (RTFP) including Title 1 System Design and Section 3.08.220 Transportation Solutions.

The first two items listed above are connected to Section 0060 of the Oregon Transportation Planning Rule (TPR) that implements Statewide Planning Goal 12: Transportation.

The PMT recommends using the TVCP Objectives as the Evaluation Criteria to develop the solutions package. By applying appropriate measures associated with each objective, the PMT, in coordination with technical staff, will determine how well each improvement concept meets each individual criterion. The objectives-- as based on community values determined through involvement with the TAC, CAC, PG, and the public--have been grouped into three categories based on TVCP goals:

1. Most critical need - state, regional, and community value that the TVCP will commit to meeting as a top investment priority;
2. Critical regional and community value that the TVCP will commit to meeting as planned resources will allow; and
3. Important value that may not be fully attainable within the TVCP scope and planning period based on the availability of limited resources.

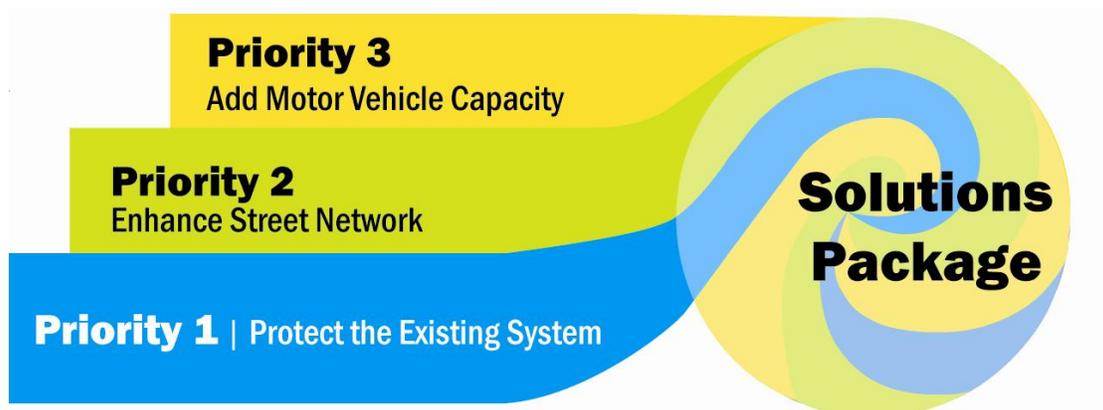
The PMT will develop and evaluate transportation system solutions that improve system efficiency, increase safety, and improve connectivity before considering solutions that add highway capacity.

Using the priority structure (defined below and illustrated in **Figure 1**) to classify solutions, we will evaluate how each improvement concept meets the transportation system needs in the TVCP Project Area. If the highest priority improvements are insufficient or inappropriate to meet the needs and Evaluation Criteria, the second priority improvements will be added. Only upon demonstration that second priority solutions are inappropriate or cannot adequately address transportation system needs and Evaluation Criteria will the third priority solutions be added and evaluated as determined. In addition, cost and cost-effectiveness will be taken into account. For example, if a Priority 1 solution has an extremely high cost; it may not make the solutions package. Conversely, if a Priority 2 solution has a relatively low cost and could potentially be implemented in the short-term, it could be included.

The Solution priorities, as based on the OHP Policy1G and the Metro Regional Transportation Plan are as follows:

1. **Priority 1:** Protect the existing system- Solutions which manage the existing system and support alternative modes of transportation including safety improvements, access management, transportation demand management, transportation system management and operations, and improvements to the bicycle, pedestrian and transit systems.
2. **Priority 2:** Improvements to the street network- Solutions include improvements and additions to the arterial, collector, and local street network in the CRP Project Area to reduce vehicle trip demand on TV Hwy and encourage use of alternative modes of transportation. These solutions focus on improving the street network in the CRP Project Area not on TV Hwy.
3. **Priority 3:** Adding motor vehicle capacity to TV Hwy - Solutions that significantly increase Single Occupancy Vehicle capacity such as adding general purpose lanes, turn lanes greater than a quarter mile long, two-way left turn lanes, or dual turn lanes.

**Figure 1: Solutions Package Priorities**



The provided Solutions Development matrices illustrate the proposed evaluation organization and application with a simplistic “scoring” approach to weigh the improvement concepts against the project objectives.