

# Metro | Agenda

Meeting: Metro Council  
Date: Thursday, Dec. 15, 2011  
Time: 2 p.m.  
Place: Metro Council Chambers

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## CALL TO ORDER AND ROLL CALL

1. INTRODUCTIONS
2. CITIZEN COMMUNICATIONS
3. **2012 RECOMMENDED SLATE OF GRANT AWARDS FOR METRO CENTRAL ENHANCEMENT GRANT PROGRAM** **Blauer**
4. **CONSENT AGENDA**
  - 4.1 Consideration of the Minutes for Dec. 8, 2011
  - 4.2 **Resolution No. 11-4314**, For the Purpose of Amending the 2010-13 Metropolitan Transportation Improvement Program (MTIP) to Add the OR217: Active Traffic Management Project and Remove a Project Development Study of Modifying Interchange Ramps on Highway 217 Between Beaverton-Hillsdale Highway and Allen Boulevard.
  - 4.3 **Resolution No. 11-4315**, For the Purpose of Amending the 2010-13 Metropolitan Transportation Improvement Program (MTIP) to Add a Project on Division Street Between the Gresham-Fairview Trail and Wallula Avenue in Gresham.
  - 4.4 **Resolution No. 11-4316**, For the Purpose of Confirming the Reappointment and Appointment of Members to the Oregon Zoo Bond Citizens' Oversight Committee (OZBAC).
5. **ORDINANCES – SECOND READING**
  - 5.1 **Ordinance No. 11-1267**, For the Purpose of Amending the FY 2011-12 Budget and Appropriations Schedule Increasing 0.25 FTE in the Pioneer Cemetery Program, and Declaring an Emergency. **Roberts**

*Public Hearing*
6. **RESOLUTIONS**
  - 6.1 **Resolution No. 11-4313**, For the Purpose of Allocating \$70.73 Million of Regional Flexible Funding for the Years 2014 and 2015, Pending Air Quality Conformity Determination. **Collette**

*Public Hearing*
7. **CHIEF OPERATING OFFICER COMMUNICATION**
8. **COUNCILOR COMMUNICATION**

**ADJOURN**

**Television schedule for Dec. 15, 2011 Metro Council meeting**

<p><b>Clackamas, Multnomah and Washington counties, and Vancouver, WA</b>  Channel 11 – Community Access Network  <i>Web site:</i> <a href="http://www.tvctv.org">www.tvctv.org</a>  <i>Ph:</i> 503-629-8534  <i>Date:</i> Thursday, Dec. 15</p>	<p><b>Portland</b>  Channel 11 – Portland Community Media  <i>Web site:</i> <a href="http://www.pcmtv.org">www.pcmtv.org</a>  <i>Ph:</i> 503-288-1515  <i>Date:</i> 8:30 p.m. Sunday, Dec. 18  <i>Date:</i> 2 p.m. Monday, Dec. 19</p>
<p><b>Gresham</b>  Channel 30 - MCTV  <i>Web site:</i> <a href="http://www.metroeast.org">www.metroeast.org</a>  <i>Ph:</i> 503-491-7636  <i>Date:</i> 2 p.m. Monday, Dec. 19</p>	<p><b>Washington County</b>  Channel 30– TVC TV  <i>Web site:</i> <a href="http://www.tvctv.org">www.tvctv.org</a>  <i>Ph:</i> 503-629-8534  <i>Date:</i> 11 p.m. Saturday, Dec. 17  <i>Date:</i> 11 p.m. Sunday, Dec. 18  <i>Date:</i> 6 a.m. Tuesday, Dec. 20  <i>Date:</i> 4 p.m. Wednesday, Dec. 21</p>
<p><b>Oregon City, Gladstone</b>  Channel 28 – Willamette Falls Television  <i>Web site:</i> <a href="http://www.wftvmedia.org/">http://www.wftvmedia.org/</a>  <i>Ph:</i> 503-650-0275  Call or visit web site for program times.</p>	<p><b>West Linn</b>  Channel 30 – Willamette Falls Television  <i>Web site:</i> <a href="http://www.wftvmedia.org/">http://www.wftvmedia.org/</a>  <i>Ph:</i> 503-650-0275  Call or visit web site for program times.</p>

**PLEASE NOTE: Show times are tentative and in some cases the entire meeting may not be shown due to length. Call or check your community access station web site to confirm program times.**

Agenda items may not be considered in the exact order. For questions about the agenda, call the Metro Council Office at 503-797-1540. Public hearings are held on all ordinances second read. Documents for the record must be submitted to the Regional Engagement Coordinator to be included in the decision record. Documents can be submitted by e-mail, fax or mail or in person to the Regional Engagement Coordinator. For additional information about testifying before the Metro Council please go to the Metro web site [www.oregonmetro.gov](http://www.oregonmetro.gov) and click on public comment opportunities. For assistance per the American Disabilities Act (ADA), dial TDD 503-797-1804 or 503-797-1540 (Council Office).

Agenda Item No. 3.0

**2012 Recommended Slate of Grant Awards for  
Metro Central Enhancement Grant Program**

Metro Council Meeting  
Thursday, Dec. 15, 2011  
Metro Council Chamber

Agenda Item No. 4.1

**Consideration of the Minutes for Dec. 8, 2011**

*Consent Agenda*

Metro Council Meeting  
Thursday, Dec. 15, 2011  
Metro Council Chamber

Agenda Item No. 4.2

**Resolution No. 11-4314**, For the Purpose of Amending the 2010-13 Metropolitan Transportation Improvement Program (MTIP) to Add the OR217: Active Traffic Management Project and Remove a Project Development Study of Modifying Interchange Ramps on Highway 217 Between Beaverton-Hillsdale Highway and Allen Boulevard

*Consent Agenda*

Metro Council Meeting  
Thursday, Dec. 15, 2011  
Metro Council Chamber

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF AMENDING THE 2010-13 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM (MTIP) TO ADD THE OR217: ACTIVE TRAFFIC MANAGEMENT PROJECT AND REMOVE THE PROJECT DEVELOPMENT STUDY OF MODIFYING INTERCHANGE RAMPS ON HIGHWAY 217 BETWEEN BEAVERTON-HILLSDALE HIGHWAY AND ALLEN BOULEVARD	)	RESOLUTION NO. 11-4314
	)	Introduced by Chief Operating Officer Martha Bennett with the concurrence of Council President Tom Hughes

WHEREAS, the Metropolitan Transportation Improvement Program (MTIP) prioritizes projects from the Regional Transportation Plan to receive transportation related funding; and

WHEREAS, JPACT and the Metro Council must approve the MTIP and any subsequent amendments to add or remove projects to the MTIP per federal regulation 23 CFR 450.324; and

WHEREAS, the Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Council approved the 2010-13 MTIP on September 16, 2010; and

WHEREAS, the Oregon Department of Transportation recently led a study of the operations of the Highway 217 Corridor in collaboration with other transportation agencies to prioritize system management projects to improve the safety and reliability and reduce congestion of motor vehicle traffic in the corridor; and

WHEREAS, variable message signs along the corridor to inform drivers of travel times and incidents on the highway and shoulder widening to allow space for stalled and emergency service vehicles off of through lanes were priorities identified in the study; and

WHEREAS, funding was identified from savings from previous ODOT administered projects on Highway 217, the 2012-13 Region 1 Operations funding program, and by changing the scope of an existing project on Highway 217 allocated regional flexible funds; and

WHEREAS, ODOT has proposed programming of funds as described in Exhibit A to this resolution, and

WHEREAS, the Clean Air Act requires that federally funded transit and highway projects demonstrate conformity with the state's air quality goals; and

WHEREAS, notwithstanding the Clean Air Act conformity requirement, 40 C.F.R 93.126 exempts this project from the requirement to demonstrate conformity with the state's air quality goals because it is a system management and operations project; and

WHEREAS, funding is available for these projects within existing revenues, consistent with the MTIP financial plan; and

WHEREAS, JPACT approved this resolution December 8, 2011; now therefore

BE IT RESOLVED that the Metro Council hereby adopts the recommendation of JPACT and hereby amends the 2010-13 MTIP to add the Highway 217 system management project to and remove the Highway 217: Beaverton-Hillsdale Hwy to Allen Boulevard interchange project.

ADOPTED by the Metro Council this \_\_\_\_ day of December 2011.

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Tom Hughes, Council President

Approved as to Form:

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Daniel B. Cooper, Metro Attorney

**Exhibit A to Resolution No. 11-4314**

**2010-13 Metropolitan Transportation Improvement Plan Table 3.1.1 amendment**

Existing programming:

Project Name	Project Description	ODOT Key #	Lead Agency	Estimated Total Project Cost (all phases, all years)	Project Phase	Fund Type	Program Year	Federal Funding	Minimum Local Match	Other Funds	Total Funding
Operations Reserve for 2012-13	Reserve fund for Operations projects.	16260	ODOT				2012/13	\$1,110,000			\$1,110,000
Urban-Rural ITS for 2012-13	Reserve fund for ITS projects.	16252	ODOT				2012/13	\$2,500,000			\$2,500,000
OR217: Pavement & Shoulder Repair	Overlay and shoulder widening on Hwy 217.		ODOT		PE			\$587,000			\$6,180,000
					Con			\$5,000,000			
					Con	TCSP Earm.		\$593,000			
OR217 Study	Interchange management study.	15604	ODOT					\$284,000 (Remaining funds)			
OR217: B-H Hwy to Allen Blvd.	Preliminary engineering of ramp capacity changes at and between these interchanges.	15604	Wash. Co.			U-STP		\$373,000	\$42,692		\$415,692



New programming:

Project Name	Project Description	ODOT Key #	Lead Agency	Estimated Total Project Cost (all phases, all years)	Project Phase	Fund Type	Program Year	Federal Funding	Minimum Local Match	Other Funds	Total Funding
Operations Reserve for 2012-13	Reserve fund for Operations projects.	16260	ODOT				2012/13	\$0			\$0
Urban-Rural ITS for 2012-13	Reserve fund for ITS projects.	16252	ODOT				2012/13	\$0			\$0
OR217: Pavement Repair	Overlay on Hwy 217.		ODOT					\$2,000,000			\$2,000,000
OR217 Study	Interchange management study.	15604	ODOT					\$0			
OR217: B-H Hwy to Allen Blvd.	Preliminary engineering of ramp capacity changes at and between these interchanges.	15604	Wash. Co.					\$0	\$0		\$0
OR 217: Active Traffic Management Project		16252	ODOT	\$10,489,682	PE		2012	\$1,487,000			\$1,487,000
					Con		2013	\$8,586,990			\$9,002,682
					Con	U-STP	2013	\$373,000	\$42,692		

## STAFF REPORT

FOR THE PURPOSE OF AMENDING THE 2010-13 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM (MTIP) TO ADD THE OR217: ACTIVE TRAFFIC MANAGEMENT PROJECT AND REMOVE A PROJECT DEVELOPMENT STUDY OF MODIFYING INTERCHANGE RAMPS ON HIGHWAY 217 BETWEEN BEAVERTON-HILLSDALE HIGHWAY AND ALLEN BOULEVARD

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Date: December 8, 2011

Prepared by: Ted Leybold, 503-797-1759  
Jeff Flowers, 503-731-8235

## BACKGROUND

The Oregon Department of Transportation received a federal appropriation to study the operations of the Highway 217 corridor and prioritize near-term projects that improve traffic safety and congestion. The *OR 217 Interchange Management Study* was recently completed and two of the priority projects identified were traveler information in the corridor and targeted widening of shoulders at specific high crash locations.

The first step in implementing traveler information in the corridor is providing 17 variable message signs on Highway 217 and connecting arterial roads that will provide information to drivers about congestion and incidents. Primary messages displayed will include travel times to common destinations and advanced warnings of congested conditions or incidents.

Targeted shoulder widening is intended to improve incident response and maintain system capacity during an incident. Increasing the shoulder width in key areas will allow emergency response vehicles to reach and clear incidents faster, and will also provide an area where an incident (such as a stalled vehicle or debris) can be moved to the shoulder. It also provides space for errant vehicles to avoid rear end collisions, thus reducing non-recurring delay (estimated to represent approximately 60% of the total delay on Highway 217) and reducing the number and cost associated with crashes.

In several locations along OR 217 the outside shoulder is less than a lane width (sometimes as narrow as three to four feet wide). When an incident occurs in one of these sections, the through capacity on the freeway is significantly reduced. In a two-lane section, a one-lane blockage actually results in a 65% reduction to capacity, not 50%. This may seem counterintuitive, but the additional lost capacity is due to vehicles slowing down in the adjacent lane as they approach and pass the incident (gawking effect). Based on a conservative estimate of restoring 30% of lost capacity during an incident and reducing 5% of crashes in the target shoulder widening areas, each segment of shoulder widening (on average) could save motorists up to \$1 million over a five-year period.

The three sections identified for improvement are:

- \* Southbound from Scholls Ferry Rd to Greenburg Rd
- \* Northbound from Greenburg Rd to Scholls Ferry Rd
- \* Southbound from Denny Rd to Hall Blvd

Variable message signs and shoulder widening projects are exempt from the requirement that a regional air quality conformity determination be made by the code of federal regulations 40 CFR 93.126.

Funding for the project will come from several sources. First are remaining funds from the federal appropriation to the corridor. ODOT is also dedicating funds from its Operations program reserve, and its Urban & Rural Intelligent Transportation System (ITS) reserve. Finally, Washington County has requested

transfer of funds from a regional flexible fund award for project development work to consider interchange ramp improvements on Highway 217 between Beaverton-Hillsdale Highway and Allen Boulevard. This action will remove this project development award from the MTIP and transfer its \$373,000 of federal funding authority to the new OR217: Active Traffic Management project.

The Joint Policy Advisory Committee on Transportation and the Metro Council must approve amendments to the MTIP. This amendment will add this project to the 2010-13 MTIP. It will also combine funding from the 2012-13 ODOT Operations program (\$1,110,000), the Urban & Rural ITS program (\$2,500,000), and utilize funds from the Highway 217: Beaverton-Hillsdale to Allen Boulevard project development study and remove that project from the 2010-13 MTIP.

#### **ANALYSIS/INFORMATION**

- 1. Known Opposition** None known at this time.
- 2. Legal Antecedents** Amends the 2010-13 Metropolitan Transportation Improvement Program adopted by Metro Council Resolution 10-4186 on September 16, 2010 (For the Purpose of Approving the 2010-13 Metropolitan Transportation Improvement Program for the Portland Metropolitan Area).
- 3. Anticipated Effects** Allows funding to become available for the new OR217 Active Traffic Management project. The project uses funding from the 2012-13 ODOT Operations reserve, the 2012-13 Urban & Rural ITS program, and utilizes funds from the Highway 217: Beaverton-Hillsdale to Allen Boulevard development study of interchange ramps on and removes that project from the 2010-2013 MTIP.
- 4. Budget Impacts** None.

#### **RECOMMENDED ACTION**

Metro staff recommends the approval of Resolution No. 11-4314.

Agenda Item No. 4.3

**Resolution No. 11-4315**, For the Purpose of Amending the 2010-13 Metropolitan Transportation Improvement Program (MTIP) to Add a Project on Division Street Between the Gresham-Fairview Trail and Wallula Avenue in Gresham

*Consent Agenda*

Metro Council Meeting  
Thursday, Dec. 15, 2011  
Metro Council Chamber

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF AMENDING THE 2010-13 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM (MTIP) TO ADD A PROJECT ON DIVISION STREET BETWEEN THE GRESHAM-FAIRVIEW TRAIL AND WALLULA AVENUE IN GRESHAM	)	RESOLUTION NO. 11-4315
	)	
	)	Introduced by Chief Operating Officer Martha Bennett with the concurrence of Council President Tom Hughes
	)	
	)	

WHEREAS, the Metropolitan Transportation Improvement Program (MTIP) prioritizes projects from the Regional Transportation Plan to receive transportation related funding; and

WHEREAS, JPACT and the Metro Council must approve the MTIP and any subsequent amendments to add or remove projects to the MTIP per federal regulation 23 CFR 450.324; and

WHEREAS, the Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Council approved the 2010-13 MTIP on September 16, 2010; and

WHEREAS, the City of Gresham applied for and was awarded federal Transportation, Community, and System Preservation (TCSP) program funding for pedestrian and bicycle facilities on Division Street between the Gresham-Fairview Trail and Wallula Avenue; and

WHEREAS, this project, as described in Exhibit A to this resolution, is included in the current Regional Transportation Plan; and

WHEREAS, the Clean Air Act requires that federally funded transit and highway projects demonstrate conformity with the state’s air quality goals; and

WHEREAS, notwithstanding the Clean Air Act conformity requirement, 40 C.F.R 93.126 exempts this project from the requirement to demonstrate conformity with the state’s air quality goals because it is a pedestrian and bicycle project; and

WHEREAS, funding is available for this project within existing revenues, consistent with the MTIP financial plan; and

WHEREAS, JPACT approved this resolution December 8, 2011; now therefore

BE IT RESOLVED that the Metro Council hereby adopts the recommendation of JPACT and hereby amends the 2010-13 MTIP to add the Division Street pedestrian and bicycle project.

ADOPTED by the Metro Council this \_\_\_\_ day of December 2011.

\_\_\_\_\_  
Tom Hughes, Council President

Approved as to Form:

\_\_\_\_\_  
Daniel B. Cooper, Metro Attorney

**Exhibit A to Resolution No. 11-4315**

**2010-13 Metropolitan Transportation Improvement Plan Table 3.1.1 amendment**

**Action:** Add federal TCSP funds a new project: Division Street: Gresham-Fairview Trail to Wallula (Gresham).

Existing programming : None

Amended programming:

<b>Project Name</b>	<b>Project Description</b>	<b>ODOT Key #</b>	<b>Lead Agency</b>	<b>Project Phase</b>	<b>Fund Type</b>	<b>Program Year</b>	<b>Federal Funding</b>	<b>Minimum Local Match</b>	<b>Other Funding</b>	<b>Total Funding</b>
Division Street: Gresham-Fairview Trail to Wallula (Gresham)	Add sidewalks, ped crossings, multi-use path to Division Street.	TBD	Gresham	PE	TCSP	2012	\$161,500	\$18,484		\$179,984
				Right-of-way	TCSP	2012	\$211,000	\$24,150		\$235,150
				Cons	TCSP	2013	\$460,140	\$52,665	\$382,795	\$895,600
				<b>Total</b>			<b>\$832,640</b>	<b>\$95,299</b>	<b>\$382,795</b>	<b>\$1,310,600</b>

## STAFF REPORT

### FOR THE PURPOSE OF AMENDING THE 2010-13 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM (MTIP) TO ADD A PROJECT ON DIVISION STREET BETWEEN THE GRESHAM-FAIRVIEW TRAIL AND WALLULA AVENUE IN GRESHAM

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Date: December 15, 2011

Prepared by: Ted Leybold, 503-797-1759

## BACKGROUND

\$832,640 of federal TCSP funds was awarded to the City of Gresham to construct bicycle and pedestrian facilities on Division Street. This is a competitive, discretionary funding program whose award decisions are made by the Federal Highway Administration. To be eligible to receive these funds the project award must be amended into the Metropolitan Transportation Improvement Program (MTIP).

### Project Components

1. *New Permeable Multi-Use Path and Permeable Sidewalk:* Construction of a new 790' long and 10' wide permeable asphalt multi-use path on the north side of Division St. between Birdsdale Ave. and the Gresham/Fairview Trail will eliminate a gap for pedestrians and bicyclists traveling on Division St. The existing curb-to-curb roadway in this short segment of the corridor is 55' and not wide enough to accommodate bike lanes. It is also topographically constrained on the south side. A new 5' wide permeable concrete sidewalk will be constructed along this same 790' long segment adjacent to the asphalt multi-use path to provide access to a TriMet bus stop as well as to provide an additional pedestrian facility separate from the multi-use trail that serves bicyclists accessing the Gresham-Fairview Trail from east of Birdsdale Ave.

2. *New Multi-Use Path between Birdsdale and Wallula Avenues:* this 3,800' long segment of Division Street has sporadic and insufficient walk zones that do not meet ADA widths and are obstructed by utility poles, many missing sidewalk links, and is constrained by steep slopes. There is no additional right-of-way to extend the sidewalk other than into the existing roadbed. Improvements in this segment will consist of extending existing curbs to create 10' wide pedestrian/bicycle facilities on both sides of the street. This element of the project will narrow inner travel lanes and create new multi-use paths on both sides of the street, creating physical and visual traffic calming.

Improvements on this segment link to the segment from Birdsdale to the Gresham/Fairview Trail described as project component #1 above, and together they will provide a continuous bicycle system from east to west city limits.

3. *Pedestrian Mid-Block Crossing and Safety Features:* TriMet, the region's transit service provider, recently recognized the Division Corridor as one of ten critical focus areas for pedestrian and transit needs in the greater Portland region. The TriMet Route 4 bus travels between Gresham and Portland along this corridor and is recorded as having the second-highest ridership in the region. One of the critical safety components of this project is a new mid-block crossing near SE 179th Avenue with a pedestrian refuge and rectangular rapid flashing beacons. This section of roadway is currently used as an informal crossing by many students traveling from a Route 4 bus stop to Centennial High School.

The project is in conformity with the State Implementation Plan for air quality. Air quality conformity was completed on the 2035 Regional Transportation Plan financially constrained system that included this project as constructed in the timeframe as funded. Additionally, pedestrian and bicycle projects are exempt from the requirement that a regional air quality conformity determination be made by the code of federal regulations 40 CFR 93.126.

The Joint Policy Advisory Committee on Transportation and the Metro Council must approve amendments to the MTIP. The amendment will add this project to the 2010-13 MTIP with programming as shown in Exhibit A to Resolution No.11-4315.

#### **ANALYSIS/INFORMATION**

- 1. Known Opposition** None known at this time.
- 2. Legal Antecedents** Amends the 2010-13 Metropolitan Transportation Improvement Program adopted by Metro Council Resolution 10-4186 on September 16, 2010 (For the Purpose of Approving the 2010-13 Metropolitan Transportation Improvement Program for the Portland Metropolitan Area).
- 3. Anticipated Effects** Allows funding to become available to the Division Street project.
- 4. Budget Impacts** None.

#### **RECOMMENDED ACTION**

Metro staff recommends the approval of Resolution No. 11-4315.



Agenda Item No. 4.4

**Resolution No. 11-4316**, For the Purpose of Confirming the Reappointment and Appointment of Members to the Oregon Zoo Bond Citizens' Oversight Committee (OZBAC)

*Consent Agenda*

Metro Council Meeting  
Thursday, Dec. 15, 2011  
Metro Council Chamber

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF CONFIRMING THE ) RESOLUTION NO. 11-4316  
REAPPOINTMENT AND APPOINTMENT OF )  
MEMBERS TO THE OREGON ZOO BOND ) Introduced by Council President Thomas  
CITIZENS' OVERSIGHT COMMITTEE (OZBAC) ) Hughes

WHEREAS, Metro Code Chapter 2.19 establishes the Oregon Zoo Bond Citizens' Oversight Committee ("OZBAC") whose members are to be appointed by the Metro Council President subject to confirmation by the Metro Council; and

WHEREAS, the Metro Council confirmed the appointments of the original 19 member of the OZBAC, via Metro Council Resolution No. 10-4112 ("For the Purpose of Confirming the Appointment of Members to the Oregon Zoo Bond Citizens' Oversight Committee (OZBAC), adopted on January 21, 2010; and

WHEREAS, the Metro Council confirmed the reappointments of eight members to an additional 2-year term, via Metro Council Resolution No. 11-4281 ("For the Purpose of Confirming the Reappointment of Members to the Oregon Zoo Bond Citizens' Oversight Committee), adopted on August 4, 2011; and

WHEREAS, the Metro Council President has reappointed 9 members, and appointed 2 new members, designating a chairperson as set forth in Exhibit "A" attached hereto; and

WHEREAS, the Metro Council desires to confirm the appointments; now, therefore,

BE IT RESOLVED, that the Metro Council hereby confirms the reappointments and appointments to the Oregon Zoo Bond Citizens' Oversight Committee as set forth in Exhibit "A" attached hereto.

ADOPTED by the Metro Council this \_\_\_\_\_ day of \_\_\_\_\_ 2011.

\_\_\_\_\_  
Thomas Hughes, Council President

Approved as to Form:

\_\_\_\_\_  
Daniel B. Cooper, Metro Attorney

**Exhibit A to Resolution No. 11-4316**

**Oregon Zoo Bond Citizens'  
Oversight Committee (OZBAC)**

**Committee Member Appointments**

The following persons shall serve two (2) year terms:

1. Marcela Alcantar President, Alcantar & Associates
2. Jacqueline Bishop Attorney
3. Steve Bloom Executive Director, Portland Japanese Garden
4. David Evans Senior Vice President and Chief Financial Officer, The ODS Companies
5. Greg Gahan NEW Construction Management, Inc.
6. Ann Gravatt Director, Climate Solutions
7. Sharon Harmon Executive Director, Oregon Humane Society
8. Jim Irvine Chairman and CEO, The Conifer Group, Inc.
9. Bill Kabeiseman Attorney, Garvey Schubert Barer
10. Sheryl Manning Professional Board Member
11. Ray Phelps Manager of Regulatory Affairs, Allied Waste Services, Inc.

The chairperson of the committee shall be:

12. Deidra Krys-Rusoff Portfolio Manager, Ferguson Wellman Capital Management Inc.

**See next pages for Member Biographies (in alphabetical last name order)**

## **Biographies of Oregon Zoo Bond Citizens' Oversight Committee (OZBAC) Members**

### **1. Marcela Alcantar**

As president of Alcantar & Associates, Marcela Alcantar provides engineering support services in the community, producing quality construction documents and maps. She focuses on providing services for under-represented groups and students interested in the engineering field.

### **2. Jacqueline Bishop**

Jacqueline Bishop is an attorney and previously worked for Roberts Kaplan, where she participated in the real estate, business and sustainability practice groups. She is a board member of We Love Clean Rivers, a representative on the Oregon State Bar's sustainability task force, and a LEED Accredited Professional. Before graduating from law school at Lewis & Clark, Bishop worked as a wetlands and fisheries biologist.

### **3. Stephen D. Bloom**

Stephen D. Bloom has been executive director at the Portland Japanese Garden since 2005. He served as an international affairs fellow on the U.S. Council on Foreign Relations in Japan in 2008-2009, while also a visiting scholar at Tokyo University of Agriculture. Bloom's earlier background was in music. He served as executive director of the Tacoma Symphony from 1996 to 2000, and president of the Honolulu Symphony from 2000 to 2005.

### **4. David Evans**

Senior Vice President and Chief Financial Officer for The ODS Companies, Dave Evans is responsible for overseeing financial, treasury, regulatory, information services, underwriting and actuarial functions. Evans brings a broad knowledge of financial planning and budget management to his role. Previously, he served as Controller of The ODS Companies for nearly a decade, during which time he was responsible for day-to-day accounting and finance activities. Prior to joining ODS, Evans was an audit manager at PricewaterhouseCoopers, where he focused on financial services, including insurance and real estate.

Evans earned his bachelor's degree at Oregon State University. An active certified public accountant, he participates in the Oregon Society of Certified Public Accountants' mentoring program and is involved with the American Institute of CPAs. He is also active in the community, serving on the board of the Assistance League and Metro's bond oversight committee for Natural Areas.

### **5. Greg Gahan**

Greg Gahan, owner of Northwest Construction Management, is a nearly lifelong resident of the Portland metro area. He has engineering and business degrees from Oregon State University and Portland State University in addition to 25 years of commercial construction experience in the region.

### **6. Ann English Gravatt**

Ann Gravatt is the Oregon Director at Climate Solutions, an organization working to accelerate practical and profitable solutions to global warming through leadership, investment and bridging divides. Gravatt has more than a decade of energy experience, working as a consultant, policy advocate and attorney. From 2002-2010, Gravatt was the Policy Director for the Renewable Northwest Project, where she was involved with key victories throughout the Northwest, including passage of renewable energy standards in Montana, Washington and Oregon. Gravatt also directed RNP's state regulatory work, regularly appearing before the region's utility commissions to advance strong clean energy policy. She practiced natural resources and energy law for several years in Portland and Washington, D.C., and also has a background in candidate and ballot initiative campaigns and public affairs. Gravatt has a law degree from the George Washington University Law School and a bachelor's from the University of Richmond.

## **Biographies of Oregon Zoo Bond Citizens' Oversight Committee (OZBAC) Members**

### **7. Sharon Harmon**

Sharon Harmon is the executive director of the Oregon Humane Society and has been a professional in the field of animal care and welfare for almost 30 years. She has helped lead the Oregon Humane Society, the state's largest and oldest animal protection organization, for 22 years and has served as its Executive Director since 1998. She holds a Bachelor of Science, Zoology (Pre-Vet Med), from Oregon State University and a Certificate in Nonprofit Business Administration and Leadership from Johns Hopkins University, and is a Certified Animal Welfare Administrator. She has served on the Banfield Shelter Advisory Committee, and chaired the American Humane Association Shelter Advisory Committee. Recipient of the American Veterinary Medical Association's Humane Award for 2008, she is currently the president of the National Federation of Humane Societies.

### **8. Jim Irvine**

Jim Irvine is chairman and CEO of The Conifer Group, a 65-year-old family-owned firm specializing in home building, land development and property management. The company is also a licensed real estate brokerage in Oregon and Washington, with practice in design development and construction. The Conifer Group has received national recognition for innovation and sustainable design and is a founding member of the U.S. Green Building Council.

### **9. Bill Kabeiseman**

Bill Kabeiseman is an attorney at Garvey Schubert Barer specializing in land use and municipal law. He graduated from the University of Oregon School of Law and later served as an adjunct professor teaching land use law at the school. Bill chaired the Oregon State Bar Task Force on Sustainability and is on the Multnomah County Planning Commission.

### **10. Deidra Krys-Rusoff**

Deidra Krys-Rusoff is a portfolio manager and a member of the fixed income team at Ferguson Wellman Capital Management, and serves as vice chair of the Oregon Zoo Bond Citizens' Oversight Committee. A native of Idaho, Krys-Rusoff earned her B.A. in zoology from the College of Idaho. She is on the board of directors of the Northwest Taxable Bond Club, is a past board member of the Junior League of Portland, and serves on several committees at Glencoe Elementary School.

### **11. Sheryl Manning**

Sheryl Manning has a history of active leadership roles on corporate, nonprofit and community boards. She is a member of the board of directors of Legacy Health, has served on a variety of other corporate and nonprofit boards, and is a former commissioner, chair and interim general manager of the Metro Exposition and Recreation Commission. She previously worked as a certified public accountant for PricewaterhouseCoopers and Arthur Andersen.

### **12. Ray Phelps**

Ray Phelps is manager of Regulatory Affairs for Allied Waste Services, Inc. He has served as assistant to the secretary of state, where he was responsible for Oregon elections, administrative rules, uniform commercial code, and budgeting for the secretary of state's office. He has also served as Metro's Chief Financial Officer and director of administration.

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## STAFF REPORT

IN CONSIDERATION OF RESOLUTION NO. 11-4316, FOR THE PURPOSE OF  
CONFIRMING THE REAPPOINTMENT AND APPOINTMENT OF MEMBERS TO THE  
OREGON ZOO BOND CITIZENS' OVERSIGHT COMMITTEE (OZBAC)

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Date: November 28, 2011

Prepared by: Craig Stroud (503) 220-2451

### BACKGROUND

Metro Code Chapter 2.19, Section 2.19.240, establishes the Oregon Zoo Bond Citizens' Oversight Committee (OZBAC). The terms for approximately half of the OZBAC members expire each calendar year.

To maintain OZBAC membership for the next two calendar years 2012 and 2013, Resolution No. 11-4316 appoints two new members, reappoints nine members, and designates a member to serve as OZBAC chairperson, to serve the next 2-year term.

### ANALYSIS/INFORMATION

1. **Known Opposition:** None known
2. **Legal Antecedents:**  
Metro Code Chapter 2.19, Section 2.19.240, Ordinance No. 10-1232 (Amending Metro Code Chapter 2.19 to Establish the Oregon Zoo Bond Citizens' Oversight Committee, and Declaring an Emergency), adopted on January 21, 2010.  
Resolution No. 10-4112 (For the Purpose of Confirming the Appointment of Members to the Oregon Zoo Bond Citizens' Oversight Committee (OZBAC), adopted on January 21, 2010.  
Resolution No. 11-4281 (For the Purpose of Confirming the Reappointment of Members to the Oregon Zoo Bond Citizens' Oversight Committee), adopted on August 4, 2011.
3. **Anticipated Effects:** Appoints two new members, reappoints nine members, and designates a member to serve as OZBAC chairperson, to serve the next 2-year term.
4. **Budget Impacts:** None

### RECOMMENDED ACTION

Adoption of Resolution No. 11-4316.

Agenda Item No. 5.1

**Ordinance No. 11-1267**, For the Purpose of Amending the FY  
2011-12 Budget and Appropriations Schedule Increasing 0.25  
FTE in the Pioneer Cemetery Program, and Declaring an  
Emergency

*Ordinances – Second Reading*

Metro Council Meeting  
Thursday, Dec. 15, 2011  
Metro Council Chamber

BEFORE THE METRO COUNCIL

AMENDING THE FY 2011-12 BUDGET AND	)	ORDINANCE NO. 11-1267
APPROPRIATIONS SCHEDULE INCREASING	)	
0.25 FTE IN THE PIONEER CEMETERY	)	Introduced by Martha Bennett, Chief
PROGRAM, AND DECLARING AN	)	Operating Officer, with the concurrence of
EMERGENCY	)	Council President Tom Hughes

WHEREAS, Metro Code chapter 2.02.040 requires Metro Council approval to add any new position to the budget; and

WHEREAS, the Metro Council has reviewed and considered the need to add FTE within the FY 2011-12 Budget; and

WHEREAS, the need for the additional FTE has been justified; and

WHEREAS, adequate funds exist for other identified needs; now, therefore,

THE METRO COUNCIL ORDAINS AS FOLLOWS:

1. That the FY 2011-12 Budget and Schedule of Appropriations are hereby amended as shown in the column entitled "Revision" of Exhibits A and B to this Ordinance for the purpose of increasing 0.25 FTE in the Pioneer Cemetery Program.
2. This Ordinance being necessary for the immediate preservation of the public health, safety or welfare of the Metro area in order to meet obligations and comply with Oregon Budget Law, an emergency is declared to exist, and this Ordinance takes effect upon passage.

ADOPTED by the Metro Council this \_\_\_\_\_ day of \_\_\_\_\_ 2011.

\_\_\_\_\_  
Tom Hughes, Council President

Attest:

Approved as to Form:

\_\_\_\_\_  
Kelsey Newell, Recording Secretary

\_\_\_\_\_  
Daniel B. Cooper, Metro Attorney



**Exhibit A**  
**Ordinance No. 11-1267**

ACCT	DESCRIPTION	Current Budget		Revision		Amended Budget	
		FTE	Amount	FTE	Amount	FTE	Amount
<b>General Fund</b>							
<b>Parks &amp; Environmental Services</b>							
<i>Personal Services</i>							
<i>SALWGE Salaries &amp; Wages</i>							
5010	Reg Employees-Full Time-Exempt						
	Administrative Specialist IV	1.00	52,573	-	0	1.00	52,573
	Assistant Management Analyst	6.40	339,977	1.00	43,884	7.40	383,861
	Director	1.00	141,750	-	0	1.00	141,750
	Manager I	3.15	278,143	-	0	3.15	278,143
	Principal Regional Planner	1.00	89,745	-	0	1.00	89,745
	Program Director	1.00	105,363	-	0	1.00	105,363
	Property Management Specialist	0.80	59,113	-	0	0.80	59,113
	Service Supervisor III	1.00	62,663	-	0	1.00	62,663
5015	Reg Empl-Full Time-Non-Exempt						
	Administrative Specialist I	1.00	32,063	-	0	1.00	32,063
	Administrative Specialist II	2.00	88,452	-	0	2.00	88,452
	Arborist	1.00	58,260	-	0	1.00	58,260
	Building Service Worker	1.00	45,260	-	0	1.00	45,260
	Building Services Technician	1.00	60,611	-	0	1.00	60,611
	Maintenance Worker 2	1.00	52,872	-	0	1.00	52,872
	Park Ranger	8.00	387,060	-	0	8.00	387,060
	Park Ranger Lead	1.00	58,260	-	0	1.00	58,260
	Printing/Mail Services Clerk	1.00	43,181	-	0	1.00	43,181
	Program Assistant 3	1.00	49,859	-	0	1.00	49,859
	Safety and Security Officer	1.75	66,184	-	0	1.75	66,184
5020	Reg Emp-Part Time-Exempt						
	Assistant Management Analyst	0.75	35,789	(0.75)	(35,789)	-	0
5025	Reg Employees-Part Time-Non-Exempt						
	Program Assistant 1	0.55	22,583	-	0	0.55	22,583
5030	Temporary Employees		334,002		0		334,002
5080	Overtime		33,567		0		33,567
5089	Salary Adjustments						
	Merit/COLA Adjustment (non-rep)		7,519		0		7,519
	Step Increases (AFSCME)		14,882		0		14,882
	COLA (represented employees)		21,878		0		21,878
	Other Adjustments (AFSCME)		7,393		0		7,393
<i>FRINGE Fringe Benefits</i>							
5100	Fringe Benefits						
	Base Fringe (variable & fixed)		1,192,436		1,858		1,194,294
<b>Total Personal Services</b>		<b>38.00</b>	<b>\$3,905,560</b>	<b>0.25</b>	<b>\$9,953</b>	<b>38.25</b>	<b>\$3,915,513</b>
<i>Materials &amp; Services</i>							
<i>GOODS Goods</i>							
5201	Office Supplies		103,556		0		103,556
5205	Operating Supplies		124,638		0		124,638
5210	Subscriptions and Dues		5,594		0		5,594
5214	Fuels and Lubricants		79,444		0		79,444
5215	Maintenance & Repairs Supplies		196,767		0		196,767
5225	Retail		9,316		0		9,316
<i>SVCS Services</i>							
5240	Contracted Professional Svcs		440,876		(9,953)		430,923
5250	Contracted Property Services		212,031		0		212,031
5251	Utility Services		434,323		0		434,323
5255	Cleaning Services		169,886		0		169,886
5260	Maintenance & Repair Services		361,388		0		361,388

**Exhibit A**  
**Ordinance No. 11-1267**

ACCT	DESCRIPTION	<u>Current Budget</u>		<u>Revision</u>		<u>Amended Budget</u>	
		FTE	Amount	FTE	Amount	FTE	Amount
<b>General Fund</b>							
<b>Parks &amp; Environmental Services</b>							
	5265 Rentals		52,755		0		52,755
	5280 Other Purchased Services		44,847		0		44,847
	<i>CAPMNT Capital Maintenance</i>						
	5262 Capital Maintenance - Non-CIP		11,000		0		11,000
	<i>IGEXP Intergov't Expenditures</i>						
	5300 Payments to Other Agencies		138,747		0		138,747
	5310 Taxes (Non-Payroll)		259,248		0		259,248
	<i>OTHEXP Other Expenditures</i>						
	5450 Travel		5,290		0		5,290
	5455 Staff Development		30,918		0		30,918
<b>Total Materials &amp; Services</b>			<b>\$2,680,624</b>		<b>(\$9,953)</b>		<b>\$2,670,671</b>
<b>TOTAL REQUIREMENTS</b>		<b>38.00</b>	<b>\$6,586,184</b>	<b>0.25</b>	<b>\$0</b>	<b>38.25</b>	<b>\$6,586,184</b>

**Exhibit B**  
**Ordinance 11-1267**  
**Schedule of Appropriations**

	<u>Current</u> <u>Appropriation</u>	<u>Revision</u>	<u>Revised</u> <u>Appropriation</u>
<b>GENERAL FUND</b>			
Communications	2,484,577	0	2,484,577
Council Office	3,694,550	0	3,694,550
Finance & Regulatory Services	3,877,640	0	3,877,640
Human Resources	2,304,931	0	2,304,931
Information Services	3,626,474	0	3,626,474
Metro Auditor	686,452	0	686,452
Office of Metro Attorney	2,067,885	0	2,067,885
Oregon Zoo	28,541,635	0	28,541,635
Parks & Environmental Services	6,586,184	0	6,586,184
Planning and Development	16,561,877	0	16,561,877
Research Center	4,489,582	0	4,489,582
Sustainability Center	5,022,941	0	5,022,941
Former ORS 197.352 Claims & Judgments	100	0	100
Special Appropriations	4,566,055	0	4,566,055
Non-Departmental			
Debt Service	1,588,215	0	1,588,215
Interfund Transfers	5,007,479	0	5,007,479
Contingency	3,657,142	0	3,657,142
Unappropriated Balance	14,722,489	0	14,722,489
<b>Total Fund Requirements</b>	<b>\$109,486,208</b>	<b>\$0</b>	<b>\$109,486,208</b>

*All other appropriations remain as previously adopted*

**NOTES:**

- (1) The current budget and appropriations columns reflected in Exhibits A and B to this ordinance assume adoption of Ordinance 11-1265 anticipated for Council action on December 1, 2011 and Ordinance 11-1266 scheduled for action concurrent with this ordinance.
- (2) This action requests approval of the changes identified in the column titled "Revision" on each of the exhibits and will not be affected by modifications to ordinance 11-1265
- (3) This action seeks only additional FTE authority. No additional appropriation authority is necessary.

## STAFF REPORT

FOR THE PURPOSE OF AMENDING THE FY 2011-12 BUDGET AND APPROPRIATIONS  
SCHEDULE INCREASING 0.25 FTE IN THE PIONEER CEMETERY PROGRAM, AND  
DECLARING AN EMERGENCY

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Date: November 17, 2011

Prepared by: Brian Kennedy 503-797-1908

### BACKGROUND

#### *Pioneer Cemeteries Sales & Service Staff*

The Sales & Service function for the Pioneer Cemetery program is currently staffed with 1.75 FTE. That staff is responsible for burial sales, service management, and records management. With the recent completion of the cemetery business plan and ongoing operational issues, it has been determined that the current staffing is inadequate to meet the growing demands from customers.

As part of improving the service Metro provides for burials, staff has determined that Metro personnel should observe all grave openings and closings that are performed by Metro contractors. That additional demand on staff has reduced the availability of personnel to respond to sales inquiries, perform recordkeeping duties, and provide assistance to families. Staff from the cemetery program is available to customers six days a week, and often manages several burial services in one day. Staff also responds to customer requests for interment right sales. Currently the program's sales are reactionary to Metro's customers and current staff workloads make it difficult to provide additional time in proactive sales.

In addition, to meet increased sales expectations and demands, additional staff resources are needed. Current staff spend approximately 50% of their time in records management and the other 50% attending graveside funeral services for customers at need. Those demands do not allow staff time to proactively work to increase sales. Staff is proposing to increase the total program staffing to 2.0 FTE, a net increase of 0.25 FTE. These additional hours will not only stabilize the current operations but will also help set the program on the course of increased sales in the following fiscal year. The cost in the current fiscal year will be \$9,953 and will be funded through a reduction in Materials & Services. In future years, it is anticipated that increased revenues due to the recent fee increases and sales activity will fund the additional FTE.

### ANALYSIS/INFORMATION

- 1. Known Opposition:** None known.
- 2. Legal Antecedents:** ORS 294.450(1) provides for transfers of appropriations within a fund, including transfers from contingency, if such transfers are authorized by official resolution or ordinance of the governing body for the local jurisdiction. Metro code chapter 2.02.040 requires the Metro Council to approve the addition of any position to the budget.
- 3. Anticipated Effects:** This action provides for changes in operations as described above and requests FTE increases to bring one part-time position to full time.

4. **Budget Impacts:** This action requests a 0.25 FTE increase to improve sales and service in the Pioneer Cemeteries program. The increase in salary expenses will be funded through materials and services savings in the current year and increased cemetery revenues in future years. Recent increases raised grave fees 30%, grave opening and closing fee 40%, and outer burial container fees 40%.

**RECOMMENDED ACTION**

The Chief Operating Officer recommends adoption of this Ordinance.

Agenda Item No. 6.1

**Resolution No. 11-4313**, For the Purpose of Allocating \$70.73  
Million of Regional Flexible Funding for the Years 2014 and  
2015, Pending Air Quality Conformity Determination

*Resolutions*

Metro Council Meeting  
Thursday, Dec. 15, 2011  
Metro Council Chamber

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF ALLOCATING ) RESOLUTION NO. 11-4313  
\$70.73 MILLION OF REGIONAL FLEXIBLE )  
FUNDING FOR THE YEARS 2014 AND 2015, ) Introduced by Councilor Carlotta Collette  
PENDING AIR QUALITY CONFORMITY )  
DETERMINATION )

WHEREAS, approximately \$70.73 million is forecast to be appropriated to the metropolitan region through the federal Surface Transportation Program (STP) and Congestion Mitigation – Air Quality (CMAQ) transportation grant programs; and

WHEREAS, the Metro Council and Joint Policy Advisory Committee on Transportation (JPACT) are authorized per federal regulation 23 CFR 450.324 to allocate these funds to projects and programs in the metropolitan region through the Regional Flexible Fund Allocation (RFFA) process; and

WHEREAS, the Metro Council and JPACT have provided policy guidance to Metro staff to conduct a two-step allocation process, establish the project focus areas of Active Transportation & Complete Streets and Green Economy & Freight Initiatives with funding targets, and development of a collaborative process for nominating projects for funding by Metro Resolution No. 10-4160, For the Purpose of Adopting Policy Direction to the Regional Flexible Funding Allocation (RFFA) Process for Federal Fiscal Years 2014-15, adopted July 8, 2010; and

WHEREAS, a task force was charged by JPACT to develop prioritization criteria for Active Transportation & Complete Streets and Green Economy & Freight Initiatives projects that were adopted by Metro Resolution No. 11-4231, For the Purpose of Adopting the Recommendations of the Regional Flexible Fund Task Force, adopted February 17, 2011; and

WHEREAS, an extensive public process has provided opportunities for comments on the merit and potential impacts of the project and program applications between September 13 and October 1, 2011; and

WHEREAS, TPAC has provided recommendations to JPACT and the Metro Council on a list of projects and programs, as shown in Exhibit A, attached to this resolution, to allocate funding in response to policy direction, consistency with Regional Flexible Fund Task Force criteria, local prioritization processes, and public comments; and

WHEREAS, JPACT took action on the TPAC recommendation December 8, 2011, prior to adoption of this resolution; and

WHEREAS, receipt of these funds is conditioned on completion of requirements listed in the staff report to this resolution; now therefore

BE IT RESOLVED that the Metro Council hereby adopts the recommendation of JPACT on the project and programs to be funded through the 2014-15 Regional Flexible Fund Allocation process as shown in Exhibit A.

ADOPTED by the Metro Council this \_\_\_\_ day of December 2011.

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Tom Hughes, Council President

Approved as to Form:

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Daniel B. Cooper, Metro Attorney



**2014-15 RFFA project and program nominations**

<b>Local projects</b>						
<b>Sub-region</b>	<b>Project</b>	<b>Lead agency</b>	<b>Focus area</b>	<b>Phase</b>	<b>RFF request</b>	<b>Total Project Cost</b>
<b>Washington Co</b>	Hillsboro Regional Center: Oak and Baseline	Hillsboro	AT/CS	PD	\$500,000	\$557,227
	West Fork of the Tonquin Trail-Cedar Creek Greenway Trail	Sherwood	AT/CS	Cons	\$5,112,000	\$5,697,091
	Hwy 8/Hwy 47 Intersection Improvements	Forest Grove/ODOT	GE/FI	Cons	\$1,312,000	\$1,462,164
<b>City of Portland</b>	East Portland Active Transportation to Transit	Portland	AT/CS	Cons	\$3,373,000	\$4,200,000
	Portland Bike Sharing Project	Portland	AT/CS	Cons	\$2,000,000	\$4,000,000
	SE Foster Road Safety Enhancement and Streetscape Project (50th-84th)	Portland	AT/CS	Cons	\$1,250,000	\$3,250,000
	North Burgard-Lombard ("Around the Horn") Project: North Time Oil Road-Burgard	Portland	GE/FI	Cons	\$2,363,000	\$2,630,064
<b>E. Multnomah Co</b>	Arata Road Improvements	Multnomah Co	AT/CS	Cons	\$1,669,000	\$1,876,325
	Sandy Blvd Improvements: 230th - 238th Dr	Multnomah Co	GE/FI	Cons	\$659,000	\$885,675
<b>Clackamas Co</b>	17th Avenue Multi-use Trail	Milwaukie	AT/CS	Cons	\$2,969,000	\$3,366,000
	Clackamas County Regional Freight ITS Project	Clackamas Co	GE/FI	PD/Cons	\$790,000	\$880,419
<b>Other</b>	Regional Over-dimensional Truck Route Plan	Metro/Portland	GE/FI	Study	\$100,000	\$111,445
	Regional Freight/Passenger Rail Investment Strategy	Metro	GE/FI	Study	\$400,000	\$445,782
	Vehicle Electrification	Metro	Other	N/A	\$500,000	\$557,227
<b>Sub-total:</b>					<b>\$22,997,000</b>	<b>\$29,919,420</b>
<b>Region-wide programs</b>						
Transit Oriented Development					\$5,950,000	
High Capacity Transit					\$30,000,000	
Transportation System Management & Operations/Intelligent Transportation Systems					\$3,000,000	
Regional Travel Options					\$4,539,000	
Regional Planning					\$2,244,000	
Corridor & Systems Planning					\$1,000,000	
Metropolitan Mobility Funding Preparedness					\$1,000,000	
<b>Sub-total:</b>					<b>\$47,733,000</b>	

Notes:

AT/CS: Active Transportation & Complete Streets,  
 GE/FI: Green Economy & Freight Initiatives,  
 PD: Project Development, Cons: Construction

**Grand Total: \$70,730,000**

## **STAFF REPORT**

### **FOR THE PURPOSE OF ALLOCATING \$70.73 MILLION OF REGIONAL FLEXIBLE FUNDING FOR THE YEARS 2014 AND 2015, PENDING AIR QUALITY CONFORMITY DETERMINATION**

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Date: December 8, 2011

Prepared by: Ted Leybold  
503-797-1759

#### **BACKGROUND**

The Regional Flexible Fund Allocation for 2014-15 allocates transportation funding to Metro area transportation agencies from two federal grant programs; the Surface Transportation and Congestion Mitigation/Air Quality programs. The metropolitan region is forecasted to receive \$70.73 million from these sources in the federal fiscal years of 2014 and 2015. Previous allocations have identified projects and programs to receive funds during the Federal fiscal years of 2012 and 2013.

#### **POLICY DIRECTION**

JPACT established new project focus areas and funding targets - Active Transportation & Complete Streets (75% of local project funds) and Green Economy & Freight Initiatives (25% of local project funds). JPACT also affirmed the two-step process used in the previous cycle for allocating funds to region-wide programs, then conducting the local project nomination process. The new policies were adopted by Metro Resolution No. 10-4160. Finally, JPACT charged a task force with developing an approach for spending the funds in the two project focus areas and project scoping and prioritization criteria. The resulting task force report was adopted by Metro Council No. 11-4231.

Based on the updated policy direction from JPACT, Metro staff developed a collaborative project nomination process, the result of which are the projects listed in Exhibit A to Resolution No. 11-4313.

#### **PROJECT NOMINATION PROCESS**

The process used a collaborative model for generating project ideas and relied on a sub-regional prioritization process to nominate projects for funding consideration. Sub-regional funding targets were established using updated population and system data. The project list reflects the local priorities and projects that meet the task force criteria in each sub-region (Washington County and its cities, East Multnomah County and its cities, Clackamas County and its cities, and the City of Portland) and meets the funding targets established for each sub-region.

#### **TPAC comments on Process**

At their November 18<sup>th</sup> meeting, TPAC offered the following comments about the process:

1. General appreciation and support for the simplified, collaborative process with some suggestions for potential improvements (to be vetted during the retrospective process).
2. The process this cycle is an improvement over past cycles.
3. Recommendation to develop 3 to 4 options for process refinements for consideration in the next cycle.
4. Appreciation for step requiring locals to respond to comments on their projects.
5. Recommendation to explore ways to improve community outreach during the local prioritization process, particularly with underserved and Environmental Justice Communities.

#### **PUBLIC COMMENT PROCESS**

The new policy development process called for a new public engagement process. This comment period was different from past two-year cycles. The new process involved the three county coordinating committees and the City of Portland conducting their own public involvement and prioritization process among competing projects to nominate a "100 percent" list of projects prior to Metro's regional public

comment period. The regional public comment period held from September 13 through October 13, 2011 asked the public to provide refinements – “how can we improve upon the project proposal to address program criteria and meet your needs?” – rather than weighing one project against another. The public comment report documents all of the projects received via the online comment tool, email, and mail. A summary of the report is Attachment 1 to this Staff Report.

## VEHICLE ELECTRIFICATION

As part of its 2014-15 RFFA decision, JPACT adopted a one-time set aside of \$500,000 for electric vehicle (EV) acquisition and infrastructure development. Metro convened an ad hoc work group comprised of TPAC members and EV knowledgeable staff from partner agencies to craft a recommendation for applying these funds. Participants included:

Andy Back - Washington Co/TPAC	Scott King – Port of Portland
Karen Buehrig – Clackamas Co/TPAC	James Mast – Drive Oregon
Peter Brandom – City of Hillsboro	John Macarthur - OTREC
Ronda Chapman-Duer – Washington Co	Young Park - TriMet
Katja Dillmann – City of Portland	Deena Platman - Metro
Warren Fish – Multnomah Co	Eben Polk – Clackamas County
Ashley Horvat - ODOT	

JPACT advanced a set of project options generated by the work group into the RFFA public comment period. Metro received 24 comments on the transportation electrification project proposals. The work group reconvened to prepare a recommendation for expenditure based on the input received during the public comment period.

The recommendation provides for:

**Electric Vehicle Fleet Conversion** - \$400,000 investment in the transition of public and non-profit agency fleets from internal combustion engine vehicles to plug in electric vehicles.

Lead agency: ODOT/Department of Administrative Services

*In response to President Obama’s call for one million EVs on the road by 2015, Oregon has set an ambitious goal of putting 30,000 EVs on our roads by this date. Increasing visibility and experience with EVs is an important strategy for achieving this goal. The work group’s initial concerns regarding the administrative costs of administering this program have been addressed with the opportunity to partner in a statewide EV purchasing program.*

**Energizing Oregon Plan Implementation** - \$100,000 investment in implementation of the Energizing Oregon Plan to support public education and outreach activities in partnership with other public and private organizations.

Lead agency: Portland State University

*The Oregon Business Development Department was awarded a Clean Cities grant to create a community plan for electric vehicle adoption. Oregon’s readiness assessment found that while we are making good progress in coordination, infrastructure and supportive regulations and codes for EVs, we need more focus on readying our citizens for this transformative change. Potential education strategies can be link with the companion project to transition local fleets to EV.*

Prior to the expenditure of these funds, the Transportation Electrification work group will re-convene to define the scope of work for each project. JPACT will review and approve the project work scopes.

## MOBILITY FUNDING PREPAREDNESS

These program funds were identified to help the region compete for funds that might be available in the next federal transportation authorization bill. Development of that bill in Congress remains undefined since the July 2010 JPACT action. Given there is no consensus on the federal transportation bill, it is premature to define the most effective way to spend these resources.

Therefore, JPACT has endorsed delaying further definition of how these funds will be utilized per the following:

1. The proposal would remain intact as currently defined by the JPACT/Council action of July 2010. Staff would seek JPACT approval of a process for defining the programs at a more timely date.
2. JPACT action to further define this proposal could occur at any of the following times:
  - a. When a federal transportation authorization bill provides enough direction and confidence for JPACT action;
  - b. When 2014-15 regional flexible fund authority becomes imminent and JPACT decides to proceed with further direction on the proposals; or
  - c. At the request of the JPACT chair or a majority of the JPACT members to consider an item on the JPACT agenda to further define these proposals.
3. Unless further action is taken by JPACT prior to the adoption of the 2012-15 Metropolitan Transportation Improvement Program (MTIP), currently scheduled for adoption in December 2011, the proposal will be forwarded for adoption as currently defined with a condition that further policy direction will be acted on by JPACT and the Metro Council prior to those funds being obligated for expenditure. As with any project or program proposal, JPACT can act to modify the proposal during the development of its 2012-15 MTIP recommendation.

### **CONDITIONS OF APPROVAL**

Conditions of approval are mechanisms to ensure the intent of the decision making body approving the projects is followed post allocation and into project design and construction. These conditions are intended to make sure that projects are built according to the elements proposed in the applications and approved by JPACT and Metro Council. Projects can be reviewed at any point in the process for consistency with the conditions of approval and action taken if they are not adhered to.

### **TPAC discussion**

At their November 18<sup>th</sup> meeting, the Transportation Policy Alternatives Committee discussed the conditions of approval. The following points were brought forward by committee members:

1. Request to define a process to formalize the interpretation of condition of consistency with Livable Streets design guidelines.
2. Discussion of concerns regarding the City of Portland Bike Sharing project and consistency with equity related criteria.
3. TPAC voted to direct Metro staff to work with City of Portland staff and stakeholders to draft a condition of approval to address the issues raised for consideration by JPACT.

**2014-15 RFFA conditions of approval** – Changes recommended by TPAC are underlined.

### **All projects**

1. Project scopes will include what is written in their project narrative and project refinements submitted on November 7, 2011. Requests for adjustments to project scopes shall be made in writing to the MTIP Project Manager utilizing the amendment procedures adopted in the MTIP (2010-13 MTIP amendment procedures are currently defined in Section 1.7).
2. If any project is determined to be infeasible or completed without expending all eligible funding authority, any remaining funding for that project shall revert to the regional pool for the next flex fund allocation (i.e. 2016-17), to be distributed among the region or request to reallocate funds per the MTIP amendment process (1.7)
3. All projects will be consistent with street design guidelines as defined in the Creating Livable Streets guidebook (Metro; 2nd edition; June 2002 or subsequent edition), as determined by the Metro Planning Director or designee.
4. All projects will meet Metro signage and public notification requirements.

5. Projects need to include public outreach activities that address the unique outreach needs and opportunities of Environmental Justice and underserved communities.

#### **West Fork of the Tonquin Trail-Cedar Creek Greenway Trail**

1. Metro staff to review the project scope after the project development phase of this project. Should issues arise concerning ability to build the project as proposed in the application, the information learned during the project development phase would be used by Metro and the City of Sherwood to propose a modified project scope and phasing strategy that is mutually agreeable to both agencies.

#### **Portland Bike Sharing**

1. City of Portland will work with stakeholders from environmental justice and underserved communities and Metro staff to ensure the Portland Bike Sharing project Request for Proposals (RFP) addresses equitable and affordable access to bike share services and workforce development opportunities.

#### **Vehicle electrification**

1. Prior to the expenditure of these funds, the Transportation Electrification work group will convene to define the scope of work for each project. JPACT will review and approve the project work scopes.

#### **Planning and Region-wide programs**

1. Planning activities and region-wide programs funded with regional flexible funds must be implemented consistent with the Unified Planning Work Program (UPWP). Additionally, the following programs and planning activities are guided by and must be consistent with the following plans and legislation or as updated by any subsequent legislation (including most current UPWP) adopted by JPACT and the Metro Council directing program or plan activities:
  - Transit Oriented Development: TOD Strategic Plan
  - Regional Travel Options: RTO Strategic Plan
  - Corridor and Systems Planning: 2035 RTP – Mobility Corridor component, 2035 RTP – section 6.3.1, Metro Resolution No. 10-4119
  - Transportation System Management and Operations: 2035 RTP – TSMO plan component
  - High Capacity Transit development: 2035 RTP - HCT system plan component, Metro Resolution No. 10-4118

Requests for adjustments to program activities shall be made in writing to the UPWP Project Manager utilizing the amendment procedures adopted in the UPWP. Requests for changes in regional flexible fund allocations to region-wide programs or planning shall be made in writing to the MTIP Project Manager utilizing the amendment procedures adopted in the MTIP.

2. JPACT and the Metro Council must act to provide further policy direction on the use of regional flexible funds for Metropolitan Mobility program activities prior to funds being obligated for expenditure.

#### **INVESTMENT BENEFITS**

A benefit analysis has been completed in response to previous direction to evaluate the investments made through the 2014-15 regional flexible allocation. The analysis in Attachment 2 is intended to highlight the larger benefits of the allocation, communicate the overall benefits of local projects, and show that these investments support the criteria developed to prioritize projects.

## ANALYSIS/INFORMATION

1. **Known Opposition** Some projects received negative comments during the regional public comment period. See public comment report for full record and text of comments received.
2. **Legal Antecedents** This resolution allocates transportation funds in accordance with the federal transportation authorizing legislation (currently known as the Safe, Accountable, Flexible, Efficient Transportation Equity Act or SAFETEA). The allocation process is intended to implement the Regional Flexible Fund 2014-15 program policies as defined by Metro Resolution No. 10-4160, For the Purpose of Adopting Policy Direction to the Regional Flexible Funding Allocation (RFFA) Process for Federal Fiscal Years 2014-15, adopted July 8, 2010.
3. **Anticipated Effects** Adoption of this resolution would instigate an air quality conformity analysis of the effects of implementing these projects and programs for compliance with the State Implementation Plan for air quality.
4. **Budget Impacts** Adoption of the resolution would commit federal grant funding for Metro Transportation Planning activities. These grants are administered on a cost reimbursement basis, requiring Metro to incur costs associated with the planning activities prior to receiving reimbursement thereby incurring carrying costs. Furthermore, the grants require a minimum match from Metro of 10.27% of total costs incurred. Funding for this allocation of grants will occur in Federal Fiscal Years 2014 and 2015. Federal Fiscal Year 2014 grant funds would typically be utilized by Metro in Metro Fiscal Year 2014-15. Federal Fiscal Year 2015 grant funds would typically be utilized by Metro in Metro Fiscal Year 2015-16. The Transportation & Planning department is able to request advancing the allocation of these funds to an earlier year, however, if there is funding program capacity and budget for local match available.

The proposed allocation would require Metro match of \$229,538 in Metro fiscal year 2014-15 and \$189,534 in Metro fiscal year 2015-16 for transportation planning activities. Additionally, match would be required for the portion of the Regional Travel Options (RTO) program funding utilized for Metro staff expenses. Approximately 40% of the RTO program funding is currently utilized for this purpose. At this rate of utilization, there is a Metro match of \$103,902 in each of Metro fiscal year 2014-15 and 2015-16 for the RTO program.

Finally, funds for the Metropolitan Mobility program will require a local match of \$114,454. However, there is currently no agreement at this time as to which local agency will administer these funds or be responsible for providing the local match funds.

## 5. RECOMMENDED ACTION

Staff recommends the adoption of Resolution 11-4313.

## **INTRODUCTION: THE FLEXIBLE FUNDS PROGRAM FOR 2014-15 AND PUBLIC INVOLVEMENT APPROACH**

### **Background**

Every two years, the Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Council decide how best to spend money from two federal funds: Congestion Mitigation Air Quality and Surface Transportation Program. In summer 2010, JPACT and the Council approved a new process for allocating funds for the 2014-15 cycle. This created a more intentional program than in past years, directing:

- nomination of region-wide programs (TOD, RTO, TSMO/ITS, MPO & Corridor Planning, HCT Development, and a new Regional Mobility Strategy Planning) at current capacities,
- funding to two new transportation categories that serve the region's goals: Active Transportation & Complete Streets and Green Economy & Freight,
- a one-time allocation of \$500,000 to support development of electric vehicles.

This new process also involved the public early in the development of policy guidance. Specifically, a Task Force comprised of residents from across the region developed policies and criteria for selecting projects with the two new project categories. Also, a working group made up of service providers and community advocates advised on how to address the needs of environmental justice and underserved communities. The new process also called for collaboration among Metro and local agencies by having county coordinating committees and the Portland City Council nominate projects to Metro for consideration. The nominations were received by Metro in August, and JPACT on Sept. 8 approved a list of 11 projects and the 6 region-wide programs to be publicized for a 30-day public comment period, Sept. 13-Oct. 13.

### **Outreach approach**

This new policy development process called for a new public engagement process. This comment period was different from past two-year cycles. In the past, JPACT approved a roughly "150 percent" project list and distributed it for public comment. This created intense community and stakeholder interest, as people felt the need to attend to public involvement events and make comments on a web-based comment form to advocate for their favorite projects. Not showing up to defend a project meant that another project might be funded in its place. In 2008, Metro received 801 comments, including 574 from the web-based form.

This time, the three county coordinating committees and the City of Portland conducted their own public involvement process and prioritized among competing projects to nominate a "100 percent" list of projects prior to Metro's regional public comment period. So this fall, Metro asked the public to provide refinements – "how can we improve upon the project proposal to address program criteria and meet your needs?" – rather than weighing one project against another. Members of the public sometimes still wanted to make the case for projects that were rejected at the local level over the summer. But the main ask for the fall comment period focused on refining the proposed projects that made it through local agencies over the summer.

With only 17 projects and programs and a 100 percent list, staff could focus outreach efforts on the communities that would be most impacted by the proposed projects. This meant directing

resources to reaching local community organizations, agencies and community media, rather than entire cities or the region as a whole.

Staff focused on gathering comments with the web comment form. Given the hundreds of comments received in the last cycle, the public clearly finds it accessible. The Communications Department's Community Engagement Best Practices guide indicates that web based comment tools are primarily designed for gathering ideas from the public. They can also help reach Environmental Justice and underserved populations.

Metro's effort to help publicize the comment period and the comment form included:

- E-mail notices to TPAC members and interested parties and to the task force and working group members who were involved in advising on the program last year. Several organizations on those lists, including Latino Network, Verde and Willamette Pedestrian Coalition submitted comments.
- E-mail notices were also sent to contacts interested in trails and freight issues.
- A post on the Metro News web site, the agency's main news blog, which reaches hundreds of news media and community members each day. The exact number of recipients varies depending on their own subscription settings.
- A large image advertising the comment period was posted in a slide show that was the dominant image on oregonmetro.gov, the main page for public readers of the agency's web site, from Sept. 21 to Oct. 13. A post was also published on the agency's "get involved!" web site, the main page for public involvement opportunities.
- A flurry of twitter posts were published from Metro's account in advance of the Sept. 13 start of the comment period and in the first few days. These were redistributed by several major local transportation bloggers and other interested parties.
- In-person interviews with three teenage Latina residents of Leander Court, an affordable housing complex in East Portland within the vicinity of the East Portland Active Transportation to Transit project. The residents were visiting Metro to publicize their own photography exhibit that illustrated community needs regarding active transportation infrastructure.
- Outreach to community news media and local agencies in areas where comments were slow to come in. After the first three weeks of the comment period, no comments were received on the Sherwood project. After outreach to the area news media and lead agency, 47 comments were received through the online comment form and five were submitted by other means.

The web comment form logged 297 comments, including some errata comments that are not included in this report. In addition, about 25 comments were received through the mail, email and other means.

Most of the comments were supportive of the projects, with some commenters offering refinements. A minority of commenters opposed projects for a variety of reasons, including some who were opposed to the active transportation focus of the program and others who had concerns about specific project elements.

A summary of the public comments received was provided to the project applicants. The project applicants were requested to respond directly to questions or comments that were not addressed in their original application submittal and provide any other explanations to comments. The responses received from the applicants will supplement their original application materials that



define the project intent and scope for inclusion in the Metropolitan Transportation Improvement Program (MTIP).

**Next Steps**

The Transportation Policy Alternatives Committee (TPAC) will receive this public comment report and reactions of local agencies Nov. 18. The panel will also received comments from Metro staff on the projects and programs in response to the comment report. At that meeting, the committee is expected to recommend a list of projects and programs, along with conditions of approval for each. JPACT will receive that recommendation on Dec. 8 and consider approval, pending an air-quality conformity analysis. The Metro Council will consider the recommendation Dec. 15, also pending the further analysis. This marks the last substantive decision on the projects and programs. Final approval, after the air quality study, is expected in spring 2012.

## **CHAPTER 1: SUMMARY OF COMMENTS RECEIVED**

### **17th Avenue Multi-use Trail, Milwaukie**

All of the comments received express support for the project, with most saying it would help residents get where they need to go without a car by enhancing safety for bicyclists and pedestrians on a key route connecting two popular regional trails. Many commenters said they would like to use the Springwater Corridor and Trolley Trail to reach a variety of destinations in neighboring communities, but they avoid the 17<sup>th</sup> Avenue corridor because of safety concerns. This comment from Matt Menely, of the Milwaukie area, is typical:

“My family (including my wife and 7 year old son) do not ride our bikes on 17th because of the problems listed by Metro and the high rate of speed which autos travel on this street. We live in Milwaukie and frequently ride to the Springwater trail or north to do business (buy groceries/ go to our PO Box/ eat out) in the Sellwood neighborhood.”

The Willamette Pedestrian Coalition said that by providing safety improvements and a direct connection between two regional trails, it would prove useful for everyday travel in addition to recreation.

Several comments mention access to the riverfront and downtown Milwaukie and safe crossings of busy roadways as significant benefits the project would bring.

About a dozen supported the project as described in the materials provided. Many offered ideas for improvements, including: ensure useful wayfinding signage, provide safe crossings of Highway 224 and other major thoroughfares, connect the project to the new Milwaukie MAX line, consider a route along scenic Johnson Creek and build it as soon as possible. A few commenters urged attention to the different needs of bicyclists who travel great distances at high speeds versus pedestrians who tend to travel shorter distances and benefit from sidewalk connections to nearby city streets.

### **Arata Road Improvements, Multnomah County**

All of the comments received were strongly supportive of the project and several called for it to be expanded if resources allow. Nearly all described dangerous conditions for pedestrians and bicyclists along Arata Road, saying conditions there hinder access to full service grocery store, schools and churches.

Edna Keller, manager of Wood Village Green Mobile Home Park, said a school bus stops on the park's property because stopping to pick up and drop off children on Arata would be too dangerous. Lacking a safe route, walkers, bicyclists, parents pushing strollers and residents pushing shopping carts travel on the roadway shoulder. “I am also glad to see that the project includes lighting, as safety in the evening is a concern for us as well.”

Bill Ehmann, pastor of Wood Village Baptist Church located on Arata Road, expressed similar concerns. Corissa Farrington and Julie Miller, managers with the Fairview Oaks / Woods

Apartments, said residents of the affordable housing center depend on walking, biking and bus service to get around. The building managers sent Metro copies of written comments from 12 residents who all said they see an urgent need for safe bicycle and pedestrian improvements. Some of the comments were generated during the project nomination process over the summer. Comments from Fairview Oaks resident Susan Cecil were typical:

“I feel like it’s important that we have wider official sidewalks for all people to move safely along Arata Road, including ability for people in wheelchairs to move safely on a paved sidewalk instead of the gravel on the side of the road. When I go to Fred Meyers now, I have to talk the long way on 223<sup>rd</sup> because I feel unsafe walking in the unlit and unsafe walkway next to the church, and on the gravel road.”

A few commenters included suggestions on how to improve the project. One suggested building crosswalks on Halsey Street between 223 and 238<sup>th</sup> avenues. The Willamette Pedestrian Coalition emphasized safe street crossings at regular intervals, continuous sidewalk connections and vegetative buffers that don’t compromise visibility.

### **Clackamas County Regional Freight ITS, Clackamas County**

Metro received one comment on the Clackamas County Regional Freight ITS project. It was from the BEST freight advocacy group. The organization said it supports the project and it said that generally freight infrastructure investment is needed to help move goods to markets and make the most of the economic recovery.

### **Corridor & Systems Planning, Metro**

No comments received.

### **East Portland Active Transportation to Transit, Portland**

The comments received on the East Portland project were near universally supportive of the project. Most said that providing safer routes for pedestrians, bicyclists and public transit users would be greatly appreciated in a part of the city that has poorly connected streets, inadequate sidewalks and poor bicycle infrastructure. Many commenters mentioned the potential to reach destinations such as school, work and retail centers such as the Gateway area. The comment of retiree Linda Robinson was typical: “This project is long overdue! These are projects that citizens in East Portland have spent a lot of time working on. They are high priority projects for those of us who live east of I-205.”

To improve the project, many commenters urged a focus on pedestrian connections to key destinations such as public transit centers, schools such as Alice Ott Middle School, parks such as Raymond Park and senior centers among other places. Several commenters mentioned schools specifically and said that children already walk to school in unsafe conditions in the area and safer facilities would encourage more to walk. Commenters who live in the Leander Court apartments, operated by Rose Community Development Corp. urged more sidewalk improvements.

“First of all I walk to school and when I walk I don't feel safe because the car lane is too close to where I walk, “ said Blanca Guitron, a Leander Court resident. “It will be better that the sidewalks were wider and that they would be completed and that the bike lane would have more room because the bike lane is also really close to the cars.”

The Latino Network commented that more research should be done on use of alternative modes of transportation by communities of color and the underserved. Recent research by IRCO suggests that those communities walk more often than bike, and would therefore benefit more from pedestrian enhancements. Mitigation for potential displacement should be considered, the group said.

The Willamette Pedestrian Coalition said it supports the project, but urged more pedestrian crossings of Southeast Division Street and 122<sup>nd</sup> Avenue at regular intervals, more connections to schools and other destinations and coordination with TriMet in enhancing transit stops.

### **High Capacity Transit Bond, Metro**

This program received two comments, one in support and one against. The comment in favor of the program stated that even higher priority should be given to expanding the light rail system in the region. The comment against stated that no additional funds should be spent on this system without voter approval.

### **High Capacity Transit Development, Metro**

No comments received.

### **Hillsboro Regional Center: Oak and Baseline, Washington County**

Metro received four comments on the Hillsboro proposal – three in favor and one opposed. The comments in favor were from Hillsboro Mayor Jerry Willey, the Willamette Pedestrian Coalition and Allan Rudwick, who lives in Portland but works at Intel. The one opposed was from Jim Ourada with CPO6, from the Reedville/Aloha/Cooper Mountain area.

Mayor Willey said the project area was identified as a priority for investment through the Downtown Framework Plan adopted in 2009. In that process, the public expressed how Oak and Baseline streets function as a barrier because of unsafe pedestrian crossings and the need for beautification. He said the project has the potential to dramatically change the streetscape and the role of these streets in the economic health of the area.

The coalition said the project would improve walking access in the downtown Hillsboro area and specifically said the lane reduction would make more room for active transportation modes and enhance safety and visibility of pedestrians. It also suggested connecting to public transit service to assist low income and minority communities and prioritizing spending so that the most urgent safety and access needs are addressed early in the project.

Rudwick said the project would help pedestrians in the downtown area but should be extended to connect to bike routes that can provide access to neighboring cities.

Ourada said the project should be abandoned in favor of signal timing and other elements that could help motorists from east and west drive cars faster through Hillsboro's downtown.

### **Hwy 8/Hwy 47 Intersection, Forest Grove**

Metro received two comments on the Forest Grove project: one from the Oregon BEST freight advocacy group and one from the Willamette Pedestrian Coalition. Oregon BEST's comments indicated support for the project as a way to speed freight through the region and thereby enhance the economy.

The Willamette Pedestrian Coalition urged pursuit of the identified pedestrian enhancements, specifically mentioning pedestrian countdown signals for long distance crossings, an enhanced pedestrian island for shelter in inclement weather and access to a nearby bus stop. The potential for growth in pedestrian trips because of nearby land uses also was mentioned as a cause for attention to pedestrian safety improvements.

### **Metropolitan Mobility Preparedness, Metro**

No comments received.

### **Multiple Projects**

Metro received a letter from Fairview Mayor Mike Weatherby addressed to Gresham Mayor Shane Bemis regarding the East Multnomah County Transportation Committee's selection of projects to nominate to Metro. Weatherby said that the Sandy Boulevard project east of 230<sup>th</sup> and the Arata Road project rated highly on objective criteria.

### **North Burgard-Lombard ("Around the Horn") Project: North Time Oil Road-Burgard), Portland**

Metro received two comments on the Around the Horn proposal, both in favor.

Freight advocacy group Oregon BEST said that investments in freight infrastructure are critical as the region's economy recovers. The group also supported project as a way to reduce truck/bike conflict, which it calls "an important safety issue."

Greg Stiles, of the St Johns area, said the project is needed to improve freight mobility on the designated truck route in the area (North Burgard-Lombard) and thereby reduce freight cut-through traffic in the St. Johns neighborhood (on N St Louis Ave/N Fessenden St.). It would support the St Johns Truck Strategy and build on earlier Metro investments.

### **Portland Bike Share, Portland**

Metro received far more comments on the Portland Bike Share proposal than any other project - more than double any other project. In addition, Metro received one comment by email, from The Community for Equity, a collaboration of at least seven grassroots organizations involved in providing services to low income and ethnic minority communities.

There were a variety of comments in favor of the proposal. Many said it would help extend trips made on public transit into downtown and help with local circulation in the downtown area. Many said it would help Portland compete with other cities for public relations as a bike friendly city. Six commenters said they had firsthand experience using a similar system in Paris and found it served them well as a tourist. Others said they would use it to run errands while downtown and that it could ease a shortage of parking for cars in the area. The Bicycle Transportation Alliance and Upstream Public Health both said it would likely increase mobility downtown. Typical comments include:

“The biggest problem with the MAX is that when you get off the stop you still have half a mile to go. Bike share addresses that problem. The other problem is that if you are on one side of downtown where the Max isn't around and you want to get to the other side right now you have a long walk ahead of you,” Adam Rose said. “With BikeShare you'd have no problem getting there.”

“I used a system similar to this while in Paris. It is really a great concept,” Karin Edwards Wagner said. “It allows for one-way bike commuting so you can walk bus or catch a ride on the other end of your trip so it provides flexibility that private bikes do not offer.”

Commenters opposed the project for a variety of reasons, but most said they felt it was a relatively poor use of public money compared with other priorities. Among those, some favored less investment in bicycle infrastructure in general. Others said that more bicycle investment is needed in neighborhoods such as Southwest Portland and East Portland that lack sidewalks, bike lanes and other safety elements. Still others said that the downtown area is well served by public transit for transportation circulation purposes.

The Latino Network and the Community for Equity both said the proposal has not demonstrated how it might benefit low income and minority communities; questioned whether the program would be accessible to the elderly, youth and people with limited English proficiency.

“I am a bike commuter in Portland and my issue is safety,” Annette Shaff-Palmer said. “We need to make it a lot safer for bicyclists on the road before you start offering people the chance to ‘borrow a bike for a quick trip.’ Do they get helmets? Do they have reflective clothing so cars can see them? Do they understand bike safety - how to make a left hand turn in traffic or are they going to ride on the sidewalk.”

“It will, certainly, also create economic benefits, economic winners and losers, yet its Narrative does not detail how the program will economically benefit underserved communities,” said the Community for Equity comment signed by Alan Hipólito. “This is a striking omission, because the Narrative uses action-oriented language and a high level of detail to describe program usage and supporting data - including data from similar programs elsewhere, but it uses soft/future-looking language and provides little detail for its equity goals - and has limited reference to how similar programs have economically benefitted underserved communities.”

Many commenters offered suggestions for improvements to the proposal. Many urged locating rental stations near MAX and other public transit lines. Many commenters also urged expanding the program to residential areas and areas of low income and ethnic minority communities. Ten

commenters expressed concern about whether and how people renting bicycles would have access to helmets. Some expressed concern about increased bike traffic volumes on sidewalks and suggested steps to prevent bike riding on sidewalks. Upstream Public Health and Community for Equity said the project should have a workforce development component for the underemployed and build partnerships with social service providers.

### **Regional Freight/Passenger Rail Investment Strategy, Metro**

No comments received.

### **Regional Over-dimensional Truck Route Plan, Metro/Portland**

This study received one comment from the BEST group in support of funding.

### **Regional Planning, Metro**

This program received two comments. The comments provided views about what the priorities should be for regional planning, specifically that more emphasis is placed on transit service and access and the other comment indicated that more bicycle/pedestrian pathways be prioritized.

### **Regional Travel Options, Metro**

Four comments were received regarding the RTO program. Three were in support of continued funding of the program. These comments focused on the benefits the program provides in reducing vehicle miles traveled in a cost effective manner and subsequent benefits to freight and other road users and to the region's air quality.

One comment received said the program was oriented to trails development, which he stated was not an effective use of public monies.

### **Sandy Blvd Improvements: 230th - 238th Drive, Multnomah County**

Metro received five comments through its online comment form on the Sandy Boulevard project and one letter that was sent to the Joint Policy Advisory Committee on Transportation. All comments were supportive of the project, with various recommendations for improvements. Mike Townsend, president of Townsend Business Park, which is along part of the project route, the Willamette Pedestrian Coalition, the West Columbia Gorge Consortium and the BEST freight advocacy group were among the commenters that supported the project.

Most commenters said the project would make it easier for trucks to travel along the corridor and thus help attract business to industrial sites available for lease and new construction. Many also said that proposed sidewalks and public transit enhancements would provide important safety improvements. Pedestrian and public transit access to the Townsend processing plant, Birtcher buildings, Wal-Mart and a manufactured housing park were cited as important by the West Columbia Gorge Consortium, especially at night and during bad weather.

Mike Townsend, president of Townsend Business Park, said unsafe road conditions on Sandy “are a major deterrent to attracting new businesses to this area.” He said the project, which enhances the road leading to his industrial park, would better serve his property and the other urbanized land uses in the area. Sandy Boulevard should have sidewalks, a better road surface and improved intersections at industrial site entrances, he said.

Most commenters suggested improvements to the project. Two said it should be expanded to the west to NE 223<sup>rd</sup> Avenue. David Eatwell, of the West Columbia Gorge Consortium, said this would better prepare the area to handle traffic in 2014 when the USS Ranger, a 1950s era aircraft carrier, is expected to moor at nearby Chinook Landing and attract thousands of tourists.

The pedestrian coalition stressed the need for safe pedestrian connections and crossings as the dimension of the intersections is increased to assist trucks. “Signal phasing needs to provide adequate time for extended crosswalk distances and safe and comfortable refuges may need to be provided. Providing safe direct and even comfortable pedestrian connections could improve the local mode split for lunchtime trips or other activities which could provide further relief to local road congestion,” the coalition said.

## **SE Foster Road Safety Enhancement and Streetscape Project (50th-84th),**

### **Portland**

Metro received 10 comments on the Foster Road project, including nine on the agency’s web comment form and one letter to the Metro Council from the Foster-Powell Neighborhood Association. The comments are all supportive of the project as a way to enhance safety for bicyclists and pedestrians in a corridor that many described as threatening and discouraging for non-automobile transportation use. The Willamette Pedestrian Coalition and the neighborhood association both gave the project strong endorsements, citing recent pedestrian crashes and fatalities as primary concerns. Many commenters said that aesthetic enhancements could encourage pedestrian activity and help local businesses.

“Improvements both physical and aesthetic to Foster Rd from 52nd up past 100th avenue will go a long ways towards improving non car travel and bring more people to the business district from surrounding areas,” said Michael Chapman of the Lents area. “I would be riding my bike to work more regularly if I didn’t need to go down the Spring-water out of my way in order to get into inner NE.”

Nearly all commenters suggested ways to enhance the project. Several urged enhancement of pedestrian safety at the Holgate-Foster intersection, citing incidents of car-pedestrian conflict and the importance of Holgate as an entrance to the “Heart of Foster” business district. Several commenters said the project should enhance pedestrian and bike safety east of Interstate 205 and coordinate with Max station area enhancements. Others suggested coordination with the 50s bikeway project and the city’s streetcar plan.



The Latino network said that communities of color would likely use pedestrian enhancements more than bike improvements. But the organization urged an effort to ensure that communities of color are not displaced by the improvements and potential for gentrification.

### **Transit Oriented Development, Metro**

Metro received 15 comments on the TOD program through its online comment form and two comments that were mailed. Nearly all the comments were supportive of the program specifically, and transit oriented development generally. Four comments asked for refinements to the program. Several of these commenters, including Latino Network and AARP, mentioned transportation options for low income residents and prevention of displacement as concerns the program should address. The one comment against the program urged more support of economic development and less on public transit.

About two-thirds of the comments in favor were from developers or public agencies that have been directly involved in projects funded by the program. Most said it fills in a gap in financing that the private sector cannot address. “Financing is a challenge for these transit oriented infill projects,” said Phil Morford of Civitas Inc. “Lenders are very cautious and not fully comfortable with our very low parking ratios.”

### **Transportation System Management & Operations/ITS, Metro**

No comments received.

### **Vehicle Electrification, Metro**

Four options of transportation electrification: Public education, Last-mile electric shuttle, Level III fast charging stations, and Level II charging stations in employment and multi-family residential areas were presented for public comment. Metro received 24 comments on the during the public comment period.

The vast majority of comments favored investing in charging infrastructure. Most of these respondents preferred some combination of DC fast-chargers and Level II charging support for workplace and multi-family locations. Several comments supported the last mile shuttle concept, either vehicle or bicycle, citing the need for improved access to employment sites from transit centers, particularly for low income travelers. Two respondents suggested that the funding be used for purchasing local jurisdiction fleet vehicles to “have clean air and reduce greenhouse gas emissions.” While a few respondents supported using funding for public education, several voiced opposition to funding this activity saying “I think that market research and public education and demonstration site are not needed when the public is already on board.”

Concerns about equity were also raised – how this funding can be used to benefit disadvantaged communities. Also raised was the issue of using this funding to promote vehicle travel, albeit cleaner travel, which “does nothing to address congestion or infrastructure impacts.”

### **West Fork of the Tonquin Trail-Cedar Creek Greenway Trail, Sherwood**

The comments are generally supportive of the project.

Many commenters said they were concerned about access across Highway 99W. Some said that enhancing access across the highway was the project's main benefit. Others said that providing an overcrossing or under crossing would be the main way they would improve the project.

Many commenters expressed concern about safety on the trail, and suggested lighting and wastebaskets for litter and other enhancements could address that concern. The Willamette Pedestrian Coalition and other commenters said the project should better connect to nearby destinations with on street improvements.

Several commenters said that providing bike/pedestrian access to the National Wildlife Refuge is an important benefit of the project. Others said access to schools are important benefits.

Several commenters, including the group Raindrops to Refuge, said providing access to nature was an important project benefit. Some also mentioned trail maintenance and educational/interpretive signage about nature would be a good enhancement. Others suggested better connections to the regional trail system.

## Attachment 2

600 NE Grand Ave.  
Portland, OR 97232-2736

[www.oregonmetro.gov](http://www.oregonmetro.gov)



## Metro | Memo

Date: Wednesday, November 8, 2011  
To: JPACT  
From: Amy Rose, transportation planner; Chris Myers, RTP intern  
Subject: 2014-15 RFFA Investment benefits

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### Introduction

This benefit analysis has been completed in response to previous direction to evaluate the investments made through the 2014-15 regional flexible allocation. This analysis is intended to highlight the larger benefits of the allocation, communicate the overall benefits of local projects, and show that these investments support the criteria developed to prioritize projects. The information presented here is specific to the anticipated benefits of these investments; actual analysis will be completed in the post construction phase of each project. The analysis consists of a review of the project narratives submitted by nominating agencies and maps created by Metro (Figures 1 - 3) that highlight each project in a regional context. The attachment to this memo has additional information, provided by the nominating agencies, specifically addressing how the high level criteria are addressed by their projects. Active transportation and freight projects have different sets of criteria and therefore are discussed separately.

### Active Transportation and Complete Streets

#### Overview

In contrast to past RFFA cycles, heavy emphasis was placed on investing in areas of the region that have been traditionally underserved and have suffered from disinvestment. The criteria developed by the RFF task force were used by local project applicants to develop their projects around investing in transportation systems in these underserved areas. Looking at Figure 1, it is clear that the criteria did help influence project sponsors to consider the needs of their underserved populations and to propose projects in underserved areas. Almost all of the projects are in moderately to highly underserved areas, meaning that there are concentrations of EJ/underserved populations, and/or a lack of active transportation supportive infrastructure and/or fewer essential services needed for daily life. It is possible that an area is underserved in mobility or access to services, but does not have a significant concentration of Environmental Justice or elderly, disabled or youth (underserved) populations.

## Attachment 2

### High Level Criteria

The high level criteria used for developing and prioritizing projects is focused around connecting people to priority destinations, improving safety and helping provide transportation access and benefits to underserved communities.

1. Improves access to priority destinations: mixed use centers, large employment areas, schools, essential services for EJ/underserved.
  - Figure 1 shows the proximity of projects to EJ/underserved communities. Almost all of the projects make improvements to multi-modal infrastructure or potentially increase access that will help people travel to areas that are better served in order to meet their daily needs without a car.
  - Figure 2 shows that six of the seven projects directly connect to mixed-use centers in the region.
  - Figure 2 shows that the projects don't connect as strongly to designated 2040 "employment land."
  - Five of the seven projects will improve school access.
2. Improves safety: addresses site issue(s) documented in pedestrian/bike crash data, separates pedestrian/bike traffic from freight and/or vehicular conflicts.
  - Four of the seven active transportation projects are located in areas where there are documented bike or pedestrian crashes (shown on Figure 2).
  - All of the projects, except one, build infrastructure that either corrects a documented safety issue or will develop infrastructure that will aid bikes and pedestrians in traveling safely.
  - Approximately 15 miles of bicycle infrastructure is being added through investment in this package of projects.
  - Five of the seven active transportation projects invest in pedestrian infrastructure either by adding/improving crossings, building multi-use paths, infilling missing sidewalks, or improving the pedestrian environment with street lighting, street trees, benches etc.
3. Serves underserved communities
  - Four of the seven active transportation projects are located in areas that have above average concentrations of EJ/underserved populations.
  - West Fork of the Tonquin Trail-Cedar Creek Greenway Trail will improve active transportation in an area with below average access to non-automobile infrastructure and 17th Avenue Multi-use Trail has below average access to essential services and the trail may help connect people to other areas that are better served.
  - Portland Bike Sharing project (not mapped) has potential to serve a broad range of populations depending on where kiosks are located and if the fee structure provides access to low-income residents. These aspects of the project are still to be determined.

## Attachment 2

### Green Economy and Freight Initiatives

#### Overview

Twenty five percent of the funds for local projects were targeted to projects that improve freight movement and/or support the development of the green economy. The approach developed by the RFF task force recommended that projects focus on system management or small capital projects that have regional impacts. The projects submitted for funding from local jurisdictions (shown in Figure 3) generally stay in keeping with this approach and adequately meet the criteria. The projects are not scaled to create large regional impacts on the freight system or industrial lands, but do create benefits that are not strictly local in nature.

The third high level criterion in this project category is a challenge to meet. It is difficult to predict how investments in the transportation system will directly create opportunities for Environmental Justice/underserved communities. Additionally, while “greening the economy” wasn’t specifically defined by the RFF task force in the criteria, their intent was to prioritize projects that helped the economy function in more “green” ways. For the most part these projects do not directly green the economy, however these freight investments do have elements that help improve the biking and walking for nearby communities and one project will have a positive impact on air quality, which are all beneficial elements of these projects that should not be overlooked.

#### High level criteria –

The high level criteria used for developing and prioritizing freight projects relates to reducing vehicle delay, increasing freight access to priority destinations, and greening the economy and providing opportunities to EJ/underserved communities.

1. Reduces freight vehicle delay
  - All four of the projects will reduce freight vehicle delay on freight routes by increasing turn radii, lane widening, or Intelligent Transportation System (ITS) enhancements.
2. Project increases freight access to: industrial lands, employment centers & local businesses, rail facilities for regional shippers.
  - All four projects connect freight routes to industrial areas or improve reliability between the highway system to industrial areas.
    - Sandy Blvd Improvements: 230th - 238th Dr: Improves access from I-84 to CCRD
    - North Burgard-Lombard ("Around the Horn") Project: North Time Oil Road-Burgard: Improves access to Rivergate Industrial area
    - Hwy 8/Hwy 47 Intersection Improvements: Improves access to Forest Grove’s industrial lands and movement through Forest Grove from Hwy 26 to southern parts of the region
    - Clackamas County Regional Freight ITS Project: Improves reliability of movements between the Interstate highway system and existing industrial lands in the area
  - Figure 3 shows that all four of the projects connect or are in close proximity to rail facilities.

## Attachment 2

- The projects are in areas with designated industrial land, but don't connect as strongly to areas identified as 2040 "employment land."
3. Projects that green the economy and offer economic opportunities for EJ/underserved communities.
- Clackamas County Regional Freight ITS Project: will improve freight system operations and will reduce emissions from freight traffic in the area.
  - Hwy 8/Hwy 47 Intersection Improvements, Sandy Blvd improvements and North Burgard-Lombard projects add pedestrian/bike improvements to help balance pedestrian movements and freight movement.

### Conclusion

The analysis of projects for this memo compared the project descriptions and locations with the high level criteria developed by the RFF task force in order to gauge how well the overall package of investments meets the intent of JPACT's direction for this allocation cycle. The high level criteria were used because they were most influential in determining project location, purpose and scope. There are projects in the allocation that are not as strong when measured against the high level criteria, but perform very well in the other levels of criteria. Not every project meets each criterion perfectly, but as a package of projects they meet the intent of the criteria overall. The analysis conducted for this memo reveals that the projects proposed in this funding cycle are a good fit with the criteria and approach for both categories.

# 2014-15 RFFA - Equity - Composite with Proposed Projects

Fig. 1

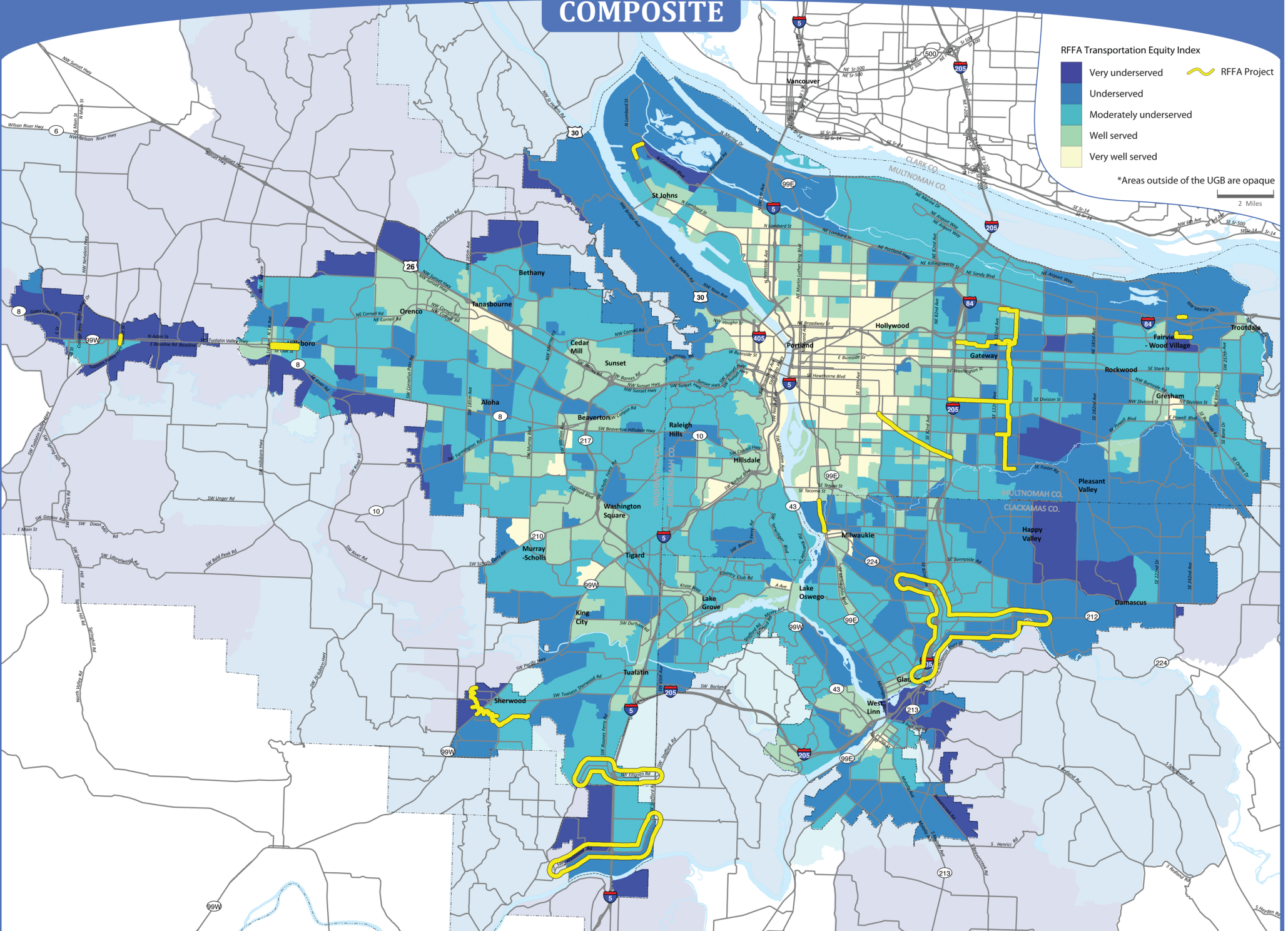
## COMPOSITE

RFFA Transportation Equity Index



\*Areas outside of the UGB are opaque

2 Miles

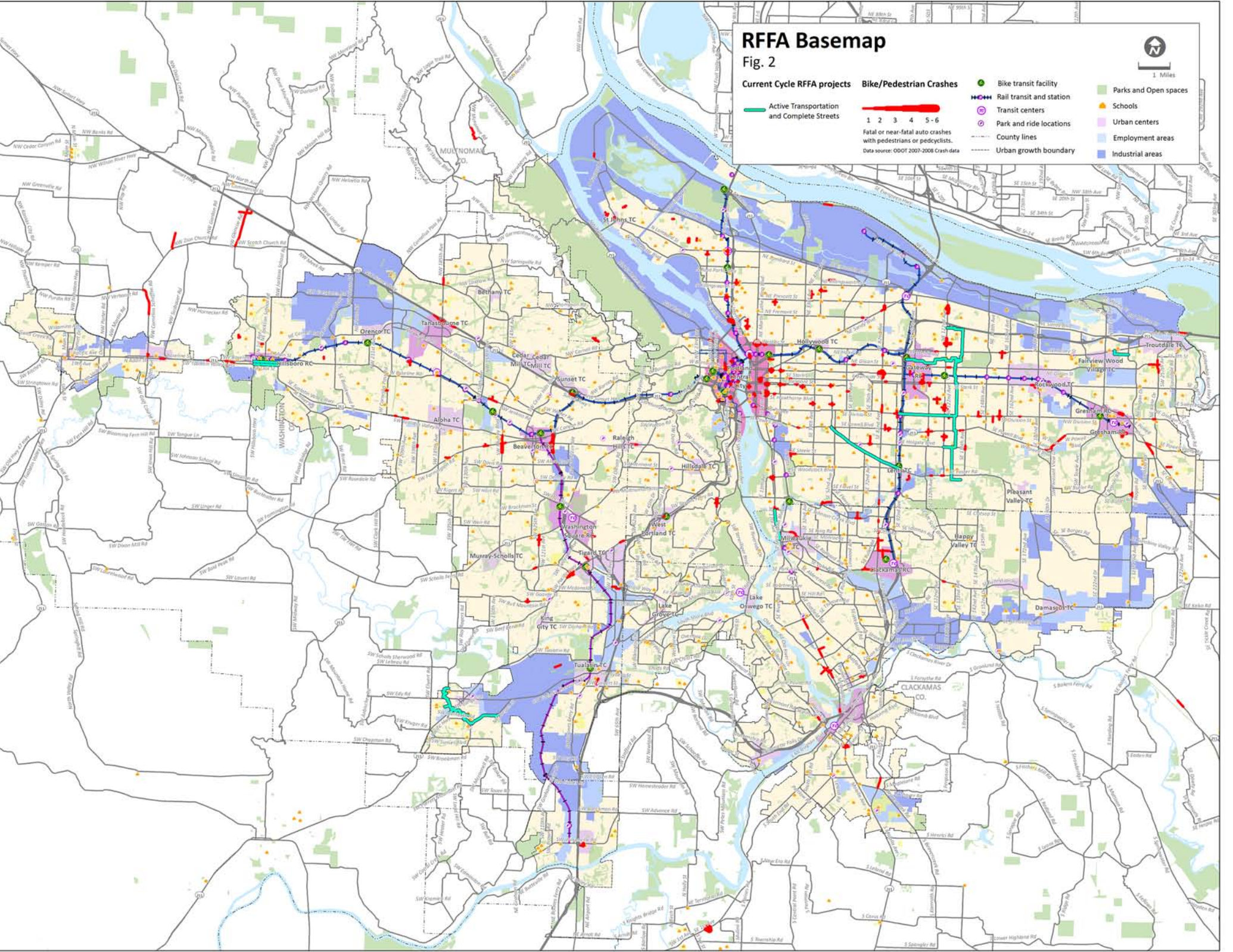


# RFFA Basemap

Fig. 2



- Current Cycle RFFA projects**
  - Active Transportation and Complete Streets
- Bike/Pedestrian Crashes**
  - 1 2 3 4 5-6
  - Fatal or near-fatal auto crashes with pedestrians or bicyclists.
  - Data source: ODOT 2007-2008 Crash data
- Bike transit facility**
- Rail transit and station**
- Transit centers**
- Park and ride locations**
- County lines**
- Urban growth boundary**
- Parks and Open spaces**
- Schools**
- Urban centers**
- Employment areas**
- Industrial areas**





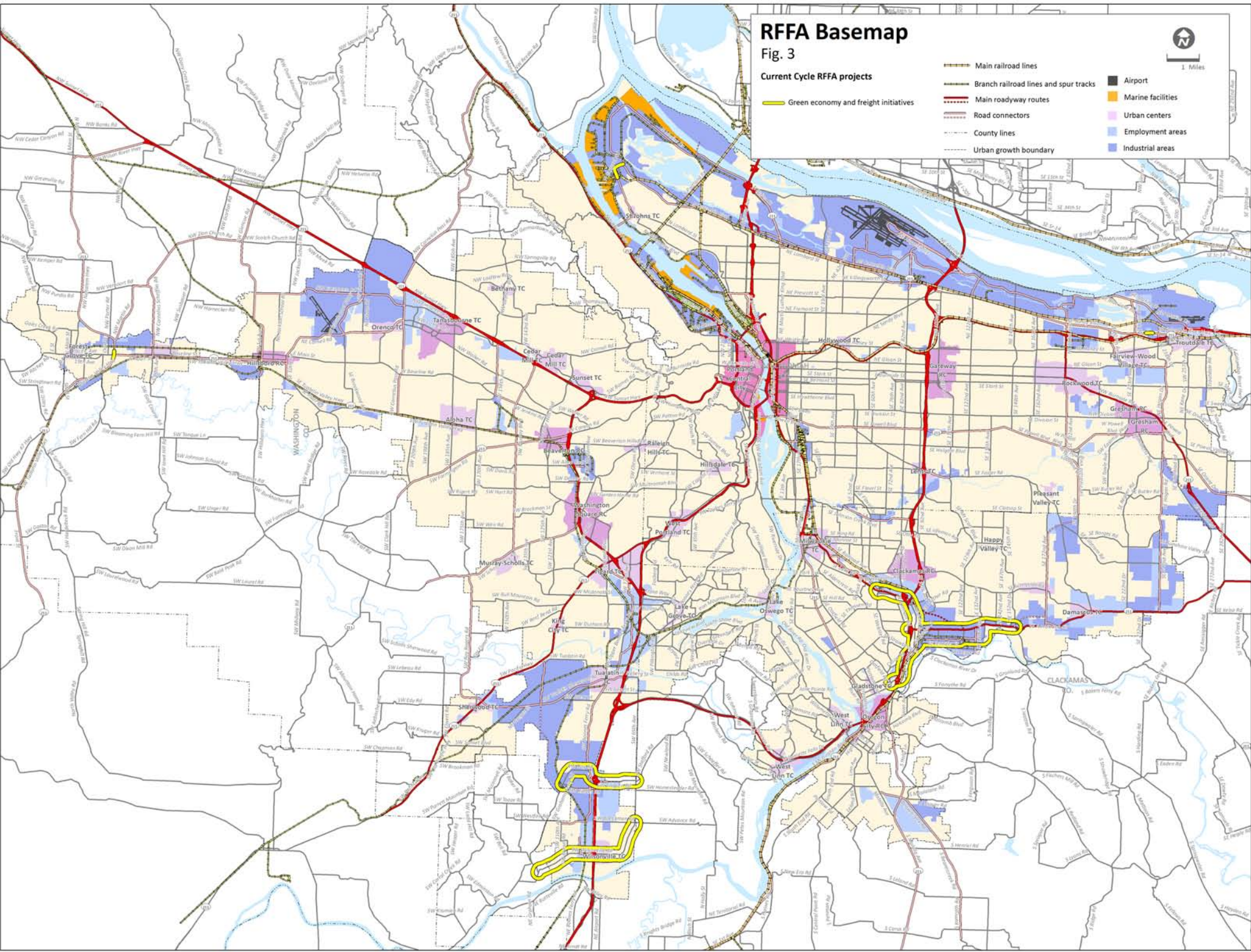
# RFFA Basemap

Fig. 3

Current Cycle RFFA projects

Green economy and freight initiatives

- Main railroad lines
- Branch railroad lines and spur tracks
- Main roadway routes
- Road connectors
- County lines
- Urban growth boundary
- Airport
- Marine facilities
- Urban centers
- Employment areas
- Industrial areas



## **Appendix – RFFA Project Narrative Excerpts**

\*Information within this appendix was excerpted from the project narratives written by jurisdictions during the RFFA project application process.

### **17TH AVENUE MULTI USE TRAIL CONNECTOR**

#### **Projects increase access to priority destinations:**

Enhancement of bike and ped facilities will increase access from the Milwaukie town center and parts of northern Clackamas County to the City of Portland as well as the Springwater Trail. Access will be enhanced to two mixed-use developments in downtown Milwaukie, employers including Dark Horse Comics, ODS, Advantis Credit Union, Reliable Credit Union, and the City of Milwaukie. Access will also be improved to the Waldorf School and Sellwood Landing, an elderly housing complex.

#### **Projects improve safety:**

Transitions at the Milport and Hwy. 224 intersections are particularly difficult for non-auto travelers. The absence of curbs and storm water drainage along stretches has resulted in erosion and deteriorating conditions in bike lanes. Inserting an off street multi-use path along the west side of 17th Ave will protect bikers and pedestrians from auto traffic.

#### **Project serves underserved communities:**

In 2011, at Milwaukie Elementary School and Milwaukie High School more than 50% of the students qualified for free or reduced lunch and at Oak Grove elementary more than 60% of the students qualified for free or reduced lunch. North Main apartments, in downtown Milwaukie, Waverly apartment complex, and Sellwood Landing, a senior care facility, will be served by this project.

### **ARATA ROAD IMPROVEMENTS**

#### **Projects increase access to priority destinations:**

This project serves dense, low income, ethnically-diverse neighborhoods and will connect with the commercial and civic amenities of Wood Village and Fairview. Metro data shows significantly above average concentration of EJ and underserved populations south and above average populations north of Arata Road which is a major school bus pick-up/drop-off route for low-income/minority households for Reynolds School District.

#### **Projects improve safety:**

There are approximately 5 bus stops located on Arata Road serving approximately 350 students. The project design will improve school bus pick-up/drop-offs, remove standing water from roadway, and reduce the conflict between bicyclists and pedestrians with motor vehicles by adding bicycle lanes and sidewalks along the south side of Arata Rd from Wood Village Blvd to 238th Dr. Safety and access for users will also be substantially improved by providing crossings with pedestrian activated flashers at the intersection of Wood Village Boulevard and Arata Road, and at Halsey and the Wood Village Boulevard Right-of-Way.

#### **Serves underserved communities:**

Metro data shows significantly above average concentration of EJ and underserved populations south and above average populations north of Arata. There are three large mobile home parks located along Arata Rd., each with over 100 units and a large subsidized housing complex on Halsey Street.

## **EAST PORTLAND ACTIVE TRANSPORTATION TO TRANSIT PROJECT**

### **Projects increase access to priority destinations:**

The approximate 9 miles of bikeway improvements that are part of this project pass within 1,000 feet of seven public schools (five elementary, one high school and one middle school) and twelve schools in total. The improvements also pass within 1,000 feet of twenty parks of various sizes and provide direct access to the Springwater Corridor.

### **Projects improve safety:**

This project is focused on two principal design tenets for the bicycling environment: safety and comfort (otherwise considered as the “perception of safety”). The design of low-stress bikeways will provide greater separation between cyclists and high volumes of fast-moving automobiles and reduce the complexity of intersection crossing movements. In doing so it will provide better conditions to ride than the demonstrably higher risk conditions that exist today, as evidenced by the 208 recorded bicycle crashes and 255 recorded pedestrian crashes in the project area between 1999 and 2008.

The principal design tenet for pedestrian improvements is to simply provide basic facilities that will allow people to walk on complete sidewalk networks and to have appropriate crossing treatments between signalized intersections.

### **Serves underserved communities:**

This project was developed to address several of the bikeway implementation criteria identified in the Portland Bicycle Plan for 2030. They are: equity, community support, connectivity, access and barrier reduction, visibility of bicycling and return on investment. This project will be one of the first to develop a comprehensive network of low-stress bikeways in an area that is high in indicators of disadvantage.

## **HILLSBORO REGIONAL CENTER: OAK AND BASELINE**

### **Projects increase access to priority destinations:**

There are large employment centers throughout the Hillsboro Regional Center such as the Pacific University Health Professions Campus (including Virginia Garcia Clinic), Tuality Hospital. Washington County and City offices. Pacific University and Tuality Hospital are located directly to the north of Baseline and Oak Streets, the streets are very difficult to cross due to the fast moving traffic and the width of the roadways. In addition the offices of Washington County, including the housing services department and City offices are to the north of these couplets.

### **Projects improve safety:**

There are a number of unsignalized intersections: Baseline at 6th and 4th Avenue, and Oak at 2nd, 4th, 6th, and 8th Avenues. These signals could be interconnected with the existing signals, allowing for the preservation of highway capacity while improving pedestrian access across the highway couplet. Reconstruction of sidewalks, planters, street trees, and ornamental street lighting will enhance the pedestrian feel along these busy streets.

### **Serves underserved communities:**

This project will serve traditionally underserved communities by increasing access to large employment centers as well as services provided by the City, Washington County, Tuality Hospital and the Virginia Garcia Clinic all located to the north of Baseline and Oak Streets.

## **PORTLAND BIKE SHARE**

### **Projects increase access to priority destinations:**

Bike sharing will provide a high level of bicycle and, therefore, transportation access to the region’s densest residential, retail and employment districts which contain 150,000 jobs and approximately 31,000 residents. Most of the districts within Central City are composed almost entirely of mixed use centers. It is

the home of the state's largest university student body, Portland State University which is also the region's number one transit destination, along with three other college campuses. It is also contains some of the city's densest census tracts of low-income individuals and contains a high number of organizations serving these populations. Every Census tract in the proposed bike share service area is above, or significantly above the regional average for concentration of essential services, civic establishments, financial and legal establishments, essential retail, health services, and essential food services.

**Projects improve safety:**

The Central City has the highest concentration of fatal or near fatal auto crashes with pedestrians or bicyclists (2007-08), as defined by Metro's Equity Analysis. While PBOT will require the bike sharing vendor to provide users information on safe bicycling, PBOT expects that the significant increase in bicyclists and bike trips in the Central City due to bike sharing will reduce the rate of Central City crashes. This is due to the "safety in numbers" phenomenon identified by researcher Peter Jacobsen in 2003 in the *Injury Prevention* journal, which found pedestrian and bicycle crashes to decrease as the number of these trips increased.

**Serves underserved communities:**

The Portland Bike Share service area includes the densest concentration of low income individuals in the region. Bike share provides an inexpensive, active transportation choice for accessing the region's densest concentrations of essential services. Every Census tract in the proposed bike share service area is above, or significantly above the regional average for concentration of essential services. The Community Cycling Center's *Understanding Barriers to Bicycling* report identified lack of bicycle ownership as a significant barrier to bicycling.

**SE FOSTER RD SAFETY ENHANCEMENT AND STREETScape PROJECT 50<sup>TH</sup> – 84<sup>TH</sup>**

**Projects increase access to priority destinations:**

This project will improve multi-modal access for Environmental Justice and underserved populations along the SE Foster Rd Project Corridor. As indicated on the 2014-15 RFFA - Equity Analysis - Demographics Maps, there is one block group with significantly above average concentration of EJ and underserved populations and two block groups with above average concentrations around 82nd Ave and SE Foster Rd.

**Projects improve safety:**

The project will build pedestrian and bicycle crossing safety improvements, pedestrian-scale lighting, street trees, landscaping, bike parking and transit stop improvements that will provide safer, more convenient and comfortable access to the following:

- TriMet Busline 14 along SE Foster Rd
- MAX Green Line station at SE Foster Rd and I-205 and the Lents Town Center, which is also a Pedestrian District where MTIP and Lents URA funded transportation investments are currently in design.
- Creston Elementary School, Arleta Elementary School, Mt Scott Center For Learning, and the Training and Education Center at SE 74th and Center.
- Morrison Center Adolescent Day Program
- Library at SE Holgate and 79th Ave
- Fred Meyer Supermarket at SE Foster Rd and 82nd Ave
- Many small businesses along SE Foster Rd that provide local services and places of employment.

**Serves underserved communities:**

There are significantly above average and above average concentrations of Low Income, Non-white (particularly Asian), Low English Proficiency and Elderly populations in the project area along SE Foster Rd, as identified on the Equity Analysis Demographics maps. This project focuses on improving pedestrian and bicycle crossing safety, coordinated them with bus stops, improvements to transit service, improvements to

the pedestrian environment and bus stops and increased accessibility for the elderly and people with disabilities.

### **WEST FORK OF THE TONQUIN TRAIL-CEDAR CREEK GREENWAY TRAIL**

#### **Projects increase access to 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, Hwy 99W, Old Town area, SW Adams Avenue (re-named "Langer Farms Parkway") and the Tonquin Employment Area. The portion of the trail located in the Cedar Creek Trail corridor is within a ¼ mile of subsidized elderly housing development with approximately 30 units, many other high density units, the Sherwood Senior Center, four schools, a proposed HUD senior housing facility, an assisted living facility, the Sherwood library, businesses, stores and personal services and restaurants.

#### **Projects improve safety:**

Primarily off-road, the Trail will provide a safe passage separated from vehicles with the exception of the two major roadway crossings -99W and SW Edy, minimizing interaction with traffic. The City will coordinate with both Washington County and ODOT in order to create the safest route for pedestrians and cyclists. The crash data suggest that these improved intersections will likely decrease the incidents of crashes between non-motorized travelers. The trail will provide a seamless, fast alternate route which will reduce vehicle trips at already congested intersections along Hwy 99W and Tualatin-Sherwood Road. Improvements to the sidewalk system along Hwy 99W between Meinecke and Edy/Sherwood Boulevard to access this trail system will increase safety across and along the highway corridor through Sherwood.

#### **Serves underserved communities:**

This Trail will provide an essential safe, healthy alternative route for residents throughout the entire community and especially along SW Sherwood Blvd., home to a considerable proportion of our elder population and those in need of affordable housing. Many who reside along SW Sherwood Blvd. have limited income and mobility issues and rely on transit services as shown in the RFFA data collected. Children make up nearly 35 % of the population in Sherwood, the experience of biking and walking to school and also as a for fun way to travel will be a lasting imprint for establishing healthy, safe travel behavior patterns as adults.

### **CLACKAMAS COUNTY REGIONAL FREIGHT ITS PROJECT**

#### **Projects reduce freight vehicle delay:**

The purpose of the project is to improve the reliability of the regional freight system by reducing freight vehicle delay in known congested areas through a variety of ITS system enhancements.

The project would accomplish this by planning and implementing freight ITS improvements specifically focusing on providing truck priority enhancements in industrial and employment areas with a high level of existing recurring and non-recurring freight delays. This project will benefit all travel modes in this congested freight corridors with improved safety and traffic reliability.

#### **Projects increase access to priority destinations:**

The enhance travel time reliability and reduce freight traffic delay in the project area will improve the freight access for the Interstate Highway System to the existing industrial lands and employment centers located within the Project Area. These existing industrial lands and employment centers are identifies as important employment area in the Regional 2040 Plan.

#### **Project green the economy and offer opportunities for Environmental Justice/underserved:**

There are a limited (2) number of Environmental Justice communities within the Freight ITS Projects areas as identified by Metro in the demographic information prepared for this project. They are –

- A community that has a high proportion of multifamily housing and a higher than average concentration of low income and young residents along 82nd Drive on either side of Highway 212
- A community with a higher than average concentration of elderly residents south Highway 212 between 135th Avenue and 142nd Avenue – primarily in 3 mobile home parks.

### **HIGHWAY 8/47 INTERSECTION IMPROVEMENTS**

#### **Projects reduce freight vehicle delay:**

Project corrects access and safety problem at intersection of two regional freight routes and includes Active Transportation component. Oregon Highway 8/47 intersection lacks adequate access for traffic through the City of Forest Grove without improvements. Constructing key improvements including widening westbound right turn lane and increasing the radius, and constructing a crosswalk on east leg of Intersection will increase access and reduce travel time and delays on this section of both highways.

#### **Projects increase access to priority destinations:**

Balancing traffic flow and pedestrian movement at the intersection provides better access in/out of the city's local industrial area and improves the freight mobility through City of Forest Grove. Also, this intersection improvement benefits the primary through-route access for freight traveling to/from Highway 26, the Oregon Coast, and further regional travel access south of Forest Grove.

#### **Projects green the economy and offer opportunities for Environmental Justice/underserved communities:**

The project helps to encourage more pedestrian and bicycle travel. 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. Widening the Westbound Right Turn Lane will allow room to continue a westbound bike lane through the intersection.

The intersection improvement project falls within an above average EJ concentration area and connected to a significantly above average EJ concentration area. Decreasing congestion and improving traffic efficiency and safety at the intersection of Highway 8/47 will encourage commercial and industrial development and therefore could create more local jobs.

### **NORTH BURGARD-LOMBARD PROJECT: NORTH TIME OIL ROAD-BURGARD**

#### **Projects reduce freight vehicle delay:**

The Burgard/Lombard roadway segment is part of the designated freight route connecting the St. Johns Bridge to the Rivergate Industrial District and Interstate 5. This project will reduce freight delay and truck queuing by widening and adding left turn pockets on N Burgard to accommodate both east and westbound turning movements onto northbound Time Oil Rd and the NW Container Services intermodal facility. These improvements will reduce conflicts between turning and passing trucks and other vehicles and by improving sight distance at the Time Oil intersection.

#### **Projects increase access to priority destinations:**

This project is located in a regionally significant industrial district (Rivergate) which contains some of the highest concentrations of industrial-sector employment in the region. Rivergate is Oregon's primary gateway for international trade containing about half of the marine terminals and over three fourths of the marine terminal acreage in the Portland Harbor. This segment of N Burgard/Lombard provides access Terminal 4, Northwest Container Services (a major intermodal truck-to-rail distribution facility), Schnitzer Steel, Northwest Pipe, and other existing and future industrial employment centers.

#### **Projects green the economy and offer opportunities for Environmental Justice/underserved communities:**

This project is located in North Portland (US Census Tract # 41.01) which contains a workforce population with a significantly higher and growing percentage of African-American (12 percent) and Latino

populations (24 percent) and lower income households compared with the rest of Multnomah County, which has a 6 percent African-American and 10 percent Latino populations, respectively. This project will serve the EJ community in North Portland by providing multi-modal commuting options to the major employment centers in the Rivergate District.

**SANDY BOULEVARD IMPROVEMENTS: 230<sup>TH</sup> – 238<sup>TH</sup> DRIVE**

**Projects reduce freight vehicle delay:**

The project will contribute to reduced freight delay and improved freight reliability by improving freight access between I-84 exit 16 and the CCRD industrial area, specifically to the entrance of Townsend Business Park, a 75-acre General Industrial area, by improving pavement conditions and separating conflicts between freight and bicyclists and pedestrians.

**Projects increase access to priority destinations:**

Construction of the project will increase access to CCRD industrial sites from I-84 Exit 16, as will intersection widening at Sandy and 230th, the entrance to the Townsend Business Park. Improved freight access will also make existing “shovel-ready” industrial properties in the project area more marketable to prospective firms. Townsend Business Park has approximately 30 acres of developable industrial land, there are roughly 250,000 square feet of available vacant build-to-suit industrial space in the LEED Gold Certified Birtcher Building, and approximately 20 acres of vacant commercial land along Sandy Blvd.

**Projects green the economy and offer opportunities for Environmental Justice/underserved communities:**

This project will contribute to the “greening of the economy” by closing the jobs/affordable housing imbalance in East Multnomah County. Improvements along Sandy Blvd would provide much needed improved access to transit and pedestrian/bike facilities for the multiple underserved communities living in Gresham, Fairview, Troutdale and Wood Village. Metro data indicates that the area along Sandy has an above average concentration of EJ and underserved populations.

Materials following this page were distributed at the meeting.



 **Metro** | *Agenda*

Meeting: Metro Council  
Date: Thursday, Dec. 15, 2011  
Time: 2 p.m.  
Place: Metro Council Chambers

**REVISED,  
12/13/11**

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**CALL TO ORDER AND ROLL CALL**

- 1. INTRODUCTIONS**
- 2. CITIZEN COMMUNICATIONS**
- 3. 2012 RECOMMENDED SLATE OF GRANT AWARDS FOR METRO CENTRAL ENHANCEMENT GRANT PROGRAM** **Blauer**
- 4. CONSENT AGENDA**
  - 4.1 Consideration of the Minutes for Dec. 8, 2011
  - 4.2 **Resolution No. 11-4314**, For the Purpose of Amending the 2010-13 Metropolitan Transportation Improvement Program (MTIP) to Add the OR217: Active Traffic Management Project and Remove a Project Development Study of Modifying Interchange Ramps on Highway 217 Between Beaverton-Hillsdale Highway and Allen Boulevard.
  - 4.3 **Resolution No. 11-4315**, For the Purpose of Amending the 2010-13 Metropolitan Transportation Improvement Program (MTIP) to Add a Project on Division Street Between the Gresham-Fairview Trail and Wallula Avenue in Gresham.
  - 4.4 **Resolution No. 11-4316**, For the Purpose of Confirming the Reappointment and Appointment of Members to the Oregon Zoo Bond Citizens' Oversight Committee (OZBAC).
- 5. ORDINANCES – SECOND READING**
  - 5.1 **Ordinance No. 11-1267**, For the Purpose of Amending the FY 2011-12 Budget and Appropriations Schedule Increasing 0.25 FTE in the Pioneer Cemetery Program, and Declaring an Emergency. **Roberts**

*Public Hearing*
- 6. RESOLUTIONS**
  - 6.1 **Resolution No. 11-4313**, For the Purpose of Allocating \$70.73 Million of Regional Flexible Funding for the Years 2014 and 2015, Pending Air Quality Conformity Determination. **Collette**

*Public Hearing*
- 7. CHIEF OPERATING OFFICER COMMUNICATION**
- 8. COUNCILOR COMMUNICATION**

**ADJOURN**

**EXECUTIVE SESSION HELD PURSUANT WITH ORS 192.660(2)(e). TO CONDUCT DELIBERATIONS WITH PERSONS DESIGNATED BY THE GOVERNING BODY TO NEGOTIATE REAL PROPERTY TRANSACTIONS.**

**Television schedule for Dec. 15, 2011 Metro Council meeting**

<p><b>Clackamas, Multnomah and Washington counties, and Vancouver, WA</b>  Channel 11 – Community Access Network  <i>Web site:</i> <a href="http://www.tvctv.org">www.tvctv.org</a>  <i>Ph:</i> 503-629-8534  <i>Date:</i> Thursday, Dec. 15</p>	<p><b>Portland</b>  Channel 11 – Portland Community Media  <i>Web site:</i> <a href="http://www.pcmtv.org">www.pcmtv.org</a>  <i>Ph:</i> 503-288-1515  <i>Date:</i> 8:30 p.m. Sunday, Dec. 18  <i>Date:</i> 2 p.m. Monday, Dec. 19</p>
<p><b>Gresham</b>  Channel 30 - MCTV  <i>Web site:</i> <a href="http://www.metroeast.org">www.metroeast.org</a>  <i>Ph:</i> 503-491-7636  <i>Date:</i> 2 p.m. Monday, Dec. 19</p>	<p><b>Washington County</b>  Channel 30– TVC TV  <i>Web site:</i> <a href="http://www.tvctv.org">www.tvctv.org</a>  <i>Ph:</i> 503-629-8534  <i>Date:</i> 11 p.m. Saturday, Dec. 17  <i>Date:</i> 11 p.m. Sunday, Dec. 18  <i>Date:</i> 6 a.m. Tuesday, Dec. 20  <i>Date:</i> 4 p.m. Wednesday, Dec. 21</p>
<p><b>Oregon City, Gladstone</b>  Channel 28 – Willamette Falls Television  <i>Web site:</i> <a href="http://www.wftvmedia.org/">http://www.wftvmedia.org/</a>  <i>Ph:</i> 503-650-0275  Call or visit web site for program times.</p>	<p><b>West Linn</b>  Channel 30 – Willamette Falls Television  <i>Web site:</i> <a href="http://www.wftvmedia.org/">http://www.wftvmedia.org/</a>  <i>Ph:</i> 503-650-0275  Call or visit web site for program times.</p>

**PLEASE NOTE: Show times are tentative and in some cases the entire meeting may not be shown due to length. Call or check your community access station web site to confirm program times.**

Agenda items may not be considered in the exact order. For questions about the agenda, call the Metro Council Office at 503-797-1540. Public hearings are held on all ordinances second read. Documents for the record must be submitted to the Regional Engagement Coordinator to be included in the decision record. Documents can be submitted by e-mail, fax or mail or in person to the Regional Engagement Coordinator. For additional information about testifying before the Metro Council please go to the Metro web site [www.oregonmetro.gov](http://www.oregonmetro.gov) and click on public comment opportunities. For assistance per the American Disabilities Act (ADA), dial TDD 503-797-1804 or 503-797-1540 (Council Office).

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[www.oregonmetro.gov](http://www.oregonmetro.gov)

# 2011 Grant Project Highlights

Metro Central Enhancement Grant  
Program

December 2011

## About Metro

Clean air and clean water do not stop at city limits or county lines. Neither does the need for jobs, a thriving economy, and sustainable transportation and living choices for people and businesses in the region. Voters have asked Metro to help with the challenges and opportunities that affect the 25 cities and three counties in the Portland metropolitan area.

A regional approach simply makes sense when it comes to making decisions about how the region grows. Metro works with communities to support a resilient economy, keep nature close by and respond to a changing climate. Together we're making a great place, now and for generations to come.

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### **Metro Council President**

Tom Hughes

### **Metro Councilors**

Shirley Craddick, District 1

Carlotta Collette, District 2

Carl Hosticka, District 3

Kathryn Harrington, District 4

Rex Burkholder, District 5

Barbara Roberts, District 6

### **Auditor**

Suzanne Flynn

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## METRO CENTRAL ENHANCEMENT GRANT PROGRAM

### 2011 project highlights

While economists debated the signs of a back-from-the-brink economic recovery in 2011, Metro Council gave Northwest Portland residents some sure support when it approved a \$68,500 grants package earmarked for neighborhood improvements. Funds were used for bricks and mortar capital projects at nonprofits serving the areas low-income residents, as well as for enhancing some existing programs that helped make neighborhoods safer and more livable. Special consideration was given to applicants with matching funds and partnerships that leveraged other support.

Funds for Metro's program are generated from a 50-cent surcharge collected on each ton of garbage disposed of at the Metro Central garbage transfer station in Portland's Northwest industrial area. Projects must directly benefit residents or neighborhoods around the facility, an area that stretches from Linnton in the north to the high-density Northwest Portland residential core.

People on the ground who live in those neighborhoods are the best source of ideas about important public investments. Metro's process gives local residents the authority to make decisions about allocating these funds. Metro Councilor Rex Burkholder, whose district includes the grant target area, works alongside community leaders who solicit, review and award funds for neighborhood projects. Members of Metro's committee include:

- Greg Madden (Northwest Industrial Neighborhood Association)
- Elizabeth Patte (representing the environmental community's interests)
- Larry Magee (Cathedral Park)
- John Bradley (Northwest District Association)
- Arnie Rochlin (Forest Park)
- Haze Moss (Linnton)

The 2011 grant cycle marked the 18th year Metro has invested funds in the community through the program. In that time, close to \$3.2 million has been awarded to help fund nearly 330 neighborhood improvement projects. Even if you haven't heard about these programs, chances are you or your neighbors have been touched by them.

This report offers highlights from some of the 12 projects funded in 2011. As required, projects must meet at least one of Metro's funding goals and result in the following:

1. rehabilitation, upgrading or direct increase in the real and or personal property owned or operated by a nonprofit organization with Internal Revenue Code 501(c)(3) status
2. the preservation or enhancement of wildlife, riparian (streamside) zones, wetlands, forest lands and marine areas, and improve public awareness and the opportunities to enjoy them
3. improvement to, or increase in, recreational areas and programs
4. improvement in the safety of the area
5. improvement of the appearance, cleanliness or environmental quality of the area neighborhood
6. benefits to youth and seniors
7. benefits to low-income persons
8. recycling opportunities

For more information about the 2011 slate or other projects funded in the past, or for details about Metro's grant resources, visit Metro's website ([www.oregonmetro.gov/grants](http://www.oregonmetro.gov/grants)).

Metro is proud to help inspire real change by awarding grants to support local improvements – large and small. Congratulations to our 2011 grantees on project accomplishments. There is much of which to be proud, and still much work to be done.

Karen Blauer  
Community grants coordinator

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## **FUNDING GOAL 1**

**Rehabilitation, upgrading or direct increase in real and or personal property owned or operated by a nonprofit organization with Internal Revenue Code 501(c)(3) status**

**Grantee: FRIENDLY HOUSE**

**Award: \$10,000**

Since its founding in 1926, the Friendly House has been dedicated to fulfilling a mission responsive to social concerns of the day. From the decade of the Great Depression forward, the focus has been on connecting people of all ages and backgrounds through quality educational, recreational and other life-sustaining services. Metro's funds were used to improve the safety of facilities on the three-acre campus that welcomes close to 78,000 visitors each year. This included installing new external lighting, motion sensors, safety mirrors, an identification card system, security doors and openers and refurbishing the outdoor preschool play area. Maintaining a clean, safe environment allows the Friendly House to keep its doors open and its focus where it wants it to be – on the clients it serves.



## **FUNDING GOAL 2**

**Preservation or enhancement of wildlife, riparian zones, wetlands, forest lands and marine areas, and improve public awareness and the opportunities to enjoy them**

**Grantee: Forest Park Conservancy**

**Award: \$13,500**

In the fight to restore Forest Park's ecological health, Metro's funds were used to by Forest Park Conservancy to offer the first-ever Crew Leader Training Program and to build greater strength, depth and breadth in the Conservancy's volunteer pool. Fruits from the training program (in which 15 people enthusiastically participated) were most evident on Earth Day when more than 300 people showed up and dug into trail maintenance and habitat restoration activities. An extraordinary increase in field crew capacity has allowed the Conservancy to achieve two other goals: launch full-fledged restoration efforts on a 49-acre site inside Forest Park proper (Pittock Acres) and on an additional 13 acres in the perimeter (Holman Wedge); and free up its Stewardship Director's time to focus attention on planning and organizing the Greater Forest Park



Conservation Initiative (a comprehensive plan to restore Forest Park and 15,000+ acres surrounding it and connecting it to the Coast Range ecological corridor).

### **FUNDING GOAL 3**

**Improvement to, or increase in, recreational areas and programs**

**Grantee: PORTLAND FESTIVAL SYMPHONY**

**Award: \$4,000**

When Maestro Lajos Balogh first came to the United States in 1967, he had a dream to honor his newly found freedom by offering free classical music to the people of Portland. Since the summer of 1980, the concerts have grown into an annual summer series attracting a cumulative 400,000 attendees from around the world. The beautiful backdrop of the St. John's Bridge and Willamette River shoreline make Cathedral Park a favorite venue for concerts. Metro's funds were used to present the opening act of the 31<sup>st</sup> season there. The concert closed with more than 75 children joining the orchestra on toy instruments for a rousing rendition of Haydn's Toy Symphony.



### **FUNDING GOAL 6**

**Benefits to youth or seniors**

**Grantee: OREGON STUDENT ASSOCIATION**

**Award: \$7,100**

The Student Alliance Project is a youth-led program to cultivate multicultural young leaders to become our communities' and country's next college graduates, public policy advocates, community organizers, entrepreneurs and mentors. The focus is on engaging youth traditionally underrepresented in higher education, community leadership and public policy advocacy. Metro's funds supported an eight-week Summer Youth Leadership camp during which three youth coaches mentored 23 high school and college-aged youth. Each week covered a different subject area, from "exploring the city" to "educating yourself about college," from "starting a youth-owned business" to "organizing your community." As important as the content was the opportunity for youth to share their stories, struggles and strengths, with the goal of building alliances and reducing prejudices. !





## **FUNDING GOAL 6**

### **Benefits to youth or seniors**

**Grantee: NORTHWEST FILM CENTER**

**Award: \$ 7,000**

Northwest Film Center's GREEN VOICES was a seven-month free program offered through the Center's Young Filmmakers Program. It paired 42 Roosevelt High School students and eight seniors from Friendly House in an extensive documentary filmmaking class. The program culminated in a series of five documentary shorts about arts education in schools, senior life, student leadership, lunch time options and waste reduction strategies. The video will be entered in youth film festivals and can be viewed on the Film Center's website, as well as on Vimeo. Metro funds paid faculty salaries, equipment and editing suite rentals, as well as marketing.

## **FUNDING GOAL 7**

### **Benefits to low income persons**

**Grantee: SCHOOLHOUSE SUPPLIES**

**Award: \$7,500**

Pop quiz: what program's buying power achieves a 4:1 return on Metro's investment? Answer: Schoolhouse Supplies' Tools for Schools program. At James John Elementary School in North Portland where 82 percent of students are eligible for federally-funded free or reduced lunch, Metro's funds filled back-to-school backpacks with essential school supplies for 511 students. According to teachers surveyed about the effectiveness of the program, it earns an A+ in giving children the tools - and confidence - they need to learn and achieve in school.



## **FUNDING GOAL 7**

### **Benefits to low income persons**

**Grantee: STORE TO DOOR**

**Award: \$5,184**

Navigating busy grocery store aisles can be challenging, especially if you're not steady on your feet, can't read the small print on products or are not strong enough to lift items off a shelf. Store to Door offers an alternative scenario by helping



seniors and people with disabilities through a weekly, low-cost personalized grocery shopping and delivery service. Metro's funds were used to fill and deliver nearly 1,000 orders for 55 mostly low-income clients in the grant target area. About 1,800 volunteer hours helped fuel this organization's powerful engine, giving clients affordable and dependable access to food, prescription medications and household items so that they can live a healthy lifestyle, as independently as possible for as long as they are able.

2012 Metro Central Enhancement Grant Program  
Recommended slate for 2012 funding cycle

Applicant	Project Summary	Project Description	Request amount	AWARD	Funding goals *	New Applicant
Chess for Success	After-school chess club at James John school ES	Funds for a 75-student after-school program. Meets 1 hr/wk, 2x wky for 7 mnths. Costs of personnel (prog mgr, coach stipend), take-hm chess sets, t-shirts for youth.	\$2,000	\$2,000	6,7	N
Children's Relief Nursery	Child parent psychotherapy project	Funds for psychotherapy, assmts - 700 sessions for 28 families at CRN; 550 sessions towards reunification for 20 foster care child/biological parents. Costs of personnel only.	\$5,000	\$5,000	6,7	N
Forest Park Neighborhood Association	Forest Park volunteer rangers - park watch	Funds to train, equip 30 volunteer rangers to help patrol Forest Park. Includes cost of 8-hr class, field trips, gear, supplies.	\$5,550	\$5,550	2,3,4,5,6,7	Y
Friendly House, Inc.	Community outreach initiative	Funds for scholarship support for after-school children's programming, annual membership for disabled adults, low-income seniors.	\$15,714	\$7,410	3,4,6,7	N
Girls on the Run	Northwest & North Portland program	Funds for 12-wk self-esteem, life-skills after-school program for 15 thirrd to fifth grade girls. Costs of equipment (e.g., running shoes), transportation, promotions.	\$2,750	\$1,175	3,6,7	Y
Linnton Community Center	Hungry Families program	Funds for a volunteer-led emergency food pantry serving more than 5,500 residents. Costs of food items purchased through the OR Food Bank share program.	\$6,000	\$6,000	4,6,7	N
Loaves and Fishes	Two Rivers onsite dining program	Funds for hot, nutritious meals served to approx 50 low-income seniors every weekday for 12 months at neighborhood dining room. Costs of meals.	\$5,000	\$5,000	6,7	N
Northwest Portland Ministries, Inc.	Community garden feeds body and soul	Funds to expand community garden for food pantry serving 855 people/mnth and build raised planters @ home for teenaged mothers serving 100 people/yr. Costs of personnel, 1% of overhead, equipm't, supplies.	\$5,345	\$5,345	5,6,7	N
Open Meadow Alternative School	Healthy Fit for Life program	Funds for instruction, activities re nutrition, fitness, self care for 135 students (1hr 4x/wkly). Costs of personnel, materials.	\$5,000	\$2,500	6,7	N
Pathfinders of Oregon	Outdoor play project (Phase II)	Funds to construct outdoor play area for children & teen parents completing GED (80-120 people), including structured physical activity & nutrition curriculum. Costs of grading, paving, lighting, equipment.	\$8,500	\$7,900	1,2,3,4,5,6,7,8,	Y
Rebuilding Together	Repair and rehabilitation project	Funds for free repairs, rehab services by skilled volunteers for up to 3 low income, elderly, disabled homeowners. Costs of personnel (mgmt), overhead, insurance.	\$5,500	\$5,500	1,4,6,7	N
St. Andrews Episcopal Pantry	Tires & gasoline for volunteer van	Funds for two new tires, gasoline for food pantry's van used to pick-up/deliver 8,000 pounds items donated mnthly for 10,000 people/yr. Costs of tires, gasoline.	\$501.00	\$501.00	6,7	N
Sauvie Island Center	Farm to School and Back Again project	Funds for 2 full-day field trips to working farm, 2 classroom visits for 214 third/fourth grade students at two schools. Costs of personnel, overhead, materials, fees, transportation.	\$7,126	\$7,126	3,6,7	N
Store to Door	Grocery shopping & delivery service	Funds to fill/deliver 556 grocery shopping orders for approx 60 low-income seniors, people with disabilities. Costs of personnel, overhead, supplies, transportation, insurance.	\$10,000	\$5,000	6,7,8	N
Tears of Joy Theater	After-school art classes at James John ES	Funds for 5 mnth after-school performance arts & crafts program for 75 youth. Costs of instructors, rent, materials, transportation.	\$3,902	\$3,902	6,7,8	Y
			<b>\$87,888</b>	<b>\$69,909</b>		

Please note: A project's responsiveness to funding goals as listed in this table reflects information provided by the applicant. Metro's grant program places a priority on projects or programs that best meet the criteria and benefit the area most directly affected by Metro Central Transfer Station. Projects will be considered that meet one or more of the following grant funding goals (the order of the list does not imply ranking or weighting):

- 1 = rehabilitation, upgrading or direct increase in the real and or personal property owned or operated by a nonprofit organization with Internal Revenue Code 501(c)(3) status;
- 2 = preservation or enhancement of wildlife, riparian (streamside) zones, wetlands, forest lands and marine areas; improved public awareness of these resources and opportunities to enjoy them;
- 3 = improvement to, or increase in, recreational areas and programs;
- 4 = improvement in the safety of the area;
- 5 = improvement of the appearance, cleanliness or environmental quality of the area neighborhood;
- 6 = benefits to youth and seniors;
- 7 = benefits to low-income persons;
- 8 = recycling opportunities.

# Student Alliance Project (SAP)

## Student Stories



Jeremiah front center with SAP friends

“I am from not caring about school and getting into fights to getting A's and B's and using my smart mouth as a tool.”

Vanessa, 16

SAP is a place where you can share your dreams and no one will doubt that you can make it. Mentors help you work towards your dreams and I can easily share my opinion about something and be heard. SAP has given me the opportunity to be a leader among my peers and I've learned lots of new skills like facilitating and public speaking. I've met so many people who are different from me that I never would have talked to otherwise and been to so many new places. It's one of my support systems and someone is always there to help me. My SAP mentor tutors me weekly in pre-calculus. SAP isn't like any other program I ever participated in.

### What Community Leaders have to say

“Vanessa defines the meaning of a “leader.” As a Co-Founder of SAP, she is involved in everything from organizational development to group facilitation to mentoring younger students. She makes smart choices when it is so easy to make the wrong ones and her peers respect her for that. She has become a remarkable and active ally to students with disabilities, LGBTQ students and undocumented students. The opportunities she took with SAP have instilled her with confidence and trust. She is unstoppable.”

“I am from North Portland where shootings happen all the time and you have to look over your shoulder to make sure it wasn't someone you loved.”

Jeremiah, 17

My role as a SAP Youth Leader taught me how to deal with other kids and be patient. Not only did I learn more communication skills, but I also gained trust and made new friends I normally wouldn't hang out with. That's all because of SAP. We're all a family.

I've gotten volunteer experience, a stipend, and an Individual Development Account which is a matching savings account for college. But I needed help getting my birth certificate and an Oregon ID. SAP helped me get both which I will need for a lot of things, including a job. I'm going to graduate this year, go to college and study business.

### What Teachers have to say

“Jeremiah's participation in SAP brought his leadership out and his confidence way up. He holds his head higher, he talks about how he is a leader for other students and he just smiles a lot more. Teachers are noticing and commenting on the “new” Jeremiah. He's not new, he's just so much more proud of who he is and he's using his skills and talents in a way that helps others and propels him towards a positive future.”

# STUDENT ALLIANCE PROJECT

Our mission is to cultivate a youth-led community of diverse young leaders who build self-confidence and trust, achieve their goals and become advocates and allies for social justice. Participants include: undocumented, immigrant, LGBTQ, indigenous and low-income students, students of color, students with disabilities, youth in foster care, teen parents and allies.

Students from diverse neighborhoods, schools and backgrounds actively develop alliances, reduce isolation and prejudice, design joint projects and create a dynamic regional network of young leaders. All activities of the Student Alliance Project are youth-led, with coaching from experienced organizations and individuals, and focus on youth traditionally underrepresented in higher education, business, mentoring, community leadership and public policy advocacy.

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Funded by Kaiser Permanente Community Fund at the Northwest Health Foundation, Metro, L'Chaim Fund, Spirit Mountain Community Fund, Graham Street Productions and individual donations.

# Student Alliance Project (SAP)

## Student Stories



Megan in middle with SAP friends

“I am from getting arrested to being a man and facing the consequences. Now I am from being accepted and loved for who I am and not for my past.”

As a Youth Producer on the “Papers” documentary film, I became inspired by all the undocumented youth I met. I was also undocumented and they motivated me to make a difference, including making a film that helped people start conversations about LGBTQ undocumented youth and how these movements connect. I co-founded SAP so we could keep building these alliances.

I am one of the few undocumented youth who was able to get “papers” because I was the victim of an assault and I now have legal residency. SAP connected me to Career Connections at Open Meadow and now I am proud to have a full-time job and to be a mentor to younger students through SAP.

### What Teachers have to say

“Cesar is a unique SAP mentor. He has the courage to stand up in front of a high school assembly and tell his story to motivate other youth to become positive influences among their peers and in their communities. He is very effective at getting diverse students to open up and share their own challenges and goals. As a mentor, Cesar knows that stories help students to empathize with one another and to inspire each other. By telling his own story, Cesar is able to open the door to critical conversations with students in a way older people would not.”

“I am from two years of bullying, cries in my sleep and distance from people I couldn't trust.”

I first heard about Student Alliance Project when a staff member from the Community Transition Center I attend gave me information about the program. I wasn't sure if I would like SAP, but I decided to go in and check it out and that was the decision that changed me. This program has taught me to open up without fear, to begin to trust again and has helped me realize my inner poet. I want to thank everyone who was involved in SAP in the summer of 2011 for accepting me for who I am.

### What Parents have to say

“Megan approached SAP somewhat cautiously, due I think to the difficulties she has experienced with socialization. Her confidence and enthusiasm began to reveal itself over the weeks and I was absolutely delighted with her dedication to SAP. With an ever-increasing maturity, she developed new friendships, not only amongst the SAP staff and students, but to her life in general. Megan used to live quite an isolated life, but thanks to SAP, the valuable gift of belonging was given and continues. I will be eternally grateful to SAP.”

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# Student Alliance Project (SAP)

## Student Stories



Jaime second to left on top with SAP Crew



“I am from undocumented dreams.”

Being surrounded by so many positive people who have pursued their dreams and goals and seeing how happy it made them made me wonder what would happen if I took some risks myself. SAP provided the opportunity for me to come out as undocumented and helped me start my own business. As a training opportunity, SAP flew me to Atlanta earlier this year to meet with other national undocumented youth leaders. That changed my life.

I came back motivated to co-found the Northwest Immigrant Youth Alliance, a chapter of the National Immigrant Youth Alliance. Working with SAP as a Summer Youth Coach gave me opportunities to practice my leadership skills and mentor younger students.

### What Community Leaders have to say

“Watching Jaime develop during his time with SAP has been an extraordinary experience. He has learned and improved his practical skills such as public speaking, event planning and facilitation, but the real change I notice in him is the growth in his confidence as a leader. He has the support he needs to pursue his passion and persevere. Now he benefits our entire community as a northwest and national immigrant rights leader.”

“I am from a family where no one speaks English and as the oldest in my family I cooked, cleaned and cared for my five siblings while going to high school and preparing for college.”

Lack of education and healthcare along with war and poverty turned the first fourteen years of my life into darkness. Witnessing these tragedies at a young age inspired me to support and serve my communities in Somalia and in Portland. The opportunity to work on the documentary film, “Papers,” gave me the courage and hope to fight and stand up for what is right.

The opportunity to be a Co-Founder of the Student Alliance Project changed my life and the way I see the world. It gave me the courage to help my community and become an inspiration and role model to other youth. Previously, I had no leadership experience, but SAP made me a strong leader who can serve, change and inspire my community.

### What Mentors have to say

“Hamda’s involvement with the Student Alliance Project brought her confidence up at a crucial time in her life. Her smile lightens up a room and her poetry moves a crowd. As the first in her family to graduate high school and go to college, she understands what it means to be a leader and how she can propel meaningful change in her community as a role model and as a community leader. Recently, she helped her mother enroll in community college and is leading the way for her younger siblings to follow in her footsteps.”

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# why is **SAP** so **SWAG?**



“We, the youth, participate in every decision. We want your input and to know how you feel about things. Not many people like to hear what youth have to say about things, but we do.”



“Kids from all over with all kinds of talents want to be successful in life and we make that happen. There are people from different backgrounds, schools and neighborhoods and we all learn about each others' experiences, cultures and religions.”



“As a student of color, I am encouraged by SAP staff, youth leaders and fellow SAPPers to pursue higher education. Whether you have your eye on college, trade school or starting a small business, you are supported to succeed.”



“As a college student, I am able to mentor younger students, develop my leadership skills and lead discussions and activities.”



“I learn how to be an ally to people who are different than me and they have my back too.”

# what's **SAP**pening?

Want to find out about SAP, make new friends, have great conversations and learn something new? Come hang out with us at a SAP event.



Want something fun and meaningful to do during school breaks? SAP Camp activities range from creating art to learning how to start a youth-owned business. In the middle we learn some crazy stuff like how to walk on stilts, juggle and play soccer. We learn to become allies, break down stereotypes and talk about what's on our minds.

Looking for scholarships, job training or a way to change laws? We connect you to organizations, events and opportunities that can help you reach your goals.



Are you a young women who likes poetry? Come read and write poetry with us, talk and be yourself.

Ever think, "I could teach that better!"? Learn how to design and lead a SAP workshop in your school or community.



# how do I get **SAP**ped?

- 1 Contact us to find out what's SAPpening near you.
- 2 Participate in a SAP Camp during a school break.
- 3 Become a SAP Youth Leader so you can help design and lead SAP activities and events.
- 4 Become a SAP college mentor.
- 5 Donate money, services or time or host a SAP fundraising House Party.



Funded by

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# What Parents, Teachers & Elected Officials have to say

“Since being involved in SAP, we have noticed changes in our son. He is more open to taking risks and asking questions. He believes in himself and is more confident.”

- SAP Parent

“SAP has literally been a lifesaver for one of my students. He was gang-affected and too much free time can be potentially dangerous. The opportunity to become a SAP Youth Leader has been positive and life-changing.”

- Teacher



“We need more leaders from underrepresented communities in public service and elected office. I believe that the Student Alliance Project provides the intensive support needed for emerging young leaders to reach their goals and make their voices heard.”

- Jeff Cogen, Multnomah County Chair

## Get in touch

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Student Alliance Project



@sapcrew



## Surprise Yourself!

We are young people from diverse communities who are strengthening our self-confidence and trust, achieving our goals and becoming advocates and allies for social justice. We are undocumented, immigrant, LGBTQ, indigenous and low-income students, students of color, students with disabilities, youth in foster care, teen parents and allies.

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## **METRO COUNCIL MEETING**

Meeting Summary

Dec. 8, 2011

Metro, Council Chamber

**Councilors Present:** Council President Tom Hughes and Councilors Carl Hosticka, Barbara Roberts, Kathryn Harrington, Shirley Craddick and Rex Burkholder

**Councilors Excused:** Councilor Carlotta Collette

Council President Hughes convened the regular Council meeting at 2:02 p.m.

### **1. INTRODUCTIONS**

There were none.

### **2. CITIZEN COMMUNICATIONS**

Art Lewellan, 3205 SE 8<sup>th</sup> Ave., Apt. #9, Portland: Mr. Lewellan addressed the Council on the Columbia River Crossing project. He was concerned that the project's alternative for the Hayden Island interchange was not safe and could result in increased accidents and fatalities. He stated that he had submitted testimony to the Metro Council on multiple occasions regarding the Hayden Island Concept #1 alternative and had yet to receive a response. He stated that he had expected more from the Council.

### **3. ZOO YOUTH AMAZON AMBASSADOR TRIP PRESENTATION**

Councilor Shirley Craddick provided opening comments for the Amazon Ambassadors trip presentation. In June 2011, a subgroup of the Zoo Team Presenters and ZooTeen program were selected to serve as Zoo Ambassadors and participate on an 8-day trip to the Peruvian Amazon. While the Oregon Zoo has a history of international travel, this was first trip offered to teens. Councilor Craddick welcomed Zoo Ambassadors Waverley Kronewitter, Serena Russum, and Haley Shaeffer for a presentation.

Ms. Kronewitter, Ms. Russum, and Ms. Shaeffer provided a detailed presentation on their trip, highlighting the trip's goals, mission, and their observations and takeaways. (Full presentation included as part of the meeting record.)

Council thanked the Zoo Ambassadors for their presentation and for serving as advocates for the Oregon Zoo and its conservation program. Councilors discussed and recommended other opportunities for the Ambassadors to present their presentation including the local Mayors' Youth Advisory Committee meetings.

**4. CONSENT AGENDA**

Motion:	<p>Councilor Kathryn Harrington moved to adopt the consent agenda:</p> <ul style="list-style-type: none"><li>• Consideration of the Minutes for Dec. 1, 2011</li><li>• <b>Resolution No. 11-4298</b>, For the Purpose of Authorizing the Chief Operating Officer to Issue a Renewed Non-System License to American Sanitary Service, Inc. for Delivery of Putrescible Waste to the West Van Materials Recovery Center and the Central Transfer and Recycling Center.</li><li>• <b>Resolution No. 11-4299</b>, For the Purpose of Authorizing the Chief Operating Officer to Issue a Renewed Non-System License to Arrow Sanitary Service, Inc. For Delivery of Putrescible Waste to the West Van Materials Recovery Center and the Central Transfer and Recycling Center.</li><li>• <b>Resolution No. 11-4300</b>, For the Purpose of Authorizing the Chief Operating Officer to Issue a Renewed Non-System License to Crown Point Refuse, Inc. For Delivery of Putrescible Waste to the Wasco County Landfill for Disposal.</li><li>• <b>Resolution No. 11-4301</b>, For the Purpose of Authorizing the Chief Operating Officer to Issue a Renewed Non-System License to Willamette Resources, Inc. For Delivery of Putrescible Waste to the Coffin Butte Landfill for Disposal.</li><li>• <b>Resolution No. 11-4307</b>, For the Purpose of Authorizing the Chief Operating Officer to Issue a Renewed Non-System License to Recology Portland, Inc. for Delivery of Source-Separated Food Waste to the Nature's Needs Compost Facility for Composting.</li><li>• <b>Resolution No. 11-4308</b>, For the Purpose of Authorizing the Chief Operating Officer to Issue a Renewed Non-System License Jointly to Willamette Resources, Inc. and Allied Waste of Clackamas and Washington Counties For Delivery of Source-Separated Food Waste to the Pacific Region Compost Facility for Composting.</li><li>• <b>Resolution No. 11-4309</b>, For the Purpose of Authorizing the Chief Operating Officer to Issue a Renewed Non-System License to Garbarino Disposal &amp; Recycling Service, Inc. For Delivery of Source-Separated Food Waste to the Nature's Needs Compost Facility for Composting.</li><li>• <b>Resolution No. 11-4310</b>, For the Purpose of Authorizing the Chief Operating Officer to Issue a Non-System License Jointly to Waste Management of Oregon, Inc. and Troutdale Transfer Station For Delivery of Source-Separated Food Waste to the Nature's Needs and Pacific Region Compost Facilities for Composting.</li></ul>
Second:	Councilor Barbara Roberts seconded the motion.

Vote: Council President Hughes and Councilors Hosticka, Roberts, Craddick, Harrington, and Burkholder voted in support of the motion. The vote was 6 ayes, the motion passed.

**5. ORDINANCES – FIRST READING**

- 5.1 **Ordinance No. 11-1267**, For the Purpose of Amending the FY 2011-12 Budget and Appropriations Schedule Increasing 0.25 FTE in the Pioneer Cemetery Program, and Declaring an Emergency.

Second read, public hearing, and Council consideration and vote are scheduled for Thursday, Dec. 15. Councilor Roberts has been assigned carrier for the legislation.

**6. ORDINANCES – SECOND READING**

- 6.1 **Ordinance No. 11-1266**, For the Purpose of Amending the FY 2011-12 Budget and Appropriations Schedule, Recognizing New Capital Project Sponsorship Contributions, Providing Capital Project Appropriation and Declaring an Emergency.

Motion:	Councilor Craddick moved to adopt Ordinance No. 11-1266.
Second:	Councilor Carl Hosticka seconded the motion.

Councilor Craddick introduced Ordinance No. 11-1266 which if, if approved, would allocated \$57,915 from the Opportunity Account for the construction of a disc golf course at Metro’s Blue Lake Regional Park. The total project cost of \$74,095 will be offset by the receipt of \$16,180 in project sponsorship revenue and in-kind services from Next Adventure in partnership with the local Stump Town Disc Golf organization. The sponsorship was solicited through a competitive Request for Proposals process.

Metro staff anticipate the course will generate approximately \$20,000 to \$30,000 annually in revenue and that at this revenue rate, the capital investment will be paid back in 2 to 3 years. Councilor Craddick stated that the year-round attraction would increase park use while generating revenue for Metro. She also highlighted the project’s ability to create economic opportunities for east Multnomah County and the City of Fairview, and noted the project’s strong local support.

Council President Hughes opened a public hearing on Ordinance No. 11-1266. Seeing no members of the public who wished to testify, the public hearing was closed.

Vote: Council President Hughes and Councilors Hosticka, Craddick, Harrington, and Burkholder voted in support of the motion, and Councilor Roberts voted in opposition to the motion. The vote was 5 ayes, 1 no, the motion passed.

**7. CHIEF OPERATING OFFICER COMMUNICATION**

Ms. Martha Bennett provided an update on the recent Expo Center director recruitment and Dec. 9 Home Builders Association event. She also reminded the Council that in lieu of the Dec. 13 work session, council would convene a retreat to discuss programs in the Planning and Development Department.

**8. COUNCILOR COMMUNICATION**

Councilor provided updates on the following recent meetings: Natural Areas Oversight Committee, Joint Policy Advisory Committee on Transportation (JPACT), HBA, Transportation Research Board conference, and Leadership Council for the Aloha-Reedville Sustainable Communities grant project.

Metro Council Meeting

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Highlighted upcoming events included the Columbia Corridor Association meeting and West Side Economic Alliance's "Does your Region have a voice in economic decisions?" event.

**9. ADJOURN**

There being no further business, Council President Hughes adjourned the regular meeting at 2:47 p.m. The Metro Council will reconvene the next regular council meeting on Thursday, Dec.15 at 2 p.m. at the Metro Council Chamber.



Kelsey Newell, Regional Engagement Coordinator

**ATTACHMENTS TO THE PUBLIC RECORD FOR THE MEETING OF DEC. 8, 2011**

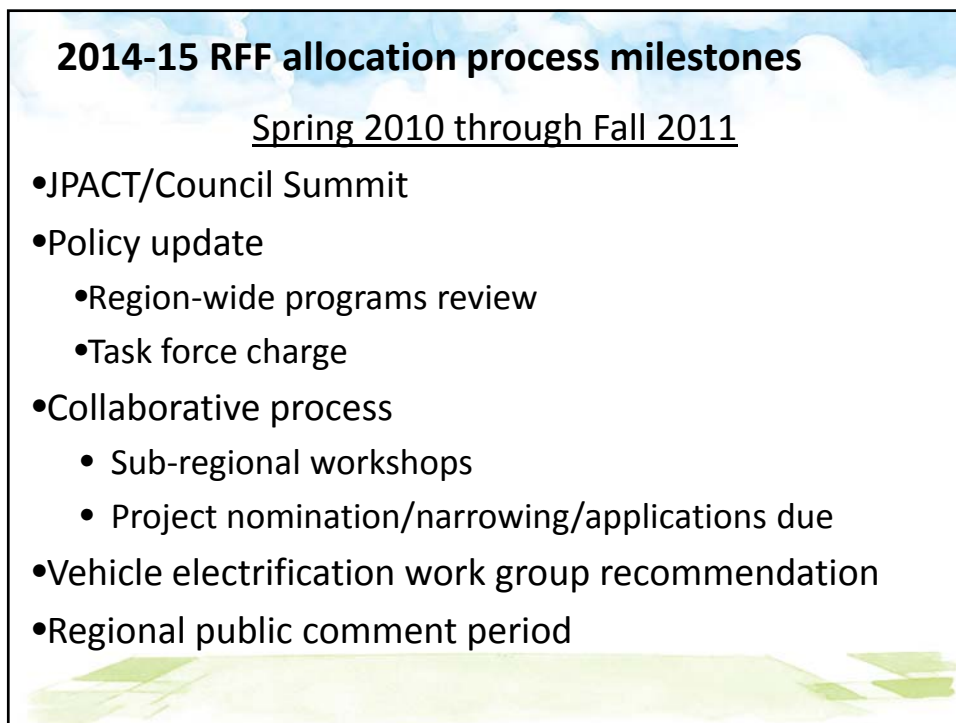
<b>Item</b>	<b>Topic</b>	<b>Doc. Date</b>	<b>Document Description</b>	<b>Doc. Number</b>
3.0	PowerPoint	2011	Amazon Journey 2011	120811c-01
4.1	Minutes	12/1/11	Council minutes for 12/1/11	120811c-02
6.1	Legislation	N/A	Revised staff report for Ordinance No. 11-1266	120911c-03



## 2014-15 Regional Flexible Funds

Final recommendation


Metro Council – December 15<sup>th</sup>, 2011

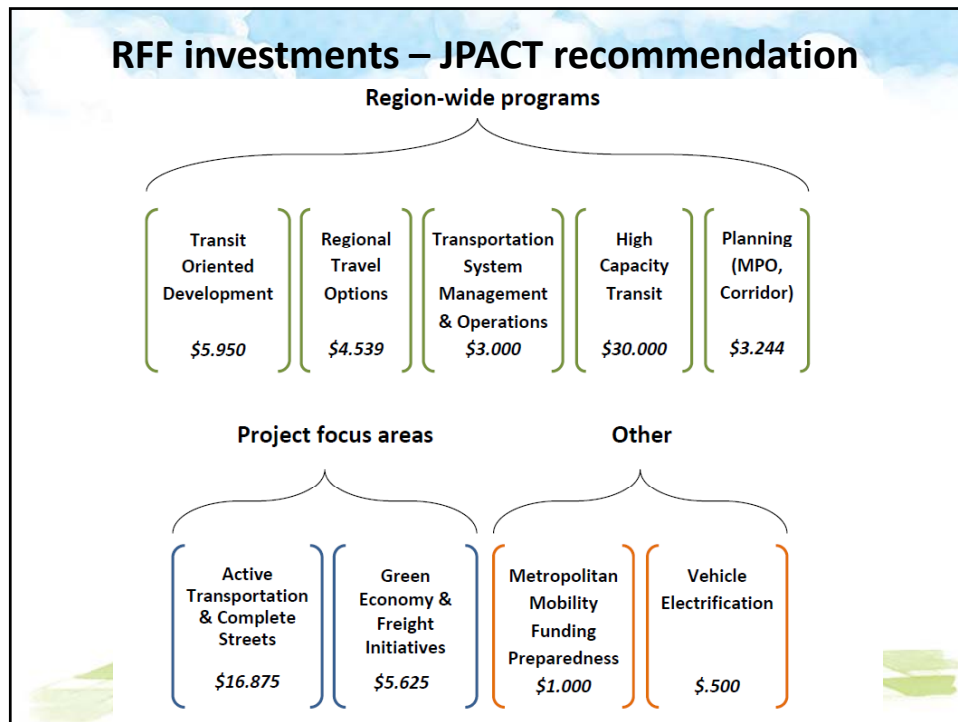


### 2014-15 RFF allocation process milestones

Spring 2010 through Fall 2011

- JPACT/Council Summit
- Policy update
  - Region-wide programs review
  - Task force charge
- Collaborative process
  - Sub-regional workshops
  - Project nomination/narrowing/applications due
- Vehicle electrification work group recommendation
- Regional public comment period





### Region-wide programs

- Transit Oriented Development - **\$5.950**
- Regional Travel Options - **\$4.539**
- Transportation System Management & Operations - **\$3.000**
- High Capacity Transit - **\$30.000**
- Planning (MPO, Corridor) - **\$3.244**

### **Active Transportation & Complete Streets**

- Hillsboro Regional Center: Oak & Baseline - **\$500,000**
- West Fork of the Tonquin Trail-Cedar Creek Greenway Trail - **\$5,112,000**
- East Portland Active Transportation to Transit - **\$3,373,000**
- Portland Bike Sharing Project - **\$2,000,000**
- SE Foster Road Safety Enhancements/Streetscape - **\$1,250,000**
- Arata Road Improvements - **\$1,669,000**
- 17<sup>th</sup> Avenue Multi-use Trail - **\$2,969,000**

### **Green Economy & Freight Initiatives**

- Hwy 8/Hwy 47 Intersection Improvements - **\$1,312,000**
- North Burgard-Lombard (“around the horn”) - **\$2,363,000**
- Sandy Blvd Improvements: 230<sup>th</sup> – 238<sup>th</sup> Drive - **\$659,000**
- Clackamas County Regional Freight ITS - **\$790,000**



### **Other investments**

- Vehicle Electrification

  - Electric vehicle fleet conversion - **\$400,000**

  - Energizing Oregon Plan implementation- **\$100,000**

    - \*Work scopes to be approved prior to funding*

- Metropolitan Mobility Funding Preparedness - **\$1,000,000**

  - strategy development to compete for federal funds

    - \*To be determined following transportation authorization bill*

### **Process feedback**

- Simplified and improved approach

- Collaborative process and resources

- Develop 3 to 4 options for future process refinements

- Explore ways to improve outreach



## **Next Steps**

- Programming of RFF projects
- MTIP development and adoption
- RFF allocation process retrospective

**2014-15 RFFA project and program nominations**

<b>Local projects</b>						
<b>Sub-region</b>	<b>Project</b>	<b>Lead agency</b>	<b>Focus area</b>	<b>Phase</b>	<b>RFF request</b>	<b>Total Project Cost</b>
<b>Washington Co</b>	Hillsboro Regional Center: Oak and Baseline	Hillsboro	AT/CS	PD	\$500,000	\$557,227
	West Fork of the Tonquin Trail-Cedar Creek Greenway Trail	Sherwood	AT/CS	Cons	\$5,112,000	\$5,697,091
	Hwy 8/Hwy 47 Intersection Improvements	Forest Grove/ODOT	GE/FI	Cons	\$1,312,000	\$1,462,164
<b>City of Portland</b>	East Portland Active Transportation to Transit	Portland	AT/CS	Cons	\$3,373,000	\$4,690,000
	Portland Bike Sharing Project	Portland	AT/CS	Cons	\$2,000,000	\$4,000,000
	SE Foster Road Safety Enhancement and Streetscape Project (50th-84th)	Portland	AT/CS	Cons	\$1,250,000	\$3,250,000
	North Burgard-Lombard ("Around the Horn") Project: North Time Oil Road-Burgard	Portland	GE/FI	Cons	\$2,363,000	\$2,630,064
<b>E. Multnomah Co</b>	Arata Road Improvements	Multnomah Co	AT/CS	Cons	\$1,669,000	\$1,876,325
	Sandy Blvd Improvements: 230th - 238th Dr	Multnomah Co	GE/FI	Cons	\$659,000	\$885,675
<b>Clackamas Co</b>	17th Avenue Multi-use Trail	Milwaukie	AT/CS	Cons	\$2,969,000	\$3,366,000
	Clackamas County Regional Freight ITS Project	Clackamas Co	GE/FI	PD/Cons	\$790,000	\$880,419
<b>Other</b>	Regional Over-dimensional Truck Route Plan	Metro/Portland	GE/FI	Study	\$100,000	\$111,445
	Regional Freight/Passenger Rail Investment Strategy	Metro	GE/FI	Study	\$400,000	\$445,782
	Vehicle Electrification	Metro	Other	N/A	\$500,000	\$557,227
<b>Sub-total:</b>					<b>\$22,997,000</b>	<b>\$30,409,420</b>
<b>Region-wide programs</b>						
Transit Oriented Development					\$5,950,000	
High Capacity Transit					\$30,000,000	
Transportation System Management & Operations/Intelligent Transportation Systems					\$3,000,000	
Regional Travel Options					\$4,539,000	
Regional Planning					\$2,244,000	
Corridor & Systems Planning					\$1,000,000	
Metropolitan Mobility Funding Preparedness					\$1,000,000	
<b>Sub-total:</b>					<b>\$47,733,000</b>	

Notes:

AT/CS: Active Transportation & Complete Streets,  
 GE/FI: Green Economy & Freight Initiatives,  
 PD: Project Development, Cons: Construction

**Grand Total: \$70,730,000**

TERRY PARKER  
P.O. BOX 13503  
PORTLAND, OREGON 97213-0503

**Subject: Testimony to the Metro Council related to spending two million dollars in federal flexible funds for the proposed Portland Bike Share program December 15, 2011.**

World class cities don't promote special interest, pet projects for the central city while ignoring the infrastructure needs in the surrounding residential areas, and allow roadways to crumble and decay due to the lack of proper maintenance. Equitable cities have a diversity of opinion on advisory committees, promote choice and have alternative transportation systems that aspire to be financially self-sustainable.

The proposed Portland Bike Share program is neither equitable or financially self sustainable. The political bully spin for this project is that it will serve low income people because there are a lot of low-income people that live in the central city. However, the central city is a 20 minute neighborhood that already has more transportation options than most places in the Metro area. The greatest infrastructure needs for low-income people are located outside of the central city, in areas like North Portland and the outer eastside.

The two million dollars in federal flexible funds comes not from bicyclists, but from highway users who pay motor vehicle fuel taxes. Unlike motorists, bicyclists currently do not pay any infrastructure user fees, and bike share stations are likely to permanently occupy public space that also will be absent of any user fees. Bicycle activists are always insisting on more specialized bicycle infrastructure with the expectation that somebody else will pay for it.

Moreover, ten percent of the jobs in the US are tied to the auto industry. One more bicyclist and one less driver is one less taxpayer that can help fund transportation infrastructure projects. Multiplied many times over, one less driver is also one less job. .

Promoting programs like the Portland Bike Share program are not sustainable nor do they establish equity. If such a program was lucrative, the private sector would have jumped in and have a bike share program in already place without the motorist paid taxpayer subsidies.

In conclusion, spending two million dollars in federal flexible funds for the proposed Portland Bike Share program is not cost effective and should be voted down. The public dollars could better be utilized by constructing sidewalks in places like low income neighborhoods where they don't already exist on the arterial streets; or, by creating low income matching programs for individuals and families that promote a choice of transport options.

Respectfully submitted,

Terry Parker