

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

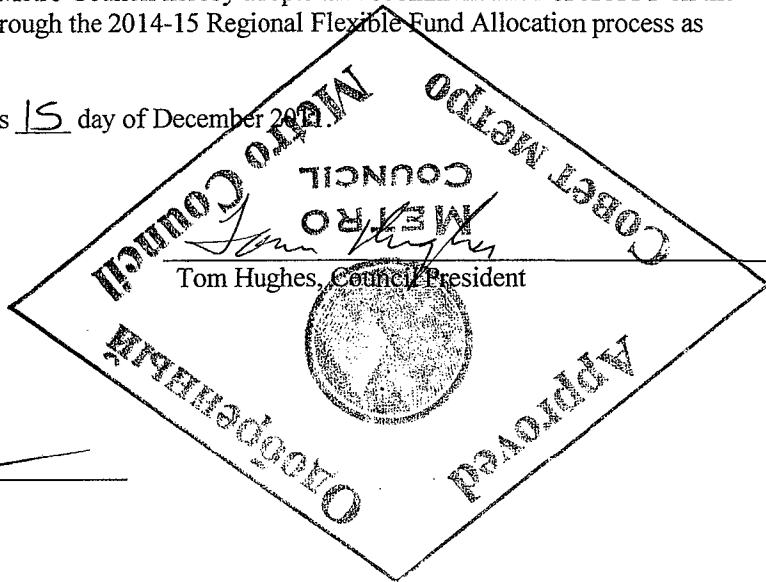
WHEREAS, TPAC has provided recommendations to JPACT and the Metro Council on a list of projects and programs, as shown in Exhibit A, attached to this resolution, to allocate funding in response to policy direction, consistency with Regional Flexible Fund Task Force criteria, local prioritization processes,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

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

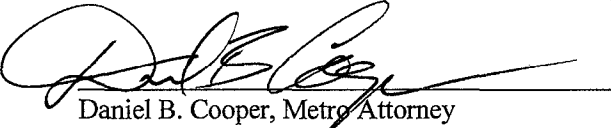
WHEREAS, receipt of these funds is conditioned on completion of requirements listed in the staff report to this resolution; now therefore

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 15 day of December 2014.



Approved as to Form:


Daniel B. Cooper, Metro Attorney

2014-15 RFFA project and program nominations

Local projects						
Sub-region	Project	Lead agency	Focus area	Phase	RFF request	Total Project Cost
Washington Co	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
City of Portland	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
E. Multnomah Co	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
Clackamas Co	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
Other	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
Sub-total:					\$22,997,000	\$30,409,420
Region-wide programs						
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	
Sub-total:					\$47,733,000	

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

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 18th 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 18th 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 ~~meet~~ 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 ~~MTIP Manager~~ 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

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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

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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 17th 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

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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 223rd 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 238th 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.

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“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 122nd 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 CP06, 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.

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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 230th 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.

Attachment 1

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

Attachment 1

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 223rd 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.

Attachment 1

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

Attachment 1

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



Metro | Memo

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

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.

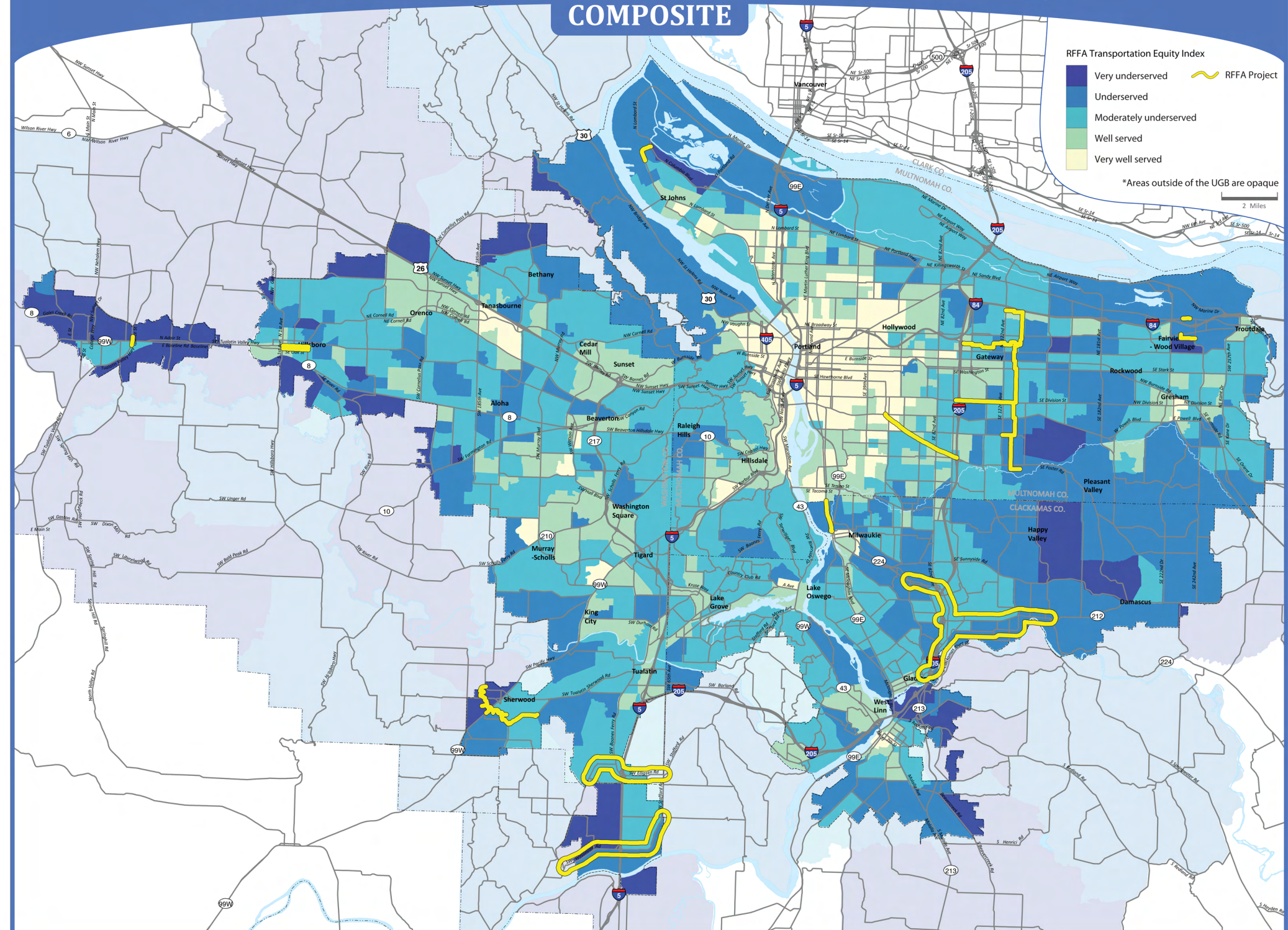
Fig. 1

RFFA Transportation Equity Index



*Areas outside of the UGB are opaque

2 Miles



RFFA Basemap

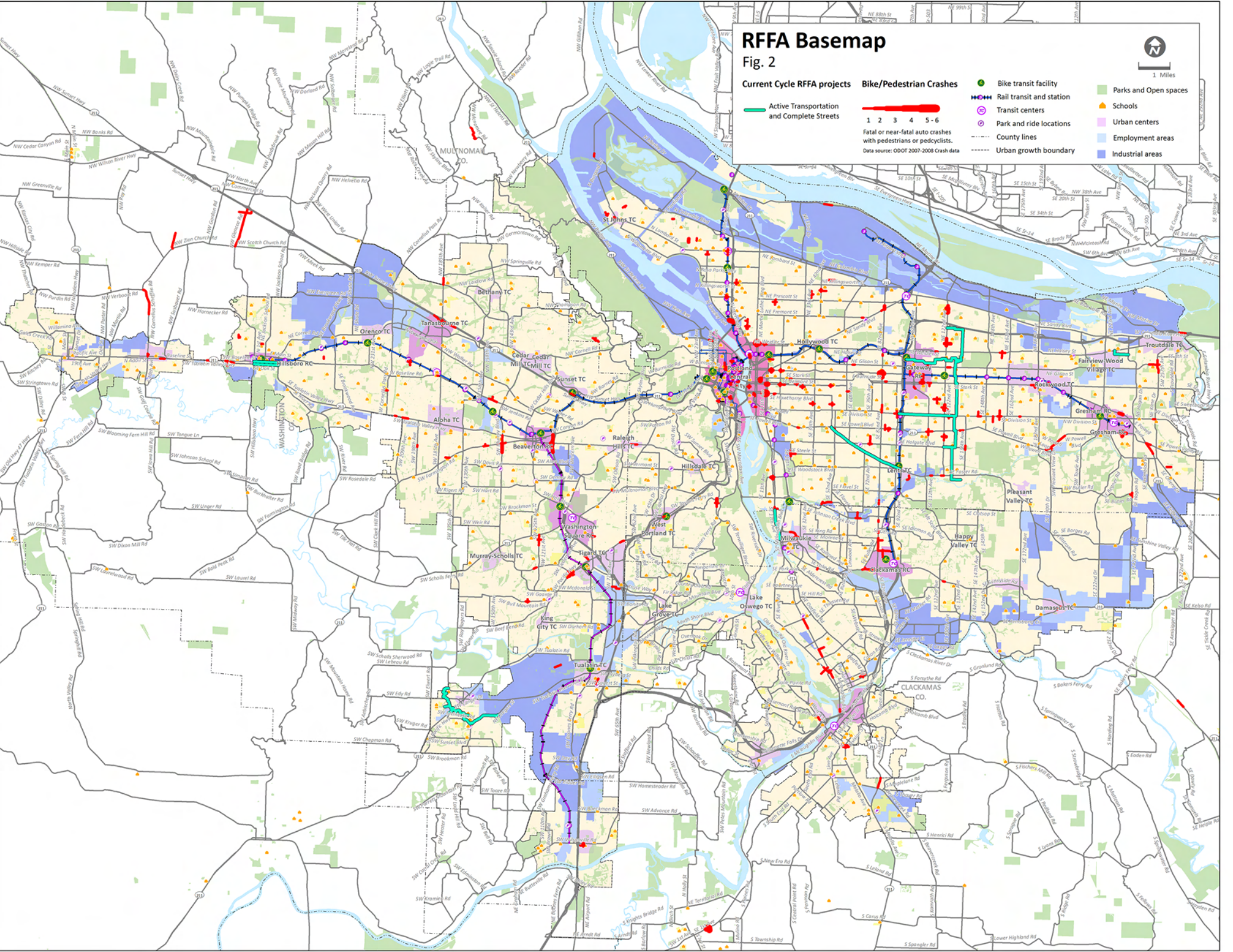
Fig. 2

- 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
- Other Features**

 - 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



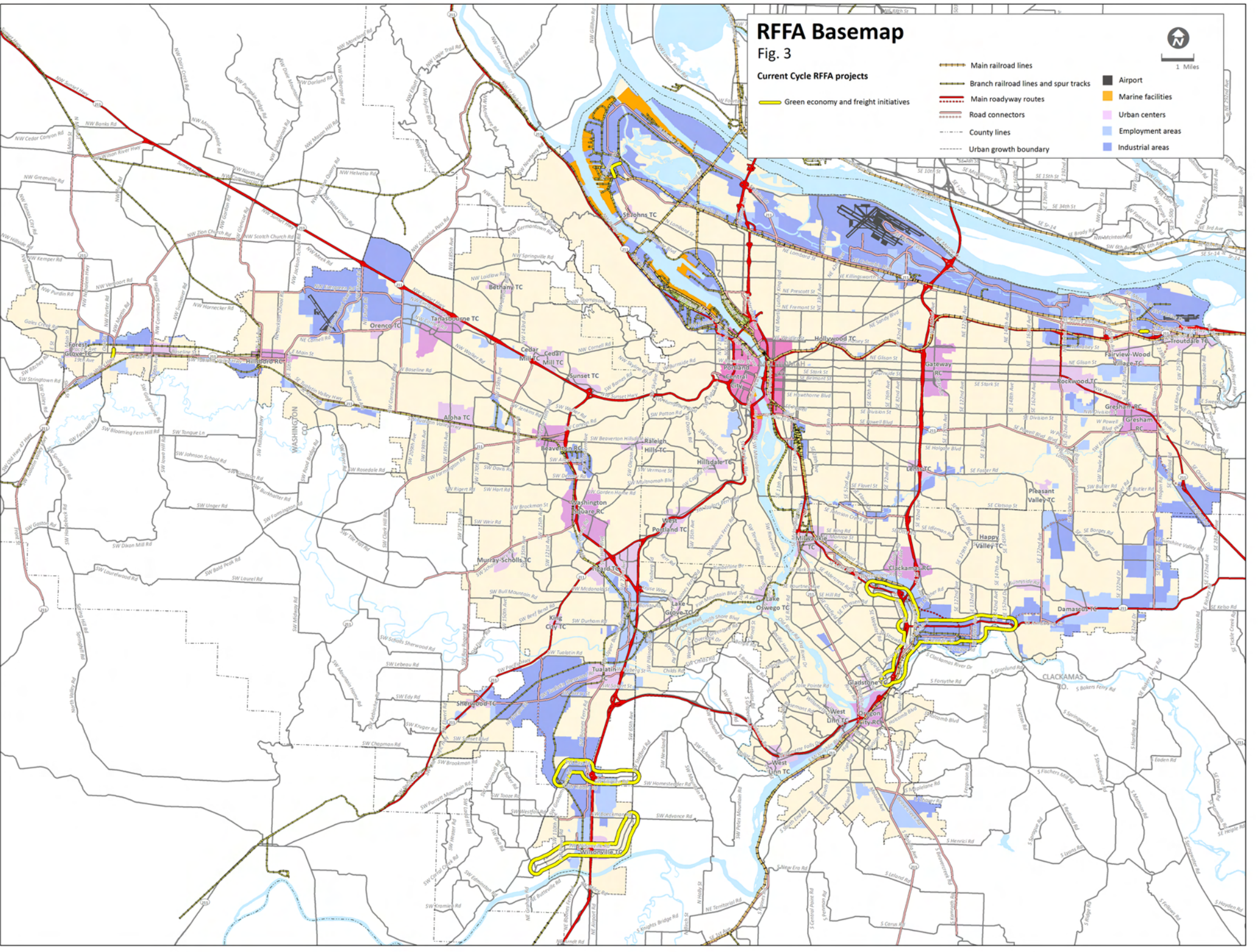
RFFA Basemap

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 50TH – 84TH

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 identified 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: 230TH – 238TH 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.