

# Metro | Agenda

Meeting: Transportation Policy Alternatives Committee (TPAC)  
Date: Friday, Sept. 27, 2013  
Time: 9:30 a.m. to 12 p.m. (noon)  
Place: Metro, Council Chamber

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- |         |    |  |                              |
|---------|----|--|------------------------------|
| 9:30 AM | 1. | <b>CALL TO ORDER AND DECLARATION OF A QUORUM</b>   | <b>Elissa Gertler, Chair</b> |
| 9:32 AM | 2. | <b>COMMENTS FROM THE CHAIR AND COMMITTEE MEMBERS</b> <ul style="list-style-type: none"><li>• TPAC Community Representative Recruitment</li><li>• JPACT Recommendation on Regional Active Transportation Plan Acknowledgement Resolution</li><li>• 2014 Regional Transportation Plan Process Update</li></ul>   |                              |
| 9:35 AM | 3. | <b>CITIZEN COMMUNICATIONS TO TPAC AGENDA ITEMS</b>   |                              |
| 9:37 AM | 4. | ** <b>CONSIDERATION OF THE TPAC MINUTES FOR AUGUST 30, 2013</b>  |                              |
| 9:40 AM | 5. | ** 2016-18 Metropolitan Transportation Improvement Program (MTIP) Regional Flexible Fund Allocations: <b>Resolution No. 13-XXXX - <u>RECOMMENDATION TO JPACT REQUESTED</u></b> <ul style="list-style-type: none"><li>• <i>Purpose:</i> Provide an overview of the locally recommended projects to award 2016-2018 Regional Flexible Funds.</li><li>• <i>Outcome:</i> Recommend the legislation to approve the 2016-2018 Regional Flexible Fund Allocation move forward for JPACT consideration in October.</li></ul> | <b>Ted Leybold, Metro</b>    |

*Continued on back...*



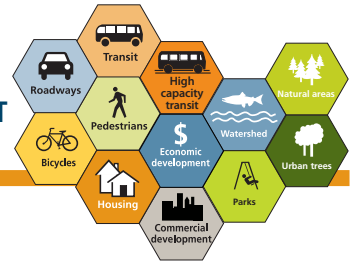
## 2013 TPAC Work Program

9/20/13

|   |  |
|---|--|
| <p><b><u>Aug. 30, 2013 – Regular Meeting</u></b></p> <ul style="list-style-type: none"><li>• Regional Active Transportation Plan – Recommendation to JPACT to acknowledge work done on the ATP to date</li><li>• RFFA public comment period summary and local coordinating committee update</li><li>• "Hole in the air" Freight Plan Amendments – Information</li><li>• Port of Portland Rail Plan – Information</li><li>• 2014 Regional Transportation Plan Project Solicitation – Information</li><li>• Public Engagement Guide – Information</li></ul> | <p><b><u>Sept. 27, 2013 – Regular Meeting</u></b></p> <ul style="list-style-type: none"><li>• Regional Flexible Fund Allocation projects – Action</li><li>• Southwest Corridor: Steering Committee Recommendation – Information</li><li>• Public engagement guide presentation and discussion on local expectations – Information/discussion</li><li>• Willamette Falls Legacy Project: Community Conversation Forums – Information – Feedback</li></ul> <p><b>FYI: Rail~Volution, Seattle, WA, October 20-23</b></p> <p><b>FYI: AMPO National Conference, Portland, OR, October 22-25</b></p> |
| <p><b><u>Nov. 1, 2013 – Regular Meeting</u></b></p> <ul style="list-style-type: none"><li>• Climate Smart Communities Scenarios Project – Phase II Findings/Results – Information / Discussion</li><li>• Public engagement guide – Recommendation to JPACT</li><li>• Streetcar Evaluation Methods Project – Information</li><li>• STS Vision Findings and Recommendations – Information</li></ul>   | <p><b><u>Nov. 22, 2013 – Regular Meeting</u></b></p> <ul style="list-style-type: none"><li>• Climate Smart Communities Scenarios Project – Phase II Findings – Discussion</li></ul>  |

**Parking Lot:**

- Metropolitan Planning Area boundary update
- Travel model update
- Portland Metropolitan Scenario Planning Rule update



*This effort began with local land use plans to identify actions that support vibrant communities. Building on the local plans, the Southwest Corridor Plan examines high capacity transit alternatives and potential roadway, bicycle and pedestrian improvements.*

*This plan identifies actions and investments that support key elements of a successful region, things such as healthy communities, economic prosperity, transportation choices, clean air and water, and equity.*

**PARTNERS**

- City of Beaverton
- City of Durham
- City of King City
- City of Lake Oswego
- City of Portland
- City of Sherwood
- City of Tigard
- City of Tualatin
- Multnomah County
- Washington County
- ODOT
- TriMet
- Metro

**CONNECT**

- [www.swcorridorplan.org](http://www.swcorridorplan.org)
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- [trans@oregonmetro.gov](mailto:trans@oregonmetro.gov)
- 503-813-7535

## Shared investment strategy recommendation

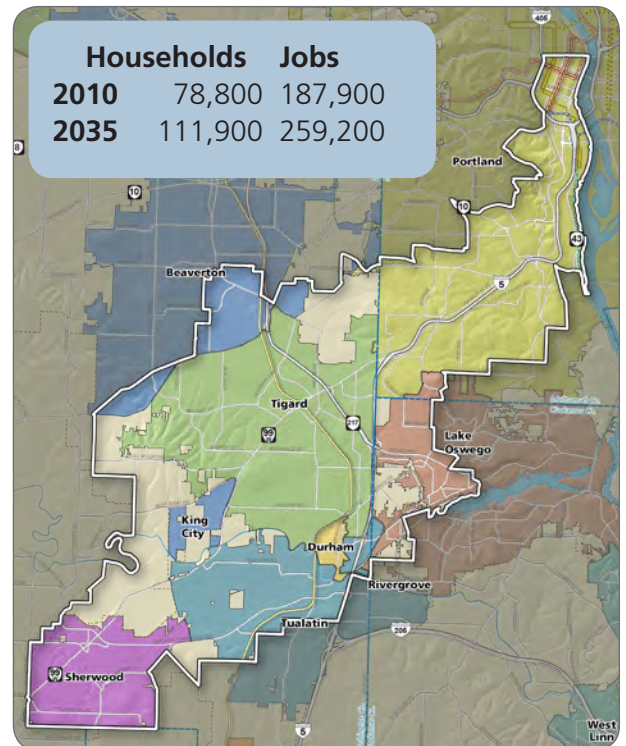
In July 2013, the Southwest Corridor Plan Steering Committee recommended transit alternatives for further study along with roadway, bicycle, pedestrian, parks, trails and natural area projects.

This document summarizes the recommendation that is being considered by decision-makers.

## Why invest in the Southwest corridor?

Today, the Southwest corridor is home to 11 percent of the Portland metropolitan area population and 26 percent of tri-county jobs, both of which are projected to grow significantly over the next two decades. The corridor also contains a wealth of amenities, from parks and habitat to job centers, retail destinations, and major educational institutions including the Oregon Health Sciences University and Portland Community College.

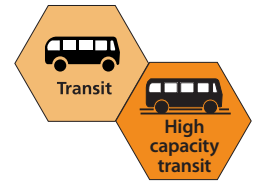
As people and employers seek to locate in the corridor, worsening traffic will limit job growth and make it harder for residents to get around. In light of this as well as local land use aspirations, the Southwest corridor was selected by regional leaders as the next area to study for a potential high capacity transit investment. In combination with other investments to support transportation choices (driving, biking, walking and transit), a new bus rapid transit or light rail line would provide better access to jobs in the corridor and encourage development in key places while protecting the character of single-family neighborhoods.



Find the recommendation at [www.swcorridorplan.org](http://www.swcorridorplan.org) or call 503-813-7535 to request a copy.

## Recommendation: Invest in transit

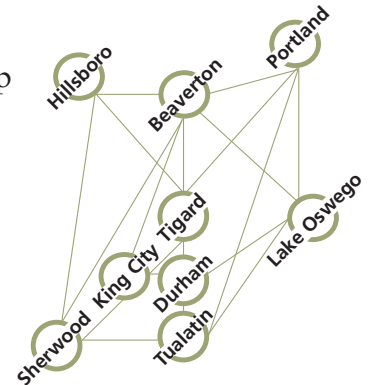
Transit is a key element to help communities in the corridor achieve their development visions. The recommendation gives direction on both local bus service improvements and future high capacity transit (light rail or bus rapid transit) in the corridor.



### Local service

To improve local bus service, the steering committee directs TriMet to develop and implement the Southwest Service Enhancement Plan to:

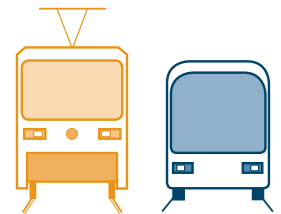
- ensure key corridor locations are connected by efficient and reliable local service – to one another, to the Westside Express Service (WES) and to a potential new high capacity transit line
- make on-the-ground improvements to the transit system
- identify how cities and counties can create better access to transit (both to local service and to a potential bus rapid transit or light rail line).



### High capacity transit

An investment in high capacity transit in the corridor would help achieve the local visions for development, revitalizing and encouraging private investment in future station areas. It also would create the ability to move people efficiently, which is especially important in a corridor where:

- it is difficult, expensive and disruptive to build or expand roads due to hills, natural resources, established businesses and existing neighborhoods
- significant growth in jobs and population is anticipated.



To better understand the options for high capacity transit in the corridor, the Southwest Corridor Plan Steering Committee directs staff to study in more detail:

- two potential modes: light rail and bus rapid transit
- for the bus rapid transit, between 50 to 100 percent of the alignment in exclusive right of way
- a line that connects Portland to downtown Tualatin, via Tigard.



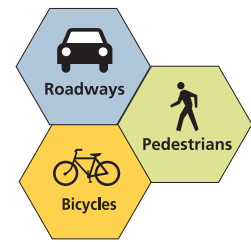
### Steering committee decisions: High capacity transit

| October 2012                                   | July 2013  | mid-2014   | early 2017   |
|--|--|--|--|
| Narrowed from 10 alternatives concepts to five | <ul style="list-style-type: none"> <li>• Direction on Southwest (Transit) Service Enhancement Plan</li> <li>• Policy direction on “level” of bus rapid transit for further study</li> <li>• Which modes to carry forward for further study</li> <li>• Destination</li> </ul> | <p><i>Refinement</i></p> <ul style="list-style-type: none"> <li>• Alignments                             <ul style="list-style-type: none"> <li>• Naito or Barbur</li> <li>• Surface or tunnel?</li> <li>• Direct connection to PCC?</li> <li>• Hall or 72nd?</li> </ul> </li> <li>• Add a lane or convert a lane?</li> <li>• Potential station locations</li> <li>• Funding strategies</li> </ul> | <p><i>Draft Environmental Impact Statement</i></p> <ul style="list-style-type: none"> <li>• Mode</li> <li>• Station locations</li> <li>• Transit system connections</li> </ul> |

**Earlier decisions** The Southwest Corridor Plan Steering Committee’s October 2012 narrowing decision removed several options from further consideration: 1) streetcar as a mode, 2) high capacity transit connection between Tigard and Sherwood on Highway 99W, and 3) the idea of adding or converting an Interstate 5 lane for high occupancy transit use. It also tabled consideration of WES improvements for a separate planning process.

## Recommendation: Invest in roadways and active transportation

Potential projects were gathered from the Regional Transportation Plan and other regional plans, transportation system plans and other local plans, and suggestions from the public. This list was narrowed from more than 500 projects. The recommended projects either:



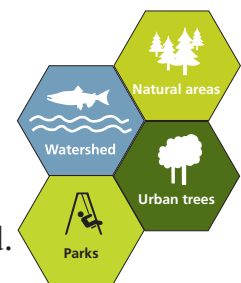
- leverage and support the potential high capacity transit line, including:
  - walking and biking projects within one-quarter mile of potential station areas
  - trails within one mile of potential station areas
- highly support the community land use vision, including projects that:
  - leverage future development in places local communities have defined as “essential” or “priority”
  - are important to meet freight and capacity needs in employment and industrial districts
  - improve pedestrian connectivity, provide safe crossings or high-demand bike connections.

The projects identified as highly supportive of high capacity transit will be included in further study of the high capacity transit project. Those projects that support the land use vision will move forward as the local jurisdictions develop and fund them, either individually or in collaboration with other project partners.

*Attachment A of the recommendation shows priority projects.*

## Recommendation: Invest in parks, trails and nature

Parks, greenspaces, trails and natural areas are consistently cited as one of the Southwest corridor’s most important and attractive features. To strengthen “green” elements, support community visions and leverage future transportation investments, the steering committee recommends that project partners work collaboratively and seize opportunities to implement projects as corridor development plans move forward.



*Attachment A of the recommendation shows the potential projects.*

## Recommendation: Consider new regulations and policies, and develop incentives to build private investment consistent with community vision

The public sector can help set the stage for development consistent with community goals through regulations, policies and development incentives that encourage private investment. In the next phase of the Southwest Corridor Plan, project partners will explore specific tools to advance the corridor land use vision and enable the region to compete nationally for scarce federal dollars for high capacity transit.



*Attachment B of the recommendation provides a toolkit of a variety of policies and incentive programs for communities to consider as they advance Southwest Corridor Plan projects and community development goals.*

## Recommendation: Develop a collaborative funding strategy for the Southwest Corridor Plan

Project partners should work together to develop a funding strategy that includes local, regional, state and federal sources. This could include innovative financing tools and non-transportation funding for parks and natural areas.

## Stay informed about the process. Let project partners know what is important to you.

Let your representatives know your thoughts on the recommendation.

- **Southwest Corridor Plan Steering Committee**, 9:30 to 11:30 a.m. Monday, July 22, Tigard Library, 13500 SW Hall Boulevard
- **Project partner council/board action on the steering committee recommendation** through this summer and fall

In addition to public comments received at the above events, decision-makers will consider the results and comments on the transit options and draft recommendation from community interactions and the following events.

- Community planning forum, Thursday, May 23, 2013, Tualatin Library
- Online questionnaire, transit options, May 24 through June 26, 2013, [www.swcorridorplan.org](http://www.swcorridorplan.org)
- Online questionnaire, staff recommendation, June 13 through June 26, 2013, [www.swcorridorplan.org](http://www.swcorridorplan.org)
- Community planning forum, Wednesday, June 26, 2013, Tigard Library

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Together, the online questionnaires received 2,669 responses. Respondents largely support what is in the recommendation. To view the public comment report, visit [www.swcorridorplan.org/projectlibrary](http://www.swcorridorplan.org/projectlibrary).

## Moving forward

**July 22, 2013** Southwest Corridor Plan Steering Committee issues its recommendation.

**Summer 2013** Projects with identified funding move forward in development and implementation.

**2014** Partners develop and seek for funding projects highly supportive of community land use visions, working collaboratively as appropriate. Early actions may include project design and engineering, public outreach and working with regional partners to include the project in the Regional Transportation Plan.

**Fall 2013 to mid-2014** TriMet works with partners and the public to refine the priorities for future transit service throughout the area, including connections to a potential high capacity transit line. Partners refine possible high capacity transit project alternatives for further study.

**Mid-2014** Partners identify projects to be packaged with the high capacity transit alternative(s) for consideration in a Draft Environmental Impact Statement.

**2015 and forward** TriMet implements Southwest Service Enhancement Plan.

**Mid-2014 to late 2016** Partners develop a Draft Environmental Impact Statement for the high capacity transit alternative(s)

**Early 2017 (target)** Partners and the public consider the Draft Environmental Impact Statement and determine a Locally Preferred Alternative.

# SHARED INVESTMENT STRATEGY RECOMMENDATION

## Making investments in the Southwest corridor

The Southwest Corridor Plan is an outcomes-oriented effort focused on supporting community-based development and placemaking that targets, coordinates and leverages public investments to make efficient use of public and private resources. The plan was developed to support achieving four balanced goals:

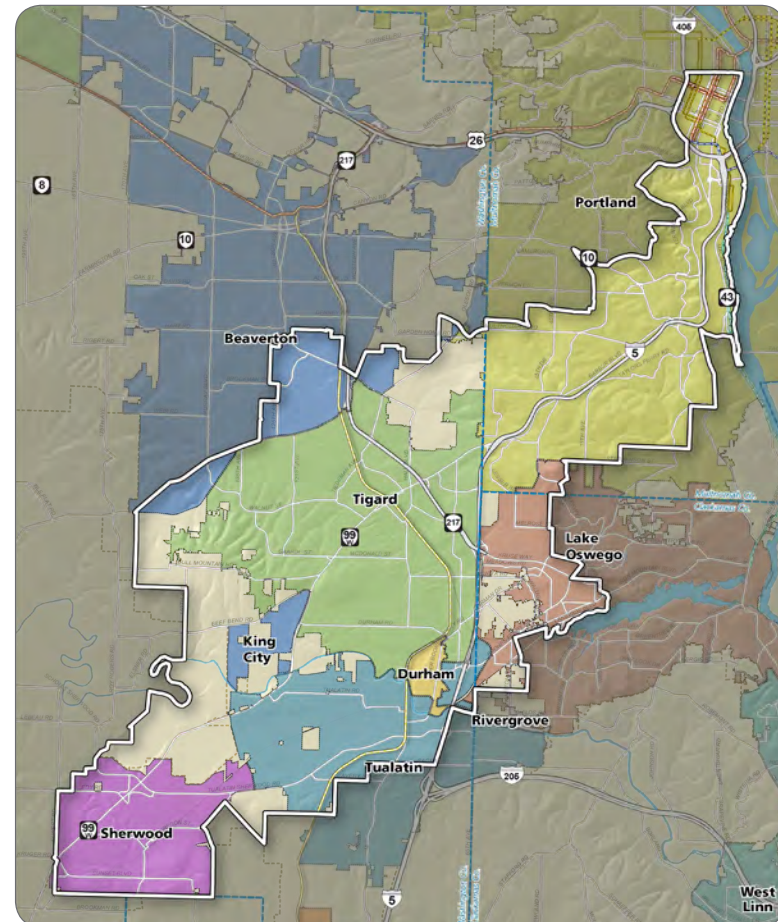
### Accountability and partnership

Partners manage resources responsibly, foster collaborative investments, implement strategies effectively and fairly, and reflect community support.

**Prosperity** People can live, work, play and learn in thriving and economically vibrant communities where everyday needs are easily met.

**Health** People live in an environment that supports the health of the community and ecosystems.

**Access and mobility** People have a safe, efficient and reliable transportation network that enhances economic vitality and quality of life.



## Steering committee members

- Metro Councilor Craig Dirksen, co-chair
- Metro Councilor Bob Stacey, co-chair
- Tigard Mayor John Cook
- Beaverton Mayor Denny Doyle
- Portland Mayor Charlie Hales
- Lake Oswego Councilor Skip O'Neill
- TriMet general manager Neil McFarlane
- Sherwood Mayor Bill Middleton
- Tualatin Mayor Lou Ogden
- Washington County Commissioner Roy Rogers
- Durham Mayor Gery Schirado
- Multnomah County Commissioner Loretta Smith
- ODOT Region 1 manager Jason Tell
- King City Commissioner Suzan Turley

As people and employers seek to locate in the Southwest corridor, worsening traffic congestion will impact economic development and livability in the area. In light of this and local redevelopment and revitalization goals, the Southwest corridor was selected by regional leaders as the next priority area to study for a potential set of investments, including high capacity transit, to address accessibility and enhance the great places envisioned by communities in the corridor. In combination with other investments to support transportation choices (driving, biking, walking and transit), a new bus rapid transit or light rail line would provide better access to jobs in the corridor and encourage development in key places while protecting the character of single-family neighborhoods.

In July 2013, the Southwest Corridor Plan Steering Committee gave direction on three main questions to further narrow the options for a potential high capacity transit investment to serve the corridor land use vision. These questions include: 1) modes (bus rapid transit and/or light rail) for further study, 2) percentage of bus rapid transit in a dedicated transitway, and 3) the destination of a potential high capacity transit investment. In the year following this recommendation, a refinement phase will give more information and help the project partners define a possible project for analysis under the National Environmental Policy Act (NEPA) and explore implementation strategies for other elements of the Southwest Corridor Plan and Shared Investment Strategy.

|  |    |
|--|----|
| Overview   | 1  |
| Vision and context                                     | 1  |
| Summary of the recommendation                          | 2  |
| The Southwest Corridor Land Use Vision                 | 3  |
| Public involvement for Phase I                         | 4  |
| Getting to the plan                                    | 5  |
| Integrating public investments to support great places | 6  |
| Recommendation Shared investment strategy              | 7  |
| Investments in the public realm                        | 7  |
| Regulatory framework and financial incentives toolkits | 11 |
| Alternative performance measures                       | 15 |
| What's next for the Southwest Corridor Plan?           | 15 |
| Action chart   | 16 |

## Vision and context

The work has been guided by a steering committee that includes representatives from Southwest corridor cities, counties and agencies.

Six major planning efforts are coordinated with this effort:

- Portland Barbur Concept Plan
- Sherwood Town Center Plan
- Tigard High Capacity Transit Land Use Plan
- Linking Tualatin
- Southwest Corridor Transit Alternatives Analysis
- Southwest Corridor Transportation Plan, focused on supporting transit and land use.



The project partners have defined a set of potential investments that support land use, transportation, and community-building goals in the corridor – a shared investment strategy – to implement the shared Southwest corridor vision. The policies and projects are aimed at supporting development that is consistent with the local communities' aspirations for key places in the corridor.





## Southwest Corridor Adopting Actions

9/18/2013

| <b>Date</b>             | <b>Jurisdiction</b>             | <b>Resolution outcome</b> |
|-------------------------|---------------------------------|---------------------------|
| Tue, Aug 20<br>5:30 pm  | Sherwood                        | Passed 5-1                |
| Wed, Sep 4<br>7:00 pm   | King City                       | Passed                    |
| Mid Sept                | ODOT                            |                           |
| Mid-Sept                | Lake Oswego                     |                           |
| Tue, Sep 17<br>6:30 pm  | Beaverton                       |                           |
| Mon, Sep 23<br>7:00 pm  | Tualatin                        |                           |
| Tue, Sep 24<br>7:30 pm  | Durham                          |                           |
| Tue, Sep 24<br>6:00 pm  | Washington Count                |                           |
| Thu, Sep 26<br>9:30 am  | Multnomah County                |                           |
| Early Oct               | TriMet                          |                           |
| Tue, Oct 8<br>6:30 pm   | Tigard                          |                           |
| Wed, Oct 9              | MPAC                            |                           |
| Wed, Oct 9<br>2:00 pm   | City of Portland                |                           |
| Thu, Oct 10             | JPACT                           |                           |
| Tue, Oct 29 (tentative) | Metro Council (work session)    |                           |
| Thu, Oct 31 (tentative) | Metro Council (resolution vote) |                           |

**MAKING A  
GREAT  
PLACE**



CLICK HERE FOR FULL REPORT

# Public Engagement Guide

Public Review DRAFT  
August 2013



This guide is for community members who want to engage with Metro, staff seeking best practices and federal agencies verifying compliance.



**REDISCOVER**  
— the —  
**FALLS**

# Willamette Falls Legacy Project

## REDISCOVER THE FALLS

Summer 2013

### The opportunity

For the first time in 150 years, Oregonians have the opportunity to rediscover a cultural and scenic treasure: Willamette Falls. A public vision and master plan are taking shape, with the goal of transforming a 23-acre industrial site nestled along the Falls in historic Oregon City. This former paper mill could someday serve as an economic engine, a waterfront destination, a unique habitat, a window into Oregon's past – and a bold step into our future.

Whatever develops on the landscape will be shaped by Willamette Falls, roaring in the Willamette River below. The largest waterfall in the Pacific Northwest, it was long an important cultural and gathering place for Native American tribes. The Oregon Trail ended here. And throughout the 1800s, the Falls made history by generating energy for Oregon's early industries and cities and fueling the nation's first long-distance electrical power transmission. That industrial legacy ended in 2011, when the Blue Heron Paper Co. closed its doors – the last in a succession of businesses that contributed to Oregon City's strong working waterfront.

### Why now?

The former paper mill is for sale, but the site's complexity and risks have slowed down a transformation. That's why Oregon City, Clackamas County, Metro, the State of Oregon and the property's bankruptcy trustee are working together to develop a vision and master plan. By rezoning the property and providing certainty for investors, the Willamette Falls Legacy Project will help a new era take shape along the Falls.

There's a lot at stake. If the site is abandoned, the resulting blight would hurt property values in downtown Oregon City, one of the region's most important economic hubs. Public safety risks and extra costs would burden taxpayers. Water quality and wildlife would deteriorate in one of the Willamette River's most ecologically diverse stretches. And Oregon City wouldn't recover the 175 family-wage jobs that vanished along with the paper mill.

With master planning underway, Oregonians can establish a statewide legacy and reconnect Oregonians and visitors with Willamette Falls. They can define how the area is transformed for economic redevelopment, public access, healthy habitats, and historical and cultural interpretation.

### Get involved

How do you envision public space along the river to view Willamette Falls? What economic opportunities would you create at the former Blue Heron site? How can we honor the history and culture of the land and the Falls? The time is now, the voice is yours and we want to hear your ideas.

Please engage early and stay with us through 2014 as the vision and master plan are developed. Rediscover Willamette Falls with us!



## Guided by four values

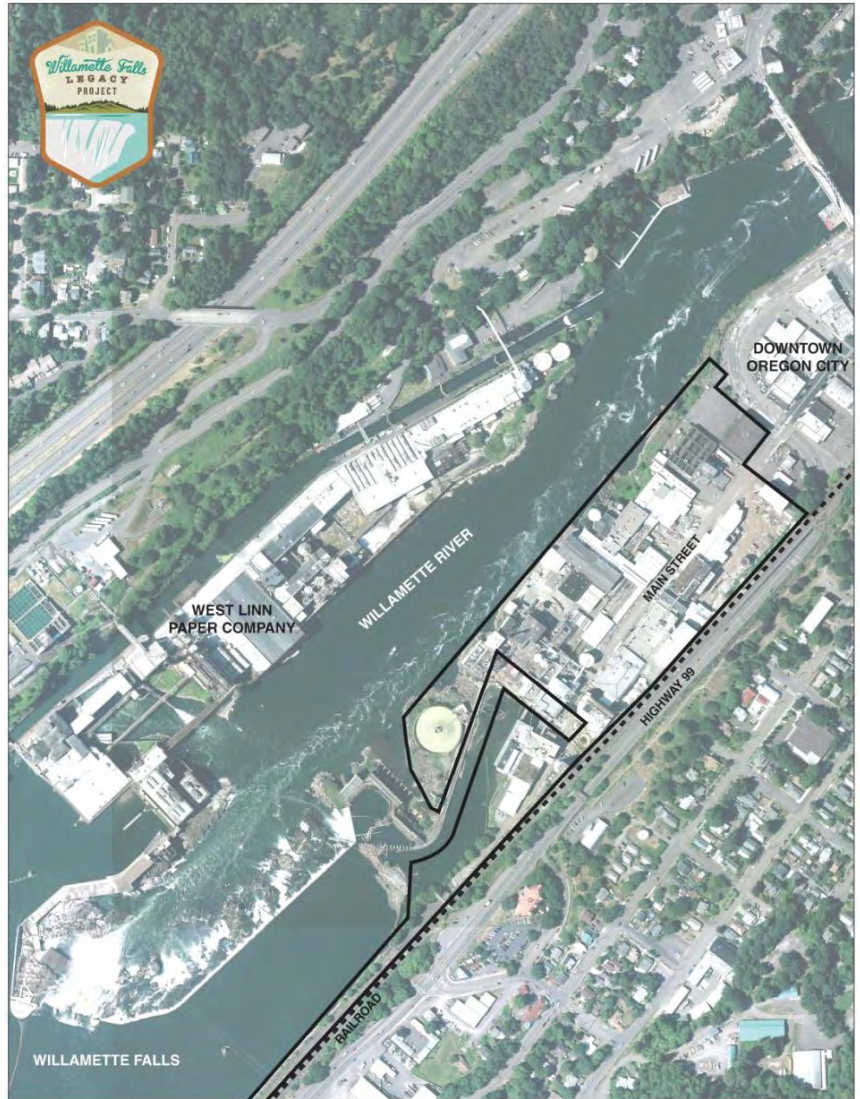
**Public access:** Cut off from public use for more than 150 years, the Falls site is the most dynamic place along the Willamette River. The Falls provide an important opportunity for Oregonians to connect with the river, which is isolated from many of the communities along its route. Visitors will get a front-row seat to experience Willamette Falls.

**Economic redevelopment:** The Willamette Falls property will carry on a tradition of economic development along the riverfront. By returning part of the site to private developers, partners will ensure the transformation supports Oregon City's vision for the future and reinvigorates the downtown as a hub of employment, shopping, business and tourism.

**Healthy habitat:** Historically, the Falls were surrounded by unique plants because of microclimates from the mist. Protecting the site provides an opportunity to reestablish native plant communities, enhancing this ecologically diverse stretch of the Willamette River. Many rare plants thrive on river islands, in the Willamette Narrows and along Canemah Bluff. This land is also critical for water quality – every fish and lamprey that travels the river passes through or around the falls.

**Historic and cultural interpretation:** Future visitors will learn about the rich history of the Oregon City riverfront. Much like Celilo Falls in the Columbia River George, Willamette Falls served as an important cultural site for native tribes. The Falls also tell the story of the area's industrial and community development: John McLoughlin built the Pacific Northwest's first lumber mill here, and in 1844, Oregon City became the first incorporated city west of the Rocky Mountains. As the birthplace of Oregon, it served as a launching point for thousands of new Oregonians.

*For more information, please contact Kelly Moosbrugger, 503-496-1540, [kmoosbrugger@orcity.org](mailto:kmoosbrugger@orcity.org)*



— SITE BOUNDARY

Site Aerial



## Willamette Falls Legacy Project Partnership

The Willamette Falls Legacy Project is a public-private initiative to guide redevelopment of the 23-acre former Blue Heron Paper Co. mill site in downtown Oregon City.

### Partners

The public agencies leading the effort are committed to reconnecting Oregonians with Willamette Falls and making the site attractive to private investors who can bring jobs and redevelopment to downtown Oregon City. The public entities Oregon City, Clackamas County, Metro and the State of Oregon, are collaborating to engage the Oregon community in creating a vision for site redevelopment. The public agencies are also collaborating with the bankruptcy trustee of the Blue Heron Paper Co. They are guided by four core values: public access, economic development, healthy habitat and cultural and historic interpretation. Each agency has designated two elected officials and executive management to provide leadership and direction for the visioning and master planning effort.

### Community

Community leaders - including Native American Tribes, regional, state and federally elected leadership, and community-based business and neighborhood groups - are participating to help form the vision to redevelop this site in a way that honors the site's intrinsic power and natural beauty. All Oregonians are invited to attend a community meeting, participate on-line, or request more information about the project from the project management team.

### Technical advisors

Staff and leadership from natural resource, economic, transportation and other permitting agencies are collaborating with the project team to provide guidance and strategic advice throughout the planning process. Technical advisors include staff from Oregon City, Metro, neighboring cities and tribal, state and federal agencies.

### Consulting team

Led by Oregon City staff, a project management team is working with a select consulting group to complete a vision and framework master plan, leading to rezoning the site in spring 2014. The team is led by Walker Macy, one of the region's leading landscape architecture, planning and urban design firms. Walker Macy and the project management team are supported by an integrated consulting team, including Cogan Owens Cogan for community engagement, GBD Architects, Winterbrook Planning for land use and rezoning, and Loci, Inc. and ECONorthwest for economic and market study services.



REDISCOVER  
the  
FALLS



METRO



CLACKAMAS  
COUNTY



City Hall  
625 Center Street  
Oregon City Oregon 97045

For more information: [www.rediscoverthefalls.com](http://www.rediscoverthefalls.com)  
503.496.1564

# Willamette Falls

## ◦ LEGACY PROJECT ◦

### FREQUENTLY ASKED QUESTIONS

JULY 27, 2013

#### **WHAT IS CURRENTLY HAPPENING WITH THE WILLAMETTE FALLS LEGACY PROJECT?**

To determine the best use of the 23 acre former Blue Heron Paper Co. site in Oregon City, the City of Oregon City with County, Regional and State partners is preparing a Vision and Framework Master Plan to help guide redevelopment. The Vision for the site will be the “big picture” of what we all generally agree we want to see on the site in the future. The Framework Master Plan will be based on the vision. It is more specific and will show how the site will generally be developed for public and private use. The Master Plan is a land use application that will be reviewed by the Oregon City Planning Commission.

#### **WHAT IS A MASTER PLAN? HOW SPECIFIC IS IT?**

A Master Plan is a long term development plan for large sites that includes the approximate locations of streets, open spaces, and buildings. The Master Plan will show the general layout of the site, but will not dictate what exactly the streets and buildings will look like and what will take place in the buildings. It is meant to be a framework that is flexible, so developers can still have many options on the table instead of being locked in to specific details.

#### **WHAT IS THE DIFFERENCE BETWEEN A VISION AND A MASTER PLAN?**

The vision for the site will be the “big picture” of what we all agree that we want on the site. The Master Plan will be based on the vision. It is more specific and will show how the site will be developed. The Master Plan is a land use application that will be reviewed by the Oregon City Planning Commission.

#### **WHO OWNS THE SITE? IS THERE A CURRENT OFFER?**

Since bankruptcy in 2011, a Bankruptcy Trustee is in charge of the site. While the Trustee is obligated to create financial benefit from the site for the creditors and former owners, the Trustee sees the value in creating a vision and Master Plan for the site and is one of the partners in the Project.

In late June, Eclipse Development made an offer to the Bankruptcy Trustee to acquire the former Blue Heron property. We are not privy to the terms of the sale. The Trustee will soon file motions with the Bankruptcy Court to approve the procedures governing the sale. Once those motions are approved (expected in July), the Trustee will file a summary of the offer with the Court. Any other interested parties will then have 45 days to respond or make their own bids to purchase the site. This offer is a positive development because it has the potential to accelerate redevelopment of the site.

### **WHO ARE THE PROJECT PARTNERS?**

The partners are those who have financially contributed to the project and are providing direction and leadership throughout this Vision and Master Plan process. They include the City of Oregon City, Metro, the State of Oregon, Clackamas County, and the site's bankruptcy trustee.

### **WHY ARE THE CITY, COUNTY, METRO, AND STATE LEADING THE PROJECT IF THE LAND IS PRIVATELY OWNED?**

The opportunity for this site is significant, but its complexity and risks have dissuaded private interest. If the property remains “as-is,” the resulting blight will drag down property values in downtown Oregon City, one of the region’s most important economic hubs. It will attract vagrancy and burden the public with increased public safety risks and costs, and allow the deterioration of one of the Willamette River’s most ecologically diverse reaches. The Project partners realize that this site offers a once-in-a-lifetime opportunity to gain public access to the Falls and honor the rich history of the site. They feel a responsibility to all Oregonians to make the most of the opportunity.

### **WHAT ARE THE FOUR CORE VALUES GUIDING REDEVELOPMENT?**

Project partners have been working for several years to help redevelop the site according to four core values: economic development, cultural and historic interpretation, public access and healthy habitat. These values are endorsed by the bankruptcy Trustee.

### **I HEARD THE PROJECT IS GETTING MONEY FROM THE STATE. WHAT ARE THE DETAILS?**

The Oregon Legislature set aside \$5 million to help clean up the former Blue Heron site and prepare it for redevelopment. Legislators across the state showed strong bipartisan enthusiasm for the Willamette Falls Legacy Project – an encouraging vote of confidence. This funding from the state represents a significant public investment, which will help leverage resources to reach the ultimate goal: reconnecting Oregonians with Willamette Falls.

### **WILL THE SITE BE TURNED INTO A STATE PARK OR A METRO NATURAL AREA?**

It is very likely that a portion of the site will become public space to allow public access to the Falls. Until a vision and Master Plan are established, it is not clear what the best option is for public ownership. Either scenario is possible.

### **WILL ANY OF THE MILL BUILDINGS BE PRESERVED OR RE-USED?**

The buildings have been evaluated, and there are several that are structurally sound and may offer opportunities for re-use. Some of the buildings may also be eligible for the national register of historic places. However, a private property owner is the ultimate decision-maker on whether or not to preserve the buildings.

## **WHEN WILL CONSTRUCTION BEGIN?**

Construction cannot begin until a Master Plan for the site receives approval from the City of Oregon City. After that, the market will dictate when construction begins. The Willamette Falls Legacy Project team is tasked with obtaining Master Plan approval by mid-2014 and exploring ways to speed up the development process so the site doesn't sit vacant.

## **WHAT ARE THE INDUSTRIAL BUILDINGS ACROSS THE RIVER FROM THE BLUE HERON SITE?**

The West Linn Paper Company operates a mill on the West Linn side of the river. The mill operates 24 hours/day, 365 days/year, and produces over 725 tons of coated paper each day. This type of paper is used to make high quality magazine and catalog paper. The West Linn Paper Company is the largest private employer in West Linn with approximately 250 employees. The mill was founded in 1889.

The West Linn side of the river also houses buildings for Portland General Electric power generation and is home to the currently inoperative Willamette Falls Navigation Canal and Locks.

## **WHAT IS THE STATUS OF THE HYDROELECTRIC PROJECT AT THE FALLS, AND HOW IS IT RELATED TO THE WILLAMETTE FALLS LEGACY PROJECT?**

The Willamette Falls Hydroelectric Project, located at Willamette Falls, is owned and operated by Portland General Electric, and has been in continuous operation since 1895. Its current operating license, issued by the Federal Regulatory Commission in December 2005, governs its operation through December 2035. Portions of the Hydroelectric Project include land and structures that are within the Willamette Falls Legacy Project planning area. As such, coordination between the Legacy Project stakeholders, and PGE, will be necessary to ensure public access and enjoyment of the Falls, a key element of the Willamette Falls Legacy Project, can be provided in a safe and secure manner.

## **CAN I VISIT THE SITE?**

Access to the site is limited because of private ownership. However, the project team is working to obtain permission for public tours later this year. Check back with us for updates.

## **HOW WILL MY COMMENTS BE USED?**

All comments currently will be reviewed by project team members and will help inform the evolving Vision for the site.



Materials following this page were distributed at the meeting.

## **2014 RTP Update committee calendar: September 2013 through July 2014**

**September 12 JPACT** – Approval of 2014 RTP work program

**September 12 Metro Council** – Approval of 2014 RTP work program

**September 27 TPAC** - Comments from Chair – 2014 RTP process update

**October 2 MTAC** - Comments from Chair – 2014 RTP process update

**Nov 12 Metro Council work session** – 2014 RTP process update/share demographic & economic trends

**Nov 13 MPAC** - 2014 RTP process update / share demographic and economic trends

**Nov 14 JPACT** - 2014 RTP process update / share demographic and economic trends

**January 3 TPAC** - Information – 2014 RTP process update / share draft project list

**January 7 Metro Council work session** - 2014 RTP process update / share draft project list

**January 8 MTAC** - Information - 2014 RTP process update / share draft project list

**January 9 JPACT** - Information - 2014 RTP process update / share draft project list

**January 15 MPAC** - Information - 2014 RTP process update / share draft project list

**January 31 TPAC** - Comments from chair –Preliminary air quality conformity results

**February 5 MTAC** - Comments from chair – Preliminary air quality conformity results

**February 12 MPAC** - Comments from chair – Preliminary air quality conformity results

**February 13 JPACT** - Comments from chair – Preliminary air quality conformity results

**February 28 TPAC** - Information - Preview of public review draft plan

**March 5 MTAC** - Information - Preview of public review draft plan

**March 11 Metro Council work session** – Preview of public review draft plan

**March 12 MPAC** - Information - Preview of public review draft plan

**March 13 JPACT** - Information - Preview of public review draft plan

**March 21–May 5** - Release draft plan for public comments (45-days)

**April 25 TPAC** - Information - preview potential refinements from public comments (received to date)

**May 6 Metro Council work session** - Information - preview potential refinements from public comments

**May 7 MTAC** - Information - preview potential refinements from public comments

**May 8 JPACT** - Information - preview potential refinements from public comments

**May 14 MPAC** - Information - preview potential refinements from public comments

**May 21 MTAC** - Comments from Chair – 2014 RTP process update

**May 30 TPAC** - Comments from Chair – 2014 RTP process update

**June 2 – July 2** - Public comment period on Air Quality Conformity results (30-days)

**June 18 MTAC** - Action - Recommendation to MPAC on 2014 RTP ordinance

**June 25 MPAC** - Action - Recommendation to Metro Council on 2014 RTP ordinance

**June 27 TPAC** - Action - Recommendation to JPACT on 2014 RTP ordinance

**July 10 JPACT** - Action - Approval of 2014 RTP ordinance

**July 10 Metro Council** – First reading of 2014 RTP ordinance

**July 17 Metro Council** - Final action on 2014 RTP ordinance

**July 24** Transmit adopted 2014 RTP to US DOT & DLCD for review

**Sept 20** 2035 RTP conformity expires



TRANSPORTATION POLICY ALTERNATIVES COMMITTEE  
August 30, 2013  
Metro Regional Center, Council Chamber

MEMBERS PRESENT

Karen Buehrig  
Courtney Duke  
Adrian Esteban  
Elissa Gertler, Chair  
Carol Gossett  
Nancy Kraushaar  
Katherine Kelly  
Alan Lehto  
Margaret Middleton  
Dave Nordberg  
Satvinder Sandhu  
Karen Schilling  
Rian Windsheimer

AFFILIATION

Clackamas County  
City of Portland  
Community Representative  
Metro  
Community Representative  
City of Wilsonville, representing Cities of Clackamas Co.  
City of Gresham, representing Cities of Multnomah Co.  
TriMet  
City of Beaverton, representing Cities of Washington Co.  
Oregon Department of Environmental Quality  
Federal Highway Administration  
Multnomah Co.  
Oregon Department of Transportation

MEMBERS EXCUSED

Mike Clark  
Chris Deffebach  
Steve Entenman  
Scott King  
Dean Lookingbill  
Heather McCarey  
Cora Potter

AFFILIATION

Washington State Department of Transportation  
Washington Co.  
Community Representative  
Port of Portland  
Southwest Washington Regional Transportation Council  
Community Representative  
Community Representative

ALTERNATES PRESENT

Ken Burgstahler  
Phil Healy  
Karen Savage

AFFILIATION

Washington State Department of Transportation  
Port of Portland  
Washington Co.

**STAFF:** Grace Cho, Mia Hart, Ted Leybold, Lake McTighe, John Mermin, Kelsey Newell.

**1. CALL TO ORDER, DECLARATION OF A QUORUM**

Chair Elissa Gertler declared a quorum and called the meeting to order at 9:30 a.m.

**2. COMMENTS FROM THE CHAIR AND COMMITTEE MEMBERS**

Ms. Grace Cho of Metro provided an update on the Transportation Alternatives (TA) program. There were several changes to funding programs as a result of MAP-21, including transferring some

the plan appropriately reflects the region's interests. The ATP is considered "draft" until the public comment in March 2014 and proposal for adoption as a component of the RTP in July 2014. A regional workgroup meeting on September 11<sup>th</sup> will preview proposed changes to the RTP based on the ATP.

Changes to the Draft ATP, reflected in the August 2013 draft, are based on stakeholder input and displayed in track changes. Changes to the Draft ATP include general changes, such as edits for clarity, added citations and appendix updates, changes to the network maps and additional detail on functional classifications, as well as added language for design guidelines, policies, and actions. Additionally, additional information on performance measures and performance management were incorporated, clarifying changes to funding, and project list changes related to project implementation.

Member comments included:

- Members asked clarifying questions about the project list in the Draft ATP appendix, specifically additional detail related to the process selection and purpose. Ms. McTighe stated the project list is not prioritized, and is intended to be used as a resource. The projects listed are those identified by local jurisdictions and agencies. The project list identifies existing projects in the RTP that help complete the identified regional bicycle and pedestrian networks; the list also identifies projects that could be added to the RTP. Ms. Margaret Middleton proposed the formation of a working group for counties and cities to ensure that all concerns are addressed prior to consideration for adoption, in addition to two amendments to the resolution.
- Members expressed concern surrounding incorporating changes in the ATP into the RTP, discussed concerns of delaying adoption of the RTP due to the ATP.
- Members expressed additional time for consideration would be valuable. Members acknowledged the time constraint while highlighting concerns related to limiting results through adhering to a constrained timeline.

MOTION: Mr. Alan Lehto moved, Ms. Cora Potter seconded, to recommend Resolution No. 13-4454 to JPACT with the following requests for consideration:

- Changes to Resolution No. 13-445:
  - Strike the words "policy and project" from the second "Be it Resolved;"
  - Change "to be adopted" to "consider for adoption" in the third "Be it Resolved;"
- Formation of an ATP/RTP workgroup to review, provide input and guidance on further refinement of the ATP and changes made to the RTP;
- As much work on the ATP and update to the RTP is completed during the 2014 RTP update.

RESULT: With all in favor, the motion passed.

## **6. REGIONAL FLEXIBLE FUND ALLOCATION PUBLIC COMMENT PERIOD SUMMARY AND LOCAL COORDINATING COMMITTEE UPDATE**

Mr. Ted Leybold of Metro provided an overview of the 2016-18 Regional Flexible Funds Allocation (RFFA) public comments and sub-regional project analysis. The RFFA Public Comment Report was

released in June and summarizes regional public comments collected from sub-regional outreach. Efforts focused on process and outreach to community leaders and local agencies, in addition to expanding resources for limited English language proficiency community members through language translation via phone, web, and written materials. More than 800 comments were received during the regional public comment period. Comments focused on bicycle and pedestrian safety, increasing support for job access and industrial land access related to freight, among others.

Mr. Leybold asked members to provide a summary of the sub-regional outreach process and results. Member comments included:

- Ms. Karen Buehrig stated Clackamas County received valuable comments from attendees of local meetings and the public. Clackamas County collaborated with their technical advisory group for the technical evaluation. All projects were discussed, though the majority of input and analysis surrounded active transportation. Four projects were submitted and an initial analysis was conducted to create a basis for discussion and prioritization. Discussion focused on evaluating safety. Molalla Avenue, Oregon City was identified as a top priority.
- Mr. Dan Bower of the City of Portland stated Portland received a high volume of public comments. The City of Portland used Metro's guidelines for the technical evaluation, weighed policies, and discussed costs and benefits surrounding ITS projects. Results of the public hearing concentrated on general acknowledgement of work and did not include detailed project specific comments. A summary of public comments will be made available.
- Ms. Joanna Valencia of Multnomah County stated East Multnomah County followed a similar technical review to the City of Portland, utilizing the East Multnomah County Technical Advisory Committee to rate and prioritize projects. The public hearing received few attendees and most public comments were collected from email, social media, and tabling outreach events. Comments emphasized the need to improve access for employees in industrial areas and improving access to recreational facilities. A final decision for recommendation is scheduled for September 9<sup>th</sup>.
- Ms. Dyami Valentine of Washington County stated the Washington County used a technical advisory committee, as recommended by Metro's guidelines for technical evaluation, while considering local priority, scalability, and deliverability. The public comment process was guided by Metro's recommendations, using email, newsletter, and media outreach, in addition to direct notification to organizations. Discussion was held at an open house and additional comments were collected in online comments forms.
- Mr. Leybold stated a regional level public hearing was held, while the majority of comments were collected in a web-based comment tool.
- Members discussed clarification on how to use the RFFA criteria for evaluating and prioritizing and also expressed concern surrounding the need for additional guidance on input at local level and building knowledge at the decision-making level.

## **7. REDUCTION REVIEW ROUTES IN THE OREGON HIGHWAY PLAN AMENDMENTS AND ADMINISTRATIVE RULE**

Mr. Michael Bufalino of ODOT provided an overview of the Oregon Highway Plan (OHP) Amendments and Administrative Rule – Division 12. The 2003 legislature adopted changes to Oregon Revised Statutes (ORS) 366.215 identifying the Oregon Transportation Commission's authority to build and modify state highways. The statute states that that the Commission may not permanently reduce 'vehicle-carrying capacity', or vertical and horizontal clearance, of an identified

freight route unless safety or access considerations require the reduction, or a local government requests reduction. Oversized vehicles are issued permits on an annual or trip specific basis. ODOT began implementation in 2003. Improvements include Highway 6 in Tillamook and Highway 38 in Elkton, which were implemented in 2006 – 2007.

The designated Reduction Review Routes identify where the Department will apply the OAR 731-012-0010 review of vertical and horizontal clearance. Reduction Review Routes apply to state highways only and are not tied to federal designation. The review process is formalized in the administrative rule and additional guidance can be found on ODOT's website, <http://www.oregon.gov/ODOT/TD/TP/pages/ohp.aspx>. A stakeholder advisory group will serve as a valuable resource for providing feedback. The stakeholder form will assist to advise agencies and solutions that avoid creating a reduction of vehicle-carrying capacity may be identified in this forum.

ODOT continues to review projects for Reduction Review Routes. The stakeholder forum will expand membership and provide clear direction on Access Management. Guidance documents maps will be updated. For further information contact Mr. Tony Coleman, ODOT Region Mobility Liaison, at [Anthony.T.Coleman@odot.state.or.us](mailto:Anthony.T.Coleman@odot.state.or.us).

Members asked clarifying questions related to conflict with the national network. Mr. Bufalino stated the Administrative Rule is not in direct connection. The Administrative Rule includes large vehicles, which is not explicitly called out and would require professional staff review to incorporate national network protections.

## **8. PORT OF PORTLAND RAIL PLAN**

Mr. Phil Healy provided an overview of the Port of Portland Rail Plan. Rail Plan projects extend to 2030 and include South Rivergate Rail Yard, Ramsey Rail Yard, St. Johns Lead, Barnes Yard Bypass, and Leadbetter Overcrossing. The objectives of the Rail Plan are to identify future freight demand, challenges, and opportunities for the Port; compare forecasted demands, business opportunities, and challenges to the capability of the existing infrastructure; identify infrastructure improvements necessary to meet those demands, opportunities, and challenges.

A Port Rail Plan Working Group provided stakeholder input through interviews with railroads, shippers, and tenants. A two-pronged approach examined port-oriented projects and main line capacity-oriented projects. Evaluation methodology consisted of BST's cargo forecast methodology, a train volume forecast based on different train segments, and the track utilization measurement Line Occupancy Index (LOI) Tool.

29 infrastructure projects were identified in total. Key projects identified were Project 3: Peninsula Terminal Connection at Suttle Road, Project 21: Kenton Line Double Tracking, Project 20, North Portland Crossover Improvements, and Project 12: North Rivergate Boulevard Grade Separation.

Member comments included:

- Members asked if there is coordination between Port of Portland and ODOT on rail projects. Mr. Healy stated the Port of Portland is coordinating with ODOT on their rail project.

- Members asked if the Rail Plan takes economic advantages into consideration. Mr. Healy stated each project will include a cost benefit analysis and that there is an implementation strategy chapter.

## **9. 2014 REGIONAL TRANSPORTATION PLAN PROJECT SOLICITATION**

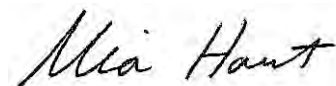
Mr. John Mermin of Metro provided an overview of the 2014 Regional Transportation Plan (RTP) project solicitation. Metro will issue a "Call for Projects" on September 23<sup>rd</sup> to refine RTP investment priorities. The current RTP goals and performance targets will provide policy direction for investment priorities to be brought forward for consideration in the 2014 RTP update. Two levels of investment were developed for the 2014 RTP, both of which are tied to a funding target: the 2014 RTP Federal Priorities and the "state" 2014 RTP Investment Strategy. Changes to the 2014 RTP project solicitation are funding targets tied to expenditure schedules, which are intended to assist local jurisdictions, counties, TriMet, South Metro Area Rapid Transit (SMART), Port of Portland, and the Oregon Department of Transportation to prioritize investments.

Metro staff will host a 2014 RTP project solicitation workshop on September 23, 2013. Metro will also hold a separate meeting with the lead county coordinating committee staff, as well as leads at TriMet, ODOT, Port of Portland, and City of Portland, to discuss coordination of local jurisdiction project submittals. Project submittals are due to Metro by December 6<sup>th</sup> to Ms. Grace Cho. Projects and programs submitted will undergo a system-level performance evaluation, policy review and formal public comment. In winter 2014, MPAC and JPACT will review the draft project list and policy refinements. Metro staff will begin the performance evaluation and compile an updated draft investment strategy (project list) and policy refinements to be released for public comment in March 2014.

## **10. ADJOURN**

Chair Gertler adjourned the meeting at 11:37 a.m.

Respectfully Submitted,



Mia Hart

Recording Secretary

| <b>ITEM</b> | <b>DOCUMENT TYPE</b> | <b>DOC DATE</b> | <b>DOCUMENT DESCRIPTION</b>                                    | <b>DOCUMENT No.</b> |
|-------------|----------------------|-----------------|--|---------------------|
|             | Agenda               | N/A             | 83013 Revised TPAC Agenda                                      | 083013t-01          |
| 4.0         | Handout              | N/A             | Revisions: 71913 TPAC Minutes                                  | 083013t-02          |
| 5.0         | Letter               | 8/26/2013       | City Club of Portland RE: RATP                                 | 083013t-03          |
| 5.0         | Letter               | 8/22/2013       | Oregon Walks RE: RATP  | 083013t-04          |
| 5.0         | Letter               | 8/13/2013       | Mayor Ogden on Behalf of Mayors in Region RE: ATP              | 083013t-05          |
| 5.0         | Handout              | N/A             | ATP Recommended Bicycle and Pedestrian Network Maps            | 083013t-06          |
| 5.0         | PowerPoint           | 8/30/2013       | Draft ATP  | 083013t-07          |
| 7.0         | PowerPoint           | 8/30/2013       | OHP Amendments Administrative Rule – Division 12               | 083013t-08          |
| 8.0         | Handout              | N/A             | Port of Portland Rail Plan Map                                 | 083013t-09          |
| 8.0         | Handout              | N/A             | Port of Portland Rail Plan Project List                        | 083013t-10          |
| 8.0         | PowerPoint           | 8/30/2013       | Port of Portland Rail Plan                                     | 083013t-11          |
| 9.0         | Handout              | N/A             | 2014 RTP Update Attachment 1: Solicitation Packet Instructions | 083013t-12          |



BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF ALLOCATING \$142.58 ) RESOLUTION NO. 13-4467  
MILLION OF REGIONAL FLEXIBLE FUNDING )  
FOR THE YEARS 2016-18, PENDING AIR )  
QUALITY CONFORMITY DETERMINATION )  
Introduced by Chief Operating Officer Martha  
Bennett in concurrence with Council  
President Tom Hughes

WHEREAS, approximately \$142.58 million is forecast to be appropriated to the metropolitan region through the federal Surface Transportation Program (STP), Transportation Alternatives Program (TAP) and Congestion Mitigation – Air Quality (CMAQ) transportation funding 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 three-step allocation process, establish the project focus areas of Region-wide Programs, Active Transportation & Complete Streets and Green Economy & Freight Initiatives, and Regional Economic Opportunity with funding targets, and development of a collaborative process for nominating projects for funding by Metro Resolution No. 12-4383, For the Purpose of Adopting Policy Direction to the Regional Flexible Funding Allocation (RFFA) Process for Federal Fiscal Years 2016-18, adopted November 15, 2012; and

WHEREAS, upon further direction provided by TPAC, JPACT, and the Metro Council, an amendment was made to the project nomination criteria for the Regional Economic Opportunity Fund, Metro Resolution No. 12-4401, For the Purpose of Amending Resolution 12-4383 Setting the Policy Direction to the Regional Flexible Fund Allocation (RFFA) Process for Federal Fiscal Years 2016-18, adopted December 18, 2012; and

WHEREAS, an extensive regional public process provided opportunities for comments on the merit and potential impacts of the project and program applications between May 8<sup>th</sup> through June 7<sup>th</sup>, 2013; and

WHEREAS, an extensive local public process was also executed to provide additional opportunities for comments and project refinements prior to the final selection of the projects to recommend forward; 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 Policy criteria, local prioritization processes, and public comments; and

WHEREAS, JPACT approved this legislation to submit to the Metro Council for adoption; 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 2016-18 Regional Flexible Fund Allocation process as shown in Exhibit A.

ADOPTED by the Metro Council this \_\_\_\_ day of October 2013.

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Tom Hughes, Council President

Approved as to Form:

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Allison R. Kean, Metro Attorney

## STAFF REPORT

### FOR THE PURPOSE OF ALLOCATING \$142.58 MILLIONS OF REGIONAL FLEXIBLE FUNDING FOR THE YEARS 2016-2018, PENDING THE AIR QUALITY CONFORMITY DETERMINATION

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Date: September 24, 2013

Prepared by: Grace Cho & Chris Myers

#### BACKGROUND

As the metropolitan planning organization (MPO) for the urban area of the Portland region, Metro receives and distributes different sources of federal transportation funds. Two sources of federal transportation funds, the Surface Transportation Program (STP), the Transportation Alternatives Program (TAP) and the Congestion Mitigation and Air Quality (CMAQ), are allocated at the discretion of the Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Council. The process of distributing these funds is known as the Regional Flexible Funds Allocation (RFFA). The RFFA is conducted in funding cycles of 2-3 years. The metropolitan region is forecasted to receive \$142.58 million from these sources in the federal fiscal years of 2016-18. Previous allocations have identified projects and programs to receive funds during the federal fiscal years of 2014-15.

#### POLICY DIRECTION FOR THE 2016-2018 REGIONAL FLEXIBLE FUND ALLOCATION

In November 2012, JPACT and the Metro Council adopted Resolution No. 12-4383, which established the policy direction for the 2016-18 Regional Flexible Fund Allocation. In adopting the 2016-18 policy framework, three project funding categories and sub-regional targets were established. These three project categories are: 1) Region-wide Programs and high capacity transit bond payment; 2) Active Transportation and Complete Streets/Green Economy and Freight Initiatives; and 3) Regional Economic Opportunity. All three project fund categories support the implementation of the long-range regional transportation plan. JPACT and the Metro Council also affirmed the policy direction and target setting used in the previous cycle (2014-15) for allocating funds to region-wide programs and the Active Transportation and Complete Streets/Green Economy and Freight Initiatives. The 2014-15 RFFA policy direction sub-divided the second project category into a 7/25 funding target where Active Transportation & Complete Streets represents 75% of the category funds and Green Economy & Freight Initiatives represent the remaining 25% of the category funds.

JPACT and the Metro Council also approved a project funding category new to the 2016-18 RFFA. With a funding target comprising of nearly one-third (1/3) of the forecasted 2016-18 RFFA, the Regional Economic Opportunity Fund (REOF) was established to support large scale projects (\$5-\$10 million) that are difficult to fund at the local level and allowing for multi-agency projects. Through the 2016-18 RFFA policy framework, a limit of two projects per sub-region may compete for REOF funds. JPACT and the Metro Council affirmed the project nomination criteria follow those of the U.S. DOT Transportation Investment Generating Economic Recovery (TIGER) program.

#### 2016-2018 REGIONAL FLEXIBLE FUND PROJECT NOMINATION PROCESS

Based on the updated policy direction from JPACT, Metro staff developed a collaborative three-step project nomination process for generating project ideas and relied on a sub-regional prioritization process to recommend final projects for funding consideration. All project and program candidates nominated for funding submitted applications to Metro by March 15, 2013.

The first step considered the nomination of the region-wide programs administered by Metro and the region's multi-year commitment of flexible funds to regional high capacity transit. The five existing region-wide programs (Transit-Oriented Development, Regional Travel Options, Transportation System Management and Operations, Corridors and Systems Planning, and Regional MPO Planning) were nominated by the lead Metro staff person. The nomination application demonstrated how each program advances the goals of the 2035 Regional Transportation Plan (RTP). At the June 2013 Transportation

Policy Advisory Committee (TPAC) meeting and the July 2013 JPACT meeting, Metro staff provided a presentation of the nominated region-wide programs and included information about the multi-year commitment to the region's high capacity transit system, as set forth by Resolution No. 10-4185.

For the second step, sub-regional funding targets were established using updated population and system data. Projects for two competition areas (Active Transportation and Complete Street and Green Economy and Freight Initiatives) were nominated by local jurisdictions and had to demonstrate the project met the individual category's nomination criteria set forth by the 2016-2018 RFFA policy direction. The nomination criteria included improving access, increasing safety, and serving environmental justice populations. A total of 24 projects were nominated between the two competition areas. The nominated projects were then prioritized to meet the funding targets established for each sub-region (Washington County and its cities, East Multnomah County and its cities, Clackamas County and its cities, and the City of Portland). The project list reflects the local priorities and projects that meet criteria in each sub-region and the final recommendations are listed in Exhibit A to Resolution No. 13-xxxx.

The third and final step nominated the Regional Economic Opportunity Fund projects. An initial identification of projects to nominate for the REOF was conducted in winter 2012, where a total of five projects emerged on the basis that projects had been identified in previous processes and competitions (e.g. previous TIGER grant announcements) as regional priority projects. These five projects had to complete a project nomination application demonstrating the project met the REOF criteria and submit to Metro by the March 2013 deadline.

#### **2016-18 REGIONAL FLEXIBLE FUND PUBLIC COMMENT PROCESS**

The 2016-18 policy framework and direction provided by federal partners called for an enhanced public engagement process. This public comment period for the nominated 2016-18 RFFA was different from previous cycles where there was a regional engagement process and individual sub-regional engagement process.

For the regional public comment, Metro took a "cast a wide net" approach to contacting stakeholders to provide input. The regional public comment period held from May 8, 2013 to June 7, 2013 asked the public to provide refinements to the 34 projects nominated through the three project funding categories. The outreach strategy focused on notifying and informing communities most impacted by the 34 proposed projects and programs. Staff reached out to local community groups – including equity and EJ-focused groups, faith-based organizations, agencies and community media. Comments were accepted by web-form, phone, email and letters and all supporting materials, written and electronic, were translated into LEP-analysis identified languages: Spanish, Russian, Chinese and Vietnamese. For the regional public comment, several resources supporting outreach to LEP populations were developed, which were offered and utilized by local partners. Despite greater efforts to provide access and encourage LEP communities to comment, no written or verbal comments were received requiring translation.

Nearly 800 comments were received, in which the majority came through the use of the online web comment form. In addition, Metro held a joint Metro Council and JPACT public hearing held May 30, 2013 where total of 26 people provided testimony.

The public comment report documents all of the projects received via the online comment tool, email, and mail. Additionally, appended to the regional public comment report are Metro and project applicant responses to public comments. The responses to the public comments received during the regional public comment are a new addition to 2016-18 process and are appended as a matrix to the regional public comment report. A summary of the regional public comment report and the response matrix are attached as Exhibit B to this Staff Report.

Following the regional public comment period for the 2016-18 RFFA, the undertook a local engagement process to provide opportunity for public comment and solicit feedback to help prioritize which projects

to recommend award of 2016-18 Regional Flexible Funds. Initial work on the local engagement process began with each sub-region used and distributed feedback received during the regional comment period, including those provided by Metro and ODOT staff, to consider revising project elements based on the comments.

Following, the sub-regions also provided targeted local opportunities to comment on the nominated projects for funds prior to making final recommendations. The Clackamas County and East Multnomah County sub-regions conducted a combined open house and a public hearing to provide stakeholders an opportunity to ask more about projects and provide testimony to staff and local elected officials. The Washington County sub-region held an open house to allow community members ask questions directly to the project managers, while the City of Portland held a public hearing where stakeholders testified to staff and elected officials. In total, the four sub-regions combined had approximately 170 participants (85 at Clackamas County, 45 at City of Portland, 15 at E. Multnomah County, 35 at Washington County) at the open houses and public hearings. All four sub-regions had a local public comment period in addition to the in person opportunity to comment. The sub-regions documented the input received during the local engagement process and provided summary responses to the comments received. A summary of each sub-region's public engagement process is in Exhibit C to this Staff Report.

### **2016-18 RECOMMENDED REGIONAL FLEXIBLE FUND GRANTEES 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.

#### **Conditions applied to all projects and programs:**

1. Project scopes will include what is written in their project application narrative and project refinements in response to comments. Requests for adjustments to project scopes shall be made in writing to the MTIP Project Manager utilizing the amendment procedures adopted in the MTIP (2012-15 MTIP amendment procedures are currently defined in Section 1.7).
2. Funding is awarded to the locally recommended projects for the 2016-2018 Regional Flexible Fund Allocation. 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. 2019-21), to be distributed among the region or request to reallocate funds per the MTIP amendment process ( Section 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 with bicycle and pedestrian components will update local network maps and provide relevant bike and pedestrian network data to Metro. Metro will provide guidelines on network data submissions upon request. Additionally all projects will implement sufficient wayfinding signage consistent with Metro sign guidelines. (Ex. Metro's Intertwine Design Guidelines: [http://library.oregonmetro.gov/files/intertwine\\_regional\\_trail\\_signage\\_guidelines.pdf](http://library.oregonmetro.gov/files/intertwine_regional_trail_signage_guidelines.pdf))
5. All projects with ITS elements will be consistent with National ITS Architecture and Standards and Final Rule (23 CFR Section 940) and Regional ITS Architecture. This includes completing a systems engineering process during project development to be documented through the systems engineering form and submitted to Metro for inventory purposes.

6. All project public notifications and materials created or printed for the purposes of the project, including both printed and web-based information, shall acknowledge Metro as a partner. Acknowledgement can be in the form of: include the Metro logo on print or online materials, spoken attribution, and/or Metro staff at events. Metro will provide partners with Metro logos and usage guidelines upon request.
7. All projects will meet federal requirements and Metro guidelines for public involvement (as applicable to the project phase, including planning and project development). Resources to ensure that projects have met federal requirements and Metro guidelines include the Public Engagement Guide Appendix G: Local Engagement and Non-Discrimination Checklist, ([http://library.oregonmetro.gov/files/public\\_engagement\\_guide\\_public\\_review.pdf](http://library.oregonmetro.gov/files/public_engagement_guide_public_review.pdf)) the National Environmental Protection Act Primer, (<http://library.oregonmetro.gov/files/nepa-may11-web.pdf>) and the regional resource guide (<http://www.oregonmetro.gov/index.cfm/go/by.web/id=42795>). As appropriate local data and knowledge shall be used to supplement analysis and inform public involvement.
8. Per new federal requirements under the Moving Ahead Toward Progress in the 21<sup>st</sup> Century (MAP-21), all projects will implement monitoring measures and performance evaluation to be reviewed by Metro. Performance evaluation measures are to be responsive to MAP-21 requirements and relevant to the type of project and project phase. (Guidance of MAP-21 performance evaluation measures to be developed and adopted in the near future.) Additionally, all projects will share monitoring data and information upon request by Metro.

#### **Active Transportation and Complete Streets projects:**

##### **Clackamas County**

###### **Clackamas County – Jennings Avenue: OR 99E to Oatfield Road Sidewalk and Bike Lanes**

- a. The project will add a process for extending the street lighting district to include the remaining portion of Jennings Avenue currently without sidewalks.
- b. The project coordinate the interface of OR 99E with ODOT.

###### **City of Happy Valley – SE 129<sup>th</sup> Avenue Bike Lane and Sidewalks**

- a. The project shall include improvements to the lighting and a refuge island at the existing crossing at SE Scott Creek Lane.
- b. The project shall setback the sidewalk from the roadway to the maximum extent possible, taking into consideration the topography of the project area.
- c. The project will review traffic counts and consider improvements, such as a signal or three-way stop, to the intersection of SE Mountain Gate and SE 129<sup>th</sup> Avenue.

###### **City of Gladstone – Trolley Trail Historic Bridge Feasibility Study: Gladstone to Oregon City**

- a. The project shall add an addition \$10,000 to the project scope bringing the total to \$235,000 for the purposes of conducting a local decision process on whether to pursue construction of the bridge project (including whether to amend the local Transportation System Plan), funding coordination with agency partners, and community public involvement.

##### **City of Portland**

###### **City of Portland – OR 99W: SW 19<sup>th</sup> Avenue to 26<sup>th</sup> Avenue – Barbur Boulevard Demonstration**

- a. The project, in cooperation with Metro, shall pursue a STA designation from ODOT.
- b. The project scope will be revised to include an extension of bicycle sharrows along SW 19<sup>th</sup> Avenue, Capitol Hill Road, and SW 26<sup>th</sup> Avenue.
- c. The project will conduct targeted outreach with environmental justice communities to satisfy public involvement requirements per federal regulations.

**City of Portland – Portland City Central Multimodal Safety Project**

- a. The project shall have the project scope reviewed by Metro staff to ensure the project is conducting outreach to environmental justice/disadvantaged communities per federal regulations.
- b. The project sponsor agrees to work with Metro during the development process to establish a refined project scope and cost estimate that includes inflation factors prior to final programming of the project.
- c. Metro is required to be a participant in the development process of the project to ensure the project elements adhere to the 2016-2018 Regional Flexible Fund Allocation active transportation policy criteria, Metro’s design guidelines, and responsiveness to the community needs and issues identified through public involvement process.

**City of Portland – Foster Road: SE Powell 90<sup>th</sup> Pedestrian/Bicycle/Safety Phase II**

- a. The project will install marked protected crosswalks with improved lighting and median refuge islands with rapid flash beacons at intervals outlined in regional complete streets guidelines.
- b. The project sponsor agrees to work with Metro during the development process to establish a refined project scope and cost estimate that includes inflation factors prior to final programming of the project.
- c. The project will coordinate location and design with various Metro corridor planning efforts including the Powell-Division corridor planning high capacity transit analysis and outcomes.

**City of Portland – Southwest in Motion Active Transportation Strategy**

- a. The project shall have the project scope reviewed by Metro staff to ensure the project is conducting outreach to environmental justice/disadvantaged communities per federal regulations.
- b. The project sponsor agrees to work with Metro during the development process to establish a refined project scope and cost estimate that includes inflation factors prior to final programming of the project.
- c. Metro is required to be a participant in the development process of the project to ensure the project elements adhere to the 2016-2018 Regional Flexible Fund Allocation active transportation policy criteria, Metro’s design guidelines, and responsiveness to the community needs and issues identified through public involvement process.
- d. The project will coordinate with various Metro corridor planning efforts including the Southwest corridor planning high capacity transit analysis and outcomes.
- e. The project will request ODOT to participate as part of the project team for coordination and in discussing issues on Barbur Boulevard.
- f. The project will utilize regional resources (as provided in the 2016-2018 RFFA Resource Guide), local data, and community identified needs to help shape and inform the proposed strategies.

**E. Multnomah County**

**City of Gresham – Sandy Boulevard: NE 181<sup>st</sup> Avenue to East Gresham City Limits**

- a. The project shall investigate, and if locations and project budget allow, install bike detection infrastructure to collect automated bike counts at new trail crossing to collect automated bike counts.
- b. The project shall work with TriMet on the coordination and relocation of transit stops and stations.

**Washington County**

**City of Beaverton – Canyon Road Streetscape and Safety Project**

- a. The project, in cooperation with Metro, shall pursue a STA designation from ODOT through the Creekside District Master Plan or other planning or project development efforts.
- b. The project staff will coordinate with TriMet on the proposed STIP Enhance Project to improve and/or relocate bus stops to align with the proposed Canyon Road pedestrian improvements.

**City of Tigard – Fanno Creek Trail**

- a. Per the response to comments, the project sponsor will ensure the 2016-2018 RFFA project will not be used in the future to meet the previous agreement to locally fund the Main Street and Hall Boulevard portions of the Fanno Creek trail.
- b. The project shall have a trail width of 14' where feasible.
- c. The project shall investigate, and if project budget and locations allow, install bike detection infrastructure to collect automated bike counts.

**Tualatin Hills Park and Recreation District – Beaverton Creek Trail Crescent Connection:  
Westside Trail to SW Hocken Avenue**

- a. The project will pursue an increased width in the trail to 14' per Metro's Active Transportation Plan guidelines, particularly in areas where there is higher usage, if deemed feasible based on environmental factors.
- b. The project shall have the project scope reviewed by Metro staff to ensure the project is conducting outreach to environmental justice/disadvantaged communities per federal regulations.
- c. The project shall investigate, and if project budget and locations allow, install bike detection infrastructure to collect automated bike counts.

**Washington County – Pedestrian Arterial Crossings**

- a. Per community input, the project will study the following intersections for potential arterial crossings: SW 185<sup>th</sup> and Alexander and along SW 170<sup>th</sup> in the vicinity of Aloha-Huber Park K-8 school.
- b. The project sponsor agrees to working with Metro during the development process to establish a refined project scope and cost estimate that includes inflation factors prior to final programming of the project construction phase.
- c. The project will have the public involvement element of the project scope reviewed by Metro staff to ensure the project is conducting outreach to environmental justice/disadvantaged communities per federal regulations.

**Green Economy and Freight projects**

**Clackamas County**

**Clackamas County – Regional Freight ITS Phase II**

- a. The project sponsor agrees to working with Metro during the development process to establish a refined project scope and cost estimate that includes inflation factors prior to final programming of the project construction phase.
- b. The project will request the involvement of the ODOT traffic engineer to coordinate project elements on ODOT facilities.

**City of Portland**

**City of Portland – N. Going to the Island Freight Improvements**

- a. The project will include a targeted public involvement effort to include environmental justice communities in North Portland as part of the planning and development and have the public involvement have the project scope reviewed by Metro staff to ensure the project is conducting outreach to environmental justice/disadvantaged communities per federal regulations.

**City of Portland – South Rivergate Freight ITS**

- a. The project will include a targeted public involvement effort to include environmental justice communities in North Portland as part of the planning and development and have the public involvement have the project scope reviewed by Metro staff to ensure the project is conducting outreach to environmental justice/disadvantaged communities per federal regulations.

**E. Multnomah County**

**City of Gresham – Sandy Boulevard: NE 181<sup>st</sup> Avenue to East Gresham City Limits**



(See Active Transportation and Complete Streets section)

### **Washington County**

#### **Washington County – Tonquin Road/Grahams Ferry Road Intersection**

- a. The project will investigate the feasibility of a modern roundabout as a means of reducing vehicle delay and improving safety for all modes.

### **Regional Economic Opportunity**

### **Clackamas County**

#### **Clackamas County – Sunrise System: Industrial Area Freight Access and Multimodal Project**

- a. The allocated REOF funding is to ensure completion of the connecting arterial road and trail elements of the Sunrise system project. This can be done while recognizing that funds dedicated to the overall combined project may be programmed to project elements as most administratively efficient and agreed to by project funding partners.

### **City of Portland**

#### **City of Portland – East Portland Access to Employment and Education Multimodal Project**

- a. The project sponsor agrees to working with Metro during the development process to establish a refined project scope and cost estimate that includes inflation factors prior to final programming of the project construction phase.
- b. The project will include Metro as a participant/scope reviewer for the project to ensure that the project scope reflects the general RFFA conditions and the Regional Economic Opportunity Fund policy criteria.

### **E. Multnomah County**

#### **Multnomah County – NE 238<sup>th</sup> Drive: Halsey Street to Glisan Street Freight and Multimodal Project (PE Phase)**

- a. No additional conditions of approval

#### **Port of Portland – Troutdale Industrial Access Project**

- a. The project shall coordinate the timely implementation of the arterials connections with the Fairview trail project to ensure the two adjacent projects are complementary and create a comprehensive connected network.

### **Washington County**

#### **City of Hillsboro – US 26 Brookwood Interchange**

- a. The project sponsor will construct a three lane (one in each direction and a center two-way turn lane) roadway with sidewalks and rased cycletrack from Huffman Road-Brookwood Parkway to NW 253<sup>rd</sup> instead of constructing a full four lane section.
- b. The project will coordinate with the ODOT interchange project to ensure complementary and comprehensive connections.

#### **Planning and Region-wide Programs**

The high capacity transit bond payment will be completed consistent with Metro Resolution 10-4185 regarding the multi-year commitment of regional flexible funds and the subsequent Metro and TriMet intergovernmental agreement to implement Resolution 10-4185.

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.

## 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.

**Legal Antecedents:** This resolution allocates transportation funds in accordance with the federal transportation authorizing legislation (currently known as Moving Ahead for Progress in the 21st century or MAP-21). The allocation process is intended to implement the Regional Flexible Fund 2016-2018 program policies as defined by Metro Resolution No. 12-4383, For the Purpose of Adopting Policy Direction to the Regional Flexible Funding Allocation (RFFA) Process for Federal Fiscal Years 2016-18, adopted November 15, 2012 and Metro Resolution No. 10-4185 For the Purpose of Approving a Supplemental Multi-Year Commitment of Regional Flexible Funding for the Years 2015-2027, Funding the Portland-Milwaukie Light Rail Transit Project, and Project Development for the Portland-Lake Oswego Transit Project, and the Southwest Corridor and Authorizing Execution of an Amendment to the Existing Intergovernmental Agreement with TriMet Regarding the Multi-Year Commitment of Regional Flexible Funds.

2. **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.
3. **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 2016, 2017, and 2018. Federal Fiscal Year 2016 grant funds would typically be utilized by Metro in Metro Fiscal Year 2016-17. Federal Fiscal Year 2017 grant funds would typically be utilized by Metro in Metro Fiscal Year 2017-18. Federal Fiscal Year 2018 grant funds would typically be utilized by Metro in Metro Fiscal Year 2018-19. 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 \$134,260 in Metro fiscal year 2016-17, \$138,288 in Metro fiscal year 2017-18 and \$142,436 in Metro fiscal year 2018-19 for transportation planning activities. Additionally, match would be required for the portion of the Regional Travel Options (RTO) program funding utilized for Metro led expenditures. Approximately 30% of the RTO program funding is currently utilized for this purpose. At this rate of utilization, there is a Metro

match of approximately \$83,000 in each of Metro fiscal years 2016-17, 2017-18 and 2018-19 for the RTO program.

**RECOMMENDED ACTION**

Metro staff recommends the approval of Resolution No. 13-XXXX.

## 2016-18 RFFA project and program nominations

| Local projects      |   |                   |            |           |             |                    |
|---------------------|---|-------------------|------------|-----------|-------------|--------------------|
| Sub-region          | Project   | Lead agency       | Focus area | Phase     | RFF request | Total Project Cost |
| Washington County   | Canyon Road Streetscape and Safety Project  | Beaverton         | AT/CS      | CONS      | \$3,535,000 | \$3,887,018        |
|                     | Fanno Creek Trail: Woodard Park to Bonita Road and 85 <sup>th</sup> Avenue to Tualatin River Bridge | Tigard            | AT/CS      | CONS      | \$3,700,000 | \$4,600,000        |
|                     | Beaverton Creek Trail Crescent Connection: Westside Trail to SW Hocken Avenue                       | THPRD             | AT/CS      | PD        | \$800,000   | \$4,733,812        |
|                     | Tonquin Road/Grahams Ferry Road Intersection  | Washington County | GE/FI      | CONS      | \$2,132,000 | \$3,350,000        |
|                     | Pedestrian Arterial Crossings   | Washington County | AT/CS      | PD        | \$636,000   | \$3,979,350        |
|                     | US 26/Brookwood Interchange - Industrial Access Project   | Hillsboro         | REOF       | CONS      | \$8,267,000 |                    |
| City of Portland    | N. Going to Swan Island Freight Improvements  | Portland          | GE/FI      | CONS      | \$500,000   | \$551,350          |
|                     | South Rivergate Freight Project   | Portland          | GE/FI      | CONS      | \$3,222,000 | \$3,552,899        |
|                     | OR 99W: SW 19th Avenue to 26th Avenue - Barbur Boulevard Demonstration Project                      | Portland          | AT/CS      | CONS      | \$1,894,600 | \$2,100,000        |
|                     | Foster Road: SE Powell 90th Pedestrian/Bicycle/Safety Phase II                                      | Portland          | AT/CS      | CONS      | \$2,063,400 | \$2,063,400        |
|                     | Southwest in Motion (SWIM) Active Transportation Strategy   | Portland          | AT/CS      | PLAN      | \$272,000   | \$299,934          |
|                     | Portland Central City Multimodal Safety Project   | Portland          | AT/CS      | PLAN/CONS | \$6,000,000 | \$6,616,200        |
|                     | East Portland Access to Employment and Education Multimodal Project                                 | Portland          | REOF       | CONS      | \$8,267,000 | \$9,116,021        |
| E. Multnomah County | Sandy Boulevard: NE 181st Avenue to East Gresham City Limits  | Gresham           | AT/CS      | CONS      | \$3,644,000 | \$4,367,562        |
|                     | NE 238th Drive: Halsey Street to Glisan Street Freight and Multimodal Project                       | Multnomah County  | REOF       | PD        | \$1,000,000 | \$5,850,724        |

|   |   |                  |       |                     |                      |                     |
|---|---|------------------|-------|---------------------|----------------------|---------------------|
|   | Troutdale Industrial Access Project                                       | Port of Portland | REOF  | CONS                | 8,000,000            | \$14,797,827        |
| <b>Clackamas Coounty</b>                      | Jennings Avenue: OR 99E to Oatfield Road Sidewalk and Bikelane Project    | Clackamas Co     | AT/CS | CONS                | \$1,901,092          | \$3,806,673         |
|   | SE 129th Avenue Bikelane and Sidewalks Project                            | Happy Valley     | AT/CS | CONS                | \$2,485,016          | \$3,105,644         |
|   | Clackamas County Regional ITS Project - Phase 2B                          | Clackamas Co     | GE/FI | CONS                | \$1,230,000          | \$1,375,200         |
|   | Trolley Trail Historic Bridge Feasibility Study: Gladstone to Oregon City | Gladstone        | AT/CS | PLAN                | \$201,892            | \$235,000           |
|   | Sunrise System: Industrial Area Freight Access and Multimodal Project     | Clackamas Co     | REOF  | CONS                | \$8,267,000          | \$8,268,563         |
|   |   |                  |       | <b>Sub-total:</b>   | <b>\$68,018,000</b>  | <b>\$86,647,177</b> |
| <b>Region-wide programs</b>                   |   |                  |       |                     |                      |                     |
| Transit Oriented Development                  |   |                  |       |                     | \$9,190,000          | N/A                 |
| High Capacity Transit                         |   |                  |       |                     | \$48,000,000         | N/A                 |
| Transportation System Management & Operations |   |                  |       |                     | \$4,640,000          | N/A                 |
| Regional Travel Options                       |   |                  |       |                     | \$7,010,000          | N/A                 |
| Corridor & Systems Planning                   |   |                  |       |                     | \$1,540,000          | N/A                 |
| Regional Planning                             |   |                  |       |                     | \$3,630,000          | N/A                 |
|   |   |                  |       | <b>Sub-total:</b>   | <b>\$74,010,000</b>  | <b>N/A</b>          |
|   |   |                  |       | <b>Grand Total:</b> | <b>\$142,028,000</b> |                     |

Notes: AT/CS - Active Transportation & Complete Streets, GE/FI - Green Economy & Freight Initiatives, PD - Project Development, CONS - Construction, PLAN - Planning



## Metro | Memo

Date: September 27, 2013  
To: TPAC and Interested Parties  
From: Ted Leybold, Metropolitan Transportation Improvement Program Manager  
Grace Cho, Assistant Transportation Planner  
Subject: 2016-18 Regional Flexible Fund Allocation – Regional Public Comment Responses Overview

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### **Introduction**

As part of the 2016-2018 Regional Flexible Fund Allocation (RFFA) process, Metro held a 30 day regional public comment period between May 8 and June 7, 2013. This was an initial step to gain public feedback on the 29 local projects and five region-wide programs nominated for 2016-2018 flexible funds. The purpose of this comment period was to ask the public how the proposed projects could be improved to meet community needs. For the regional public comment, Metro took both a “cast a wide net” approach to contacting stakeholders for input as well as targeting communities in proposed project areas and providing language assistance where needed. Nearly 800 comments were received, the majority coming through the use of the online web comment form. Additionally, a total of 26 people provided testimony at a joint Metro Council and Joint Policy Advisory Committee on Transportation (JPACT) public hearing held May 30, 2013.

### **Comment responses**

Following the end of the regional public comment period for the 2016-2018 flexible funds, the regional public comment summary and individual comments received were forwarded to each sub-region to distribute to the nominating agencies and local decision makers. Additionally, Metro and ODOT staff provided technical comments on the 29 projects. Metro asked all nominating agencies to respond to the comments and consider revising project elements based on the comments in order to encourage the best project possible. The responses to comments were allowed to be bundled based on comment theme, which was summarized in the regional public comment report. All responses to comments were requested to be completed prior to the local process public comment opportunity to allow stakeholders the opportunity to comment on the most recent version of the project.

All public comment responses were compiled into the 2016-2018 regional flexible funds public comment matrix. In general, the project sponsors replied to the following main themes:

- Support of pedestrian and bicycle safety were prominent throughout comments received.
- Connecting people to jobs and improved access to businesses and industrial areas were also common themes.
- Some comments on specific project design issues – these were forwarded to applicants for their response.
- A few comments opposed the use of transportation funds for bicycle improvements.
- Comments on the Regional Freight Analysis and Project Development expressed support for investing in tools that can provide data and analysis to effectively make decisions for freight improvements.

For comments which were generally in support of the project or provided unconstructive criticism, the project applicant could elect to not provide a response. Applicants were asked to respond to

substantial comments, such as comments requesting clarification on elements of the project, including aspects of the scope, financial, etc. These comments received clarifying responses. Some project-specific and design-oriented comments received detailed feedback from the nominating agencies. In some cases, the design-specific responses received an explanation of the design decision. In other cases, the project applicant committed to look further into the suggestion or incorporate the design-specific suggestion into the project.

**Process comments and next steps**

Metro also responded to process and nomination-oriented comments received. Two environmental justice/housing advocacy organizations submitted comments expressing concerns about the RFFA project nomination process meeting meaningful, early, and continuous participation and the intent of Title VI. Metro staff provided responses to these comments, which are incorporated into the public comment response matrix. The two process-oriented comments address several new federal regulations to which MPOs are to comply, but have been provided minimal guidance. Metro is working to shape public involvement guidelines to meet the requirements of the new regulations and several of the comments received will be considered in the development of new standards to shape the next regional flexible fund allocation process. Metro will continue to seek process improvements to provide accessible input opportunities, to consider community priorities and also to meet federal requirements.



Exhibit C



Steve Novick  
Commissioner

Leah Treat  
Director

September 18, 2013

Tom Hughes, Metro Council President  
600 NE Grand Avenue  
Portland, OR 97232

**Re: City of Portland, Regional Flexible Funds Allocation and Regional Economic Opportunity Fund Recommendation**

Dear Mr. Hughes:

The Portland City Council today prioritized the following projects for funding through the Regional Flexible Funds Allocation (RFFA) and Regional Economic Opportunity Fund (REOF) process. We great appreciate your support in advancing these important projects and look forward to working with you and our community during implementation.

**Green Economy/Freight**

- South Rivergate Freight Project (\$3,552,899)
- Swan Island ITS (\$551,350)

**Active Transportation**

- Central City Multimodal Safety Improvements (\$6,616,200)
- Southwest in Motion Active Transportation Strategy (\$299,934)
- Foster Road Safety Projects (\$2,063,400)
- Barbur Demonstration Project (\$2,100,000)

**Regional Economic Opportunity Fund**

- East Portland in Motion – Access to Employment and Education (\$9,116,021)

Thank you for this opportunity.

Sincerely,

Steve Novick  
Commissioner-in-Charge, Bureau of Transportation

c: Carlotta Collette, JPACT Chair

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Steve  
Novick  
Commissioner

Leah Treat  
Director

Date: September 18, 2013  
To: Ted Leybold, Metro  
From: Dan Bower, City of Portland  
Re: City of Portland, Regional Flexible Funds Allocation and Regional Economic Opportunity Fund Process Overview

The purpose of this memo is to summarize the City of Portland's coordinating committee project recommendation process for Regional Flexible Funds Allocation (RFFA) and the Regional Economic Opportunity Fund (REOF) opportunities.

On September 18, 2013 the Portland City Council voted 4-0 (Mayor Hales missed the vote) in support of Resolution no. 37031 to nominate seven projects for funding through the RFFA and REOF process. The projects nominated are attached to this memo as Exhibit A. The projects total over \$24 million in priority transportation projects for Portland. There were several key milestones leading up to the Council's decision.

First, City of Portland staff responded to hundreds of public comments received through Metro's public comment opportunity. Generally the comments voiced support or opposition to projects but did not provide a lot of specific details on how to improve projects. Staff responded to Metro in writing for each project on July 29, 2013. The project with the most comments (142) was the Foster Road Safety Project with all but 2 comments supporting the project.

The City of Portland provided a public comment period and a public hearing in addition to Metro's. The public was invited to submit written comments on these projects through August 16, 2013 and a public hearing was held on August 15, 2013.

The City of Portland received fifty four emails and letters. The majority of the correspondence supported the Portland Central City Multimodal Project, specifically the completion of the Willamette Greenway trail.

The City hosted a public hearing and accepted oral testimony on Thursday, August 15, 2013 at 6 p.m. 41 people attended the hearing, and 23 of those testified. The residents offering comments represented neighborhood associations from north, southwest and east Portland, the Oregon Maritime Museum, Oregon Walks, the Pedestrian Advisory Committee, OPAL, and EVRAZ North America. The comments were supportive of the following projects:

- East Portland Access to Employment and Education Multimodal Project
- OR 99W: SW 19th Avenue to SW 26th (Portland) Barbur Boulevard Demonstration
- Portland Central City Multimodal Safety Project
- South Rivergate Freight Project
- St Johns Truck Strategy Phase 2

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- Southwest in Motion (SWIM)
- Foster Road: SE Powell Blvd to SE 90th Avenue: Pedestrian/Bicycle Phase 2

A copy of the hearing advertisement is attached to this memo as Exhibit B.

In August 2013, City of Portland staff performed a technical evaluation of each project nomination. The technical evaluation used the criteria outlined in the RFFA/REOF Nomination Policy packet which was developed and approved by the Joint Policy Advisory Committee on Transportation (JPACT). Staff scored projects based on the criteria and priority supplied by Metro. The technical evaluation provided an opportunity for staff to examine the merits of each project and weigh the costs and benefits of each. The exercise led to a prioritization of projects which was blended with the public comments and Council direction to inform the final recommendation. The technical evaluation is included in this packet as Exhibit C.

All of this data informed the final project nomination. Prior to submitting the projects to Metro, staff worked to incorporate comments in to the projects as best as possible. The one major change was to add further funding to the Barbur Demonstration Project to expand outreach to underserved/EJ communities that may be affected by parking removal.

Overall we feel this was a very well managed and accessible process for prioritizing projects and receiving input.

Please let me know if there are questions or concerns.

A handwritten signature in black ink, appearing to read 'Dan Bower', with a long horizontal stroke extending to the right.

Dan Bower  
Active Transportation  
Division Manager

## Exhibit A:

Projects to Nominate for Regional Flexible Funds Allocation (RFFA) and Regional Economic Opportunity Fund: FY 16-18

| <b>City of Portland - Regional Flexible Funds Allocation 2016-18</b> |                      |                    |                     |
|--|----------------------|--------------------|---------------------|
| <b>Category</b>  | <b>Grant Request</b> | <b>Match</b>       | <b>Total Cost</b>   |
| <b>Green Economy/Freight</b>   |                      |                    |                     |
| Rivergate/Lombard ITS  | \$3,222,000          | \$330,899          | \$3,552,899         |
| Swan Island ITS  | \$500,000            | \$51,350           | \$551,350           |
| <b>Total Green Economy Freight RFFA</b>                              | <b>\$3,722,000</b>   | <b>\$382,249</b>   | <b>\$4,104,249</b>  |
| <b>Active Transportation</b>   |                      |                    |                     |
| Central City Multimodal Safety Improvements                          | \$6,000,000          | \$616,200          | \$6,616,200         |
| Southwest In Motion Active Transportation Strategy                   | \$272,000            | \$27,934           | \$299,934           |
| Foster Road Safety Project   | \$2,063,400          | \$0                | \$2,063,400         |
| Barbur Demonstration Project 19th Ave. to 26th Ave.                  | \$1,894,600          | \$205,400          | \$2,100,000         |
| <b>Total Active Transportation RFFA</b>                              | <b>\$10,230,000</b>  | <b>\$1,384,601</b> | <b>\$11,079,534</b> |
| <b>Total RFFA Request</b>  | <b>\$13,952,000</b>  | <b>\$1,766,850</b> | <b>\$15,183,783</b> |
| <b>Regional Economic Opportunity Fund</b>                            | <b>Grant Request</b> | <b>Match</b>       | <b>Total Cost</b>   |
| East Portland in Motion - Access to Employment and Education         | \$8,267,000          | \$849,021          | \$9,116,021         |
| <b>Total MTIP Request</b>  | <b>\$22,219,000</b>  | <b>\$2,615,871</b> | <b>\$24,834,871</b> |



**BOARD OF COUNTY COMMISSIONERS**

**PUBLIC SERVICES BUILDING**

2051 KAEN ROAD | OREGON CITY, OR 97045

September 5, 2013

The Honorable Carlotta Collette, Councilor & JPACT Chair  
The Honorable Tom Hughes, Council President  
Metro  
600 NE Grand  
Portland, OR 97232-2736

**RE: Clackamas County 2016-2018 Regional Flexible Funds Project Recommendations**

Dear Councilor Collette and President Hughes:

The Metro Subcommittee of the Clackamas County Coordinating Committee (C4) has thoroughly reviewed the project applications submitted by jurisdictions within Clackamas County during the 2016-2018 Regional Flexible Funds allocation process. After assessment of the technical evaluations and public comment, the C4 Metro Subcommittee recommends that the following projects in Clackamas County receive funding from the 2016-18 Regional Flexible Funds program. Project descriptions are included in the attached table.

**Regional Economic Opportunity Fund**

- Sunrise System: Freight Access and Multi-modal Improvements \$8,267,000

**Green Economy Freight Initiatives**

- Clackamas County Intelligent Transportation Systems Plan Phase 2 \$1,230,000

**Active Transportation**

- SE 129th Bike Lane and Sidewalk Project \$2,485,016
- Trolley Trail Bridge Feasibility Study \$201,892
- Jennings Ave: Sidewalk and Bike Lanes \$1,901,092

At the Regional Flexible Funds Open House held on August 1, 2013, over 35 Clackamas County residents provided comment on the proposed projects in Clackamas County. C4 Metro Subcommittee members agreed that all of the proposed projects met the program criteria and that more funding resources are needed to meet the county's growing transportation needs.

We appreciate the opportunity to provide input into the 2016-18 Regional Flexible Funds allocation process and thank you for your consideration.

Sincerely,

Commissioner Paul Savas, Co-Chair  
Clackamas County Coordinating Committee

| Clackamas County Coordinating Committee 2016-18 Project Recommendation Table |                  |   |  |                             |                               |                         |               |
|--|------------------|---|--|-----------------------------|-------------------------------|-------------------------|---------------|
| Project  | Jurisdiction     | Project Description   | Project Changes due to Agency and Public Comment   | C4 Recommended RFFA Funding | Total Cost                    | Jurisdictional Match    | Percent Match |
| <b>Regional Economic Opportunity Fund</b>                                    |                  |   |  |                             |                               |                         |               |
| Sunrise System: Freight Access and Multi-modal Improvements                  | Clackamas County | The major project elements of the Sunrise System include implementing principles of Practice Design and Context Sensitive Solutions to construct the Sunrise mainline, a new two lane State Highway between OR 224 and SE 122nd. This project includes the construction of the multi-use path that parallels the State highway and constructing local connections, including Lawnfield Road, Industrial Way and 98th Court so that freight can access the Lawnfield portion of the corridor. The REOF Funding is to expand the scope of the JTA funded improvements to connect arterial road improvements and multi-modal improvements than had been previously identified as affordable by ODOT. Funds dedicated to the overall combine project may be programmed to project elements as most administratively efficient and agreed to by project funding partners.  | Project description clarifies that the REOF Funding is to expand the scope of the JTA funded improvements to connect arterial road improvements and multi-modal improvements than had been previously identified as affordable by ODOT. Funds dedicated to the overall combine project may be programmed to project elements as most administratively efficient and agreed to by project funding partners. | \$8,267,000                 | Total Sunrise JTA Investments | Sunrise JTA Investments |               |
| <b>Green Economy Freight Initiatives</b>                                     |                  |   |  |                             |                               |                         |               |
| Clackamas County Intelligent Transportation Systems Plan Phase 2             | Clackamas County | In Phase 2B of this project, the County will continue with the implementation of projects identified in the priority list. Improvements are proposed to include a wide variety of ITS and small roadway improvements. Some of these improvements could involve upgrading traffic signal equipment and timing or providing travel information to inform freight trip decisions. Specific freight routes that are expected to be included in the Freight ITS Plan include: The Milwaukie Expressway (Highway 224) Intersections - Lake Road, Pheasant Court, and Johnson Road, Highway 212/224, between McKinley Street to Rock Creek Junction, Jennifer Street / Evelyn Street / 102nd Drive, SE 82nd Drive signalized intersection between the Gladstone Interchange and OR 212/224, Wilsonville North/South I-5 Connection, Day Road/Ellingsen Road/Boones Ferry Road/95th Ave, Wilsonville Road, and Sunnybrook between 97th Avenue and 82nd Avenue. The ITS treatments that could be deployed on various freight routes in these areas include signal system upgrades, over height vehicle active warning systems/enhancements at low vertical clearance underpasses, at-grade rail crossing surfacing improvements, traffic surveillance cameras, automated probe vehicle collection systems, fiber optic communication | The design and system architecture of the ITS improvements will be consistent with the Regional ITS structure. Final scope and cost estimates will be done in cooperation with ODOT and Metro to insure the project is compatible with the goals of the regional traffic management plans and standards. The ODOT Regional Traffic Engineer will be requested to be involved throughout the project.       | \$1,230,000                 | \$1,375,200                   | \$145,200               | 10.56%        |

| Clackamas County Coordinating Committee 2016-18 Project Recommendation Table                     |                  |   |   |   |             |                      |               |
|--|------------------|---|---|---|-------------|----------------------|---------------|
| Project  | Jurisdiction     | Project Description   | Project Changes due to Agency and Public Comment  | C4 Recommended RFFA Funding               | Total Cost  | Jurisdictional Match | Percent Match |
| Active Transportation  |                  |   |   |   |             |                      |               |
| SE 129th Ave: Bike lanes and Sidewalk Improvements: SE Mountain Gate Rd to SE Scott Creek Lane   | Happy Valley     | The project will build 1,100 linear feet of sidewalk on the east side of SE 129th Ave and widen the existing pavement through the curves north of SE Mountain Gate Road and south of SE Scott Creek Lane. The widening will allow for bike lanes on both sides of SE 129th Ave by re-striping the road. A retaining wall of varying height from 0' to 8' will be constructed behind the proposed sidewalk.  | Traffic counts at the intersection of SE Mountain Gate and SE 129th will be reviewed to see if a traffic signal or a three-way stop is warranted. Topography and proximity to Mt. Scott Creek limit the setback between the roadway and sidewalk. This City will work to increase the setback from the roadway during project design to the maximum extent possible. Improvements to lighting and a refuge island will be added to enhance the safety of the crossing at SE Scott Creek Lane. | \$2,485,016                               | \$3,105,644 | \$620,628            | 19.98%        |
| Trolley Trail Historic Bridge Feasibility Study: Gladstone to Oregon City - Over Clackamas River | Gladstone        | The Portland Avenue Historic Trolley Bridge is located on the Clackamas River between the cities of Gladstone and Oregon City. The project extent includes the 290 foot-long, 18 foot-wide bridge structure, as well as the immediately adjacent land on both ends of the bridge. The north end of the bridge is 120 feet south of the intersection of Portland Avenue, Clackamas Boulevard, and the Clackamas River Greenway Trail in downtown Gladstone. The south end of the bridge is 280 feet north of the existing Clackamas River Greenway Trail in Oregon City. The bridge is ¼-mile upriver from the 99E/McLoughlin Boulevard Bridge and ¼-mile downriver from the I-205 bridge. | Funding coordination and agreements with project and community stakeholders has been added to the work scope. An additional \$10,000 has been added to the budget.  | \$201,892                                 | \$235,000   | \$33,108             | 14.09%        |
| Jennings Ave: Sidewalk and Bike lanes Improvements: OR 99E to Oatfield                           | Clackamas County | The project will construct curb tight sidewalks on the north side of Jennings Ave and bike lanes on both sides of the street along a total of 3,860 lineal feet of road. The widening of the road will require general excavation, rock excavation and new water quality and detention facilities, including new storm water collection infrastructure. The project will require the removal and construction of a retaining wall and replacement of an existing guardrail.   | The project will include an analysis of marked crosswalks that will meet the regional guidelines, where appropriate. The process for extending the street lighting district has been added to include the remaining portion of Jennings that is currently without street lights. The interface with 99E will be coordinated with ODOT.  | \$1,901,092                               | \$3,806,673 | \$1,905,581          | 50.06%        |
|  |                  |   | <b>TOTAL</b>  | <b>\$4,588,000</b>                        |             |                      |               |
| Molalla Ave - Beaver Creek Rd to Hwy 213   | Oregon City      | This project will build upon recent frontage improvements that have already complied with the Molalla Ave Boulevard and Bikeway Improvements Plan. Lane configurations will be modified through striping, new curb alignments and landscaped and non-landscaped medians. 6' bike lanes will be denoted with striping, signage and signal detection. Sidewalks will be 8-10 feet wide, where possible. The project will include street lighting, roadside and median planter strips, two new signalized intersections and three pedestrian activated crossings.  | The project will include 10' sidewalks where feasible. Other design considerations have been incorporated.  | NOT RECOMMENDED FOR 2016-2018 RFF FUNDING | \$7,266,322 | \$2,687,322          |               |



## Regional Flexible Funds Allocation *Proposed Projects for 2016-18*

# PUBLIC COMMENT REPORT

August 2013

Clackamas County jurisdictions proposed six projects to be considered for regional flexible funds allocation in 2016-18. Three projects were proposed by Clackamas County, and one project each was proposed by the cities of Gladstone, Happy Valley and Oregon City. The outreach efforts employed by the County and the results of those efforts are described below.

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### Outreach Approach

Public outreach extended throughout Clackamas County, with a particular focus on the areas most directly involved or impacted by the proposed projects. The outreach included a three-part message:

- The proposed projects
- The process for selecting projects to recommend
- When and how to give input
  - Open house/public hearing on August 1
  - Submitting comments by August 8

Outreach methods included the following:

- News release – sent to all local and regional media outlets
- Web site – information on the Clackamas County web site about the proposed projects, how to learn more about them and comment opportunities. (Note: This information was provided in English and in Spanish.)
- Email – to Community Planning Organizations (CPOs) throughout the county, as well as people serving on County advisory boards and committees, business leaders and other community groups.
- Presentations to community and business organizations, including the Economic Development Commission and the Clackamas County Coordinating Committee (C4).
- Study sessions with the Clackamas County Board of Commissioners
- Public open house -- with time for people to learn more about the projects and then present testimony to the C4 Metro Subcommittee, the group designated to make the final recommendations to Metro.

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### Summary of Comments Received

Clackamas County received 49 comments – 34 through testimony at the public hearing on August 1 and another 15 by email. A number of people commented on the value of all of the projects and expressed their concern that funds aren't available for all of them.

Two projects -- the Clackamas County Intelligent Transportation System Plan Phase 2 and the Sunrise System: Industrial Area Freight Access and Multimodal Project -- received no specific comments. These projects are both sponsored by Clackamas County and are not in competition with any other projects in their respective categories of intelligent transportation and freight.

One person commented on all the projects; the rest of the comments were specifically directed at the remaining four projects:

- Jennings Avenue: OR 99E to Oatfield Road Sidewalk and Bike Lanes (Clackamas County) -- 21 comments
- Molalla Avenue: Beaver Creek Road to OR 213 (Oregon City) -- 15 comments
- SE 129<sup>th</sup> Avenue Bike Lane and Sidewalk Project (Happy Valley) -- 8 comments
- Trolley Trail Historic Bridge Feasibility Study, Gladstone to Oregon City (Gladstone) -- 6 comments

**Jennings Avenue: OR 99E to Oatfield Road Sidewalk and Bike Lanes (Clackamas County):**

All the comments made about this project were made in support of the project. The recurring themes were need for safety for school children (three nearby schools), the length of time this project has been requested (more than 20 years) and the universal community support for the project.

Specific comments included the following:

- The roadway is currently dangerous for pedestrians of all ages
- Project would help connect to the Trolley Trail
- High-density area with potential for many pedestrians and bicyclists
- Only east-west connection through Jennings Lodge
- Current road is very narrow
- This project provides for safe walking and bicycling on a roadway that currently does not have that option at all; it's not finishing a project that's already begun, it's adding safety where it's greatly needed

**Molalla Avenue: Beaver Creek Road to OR 213 (Oregon City):**

All the comments made specifically about this project were made in support of the project, though some people who commented on other projects referred to this project as less needed than other projects. People in favor of the project noted that the roadway is currently dangerous for pedestrians, the project would enhance multi-modal options and safety for all of Oregon City and especially for area businesses and Clackamas Community College, the project benefits the largest number of people and the project best fits the Regional Flexible Funds criteria.

Specific comments included the following:

- Molalla Avenue is a busy street, but it's not always safe for drivers to turn into business driveways
- Project has the biggest return on investment compared to other projects
- This is the last of a three-phase project.
- We want to improve transit options in the area and need the additional amenities that this boulevard project would provide.
- The project has been in the works for 10 years.



**SE 129<sup>th</sup> Avenue Bike Lane and Sidewalk Project (Happy Valley):**

All the comments made about this project were made in support of the project. Everyone commented on the narrow, curvy road with no room for pedestrians, or for a bicycle or car to pull off the road, and poor sight distance. This is a major thoroughfare and commuter route, with many accidents, and there are no feasible alternative routes for pedestrians because of the steepness of nearby streets.

Specific comments included the following:

- There are schools at either end of the road.
- The road is heavily forested, so there is no room on either side outside of the travel lane.
- This is an important connection between the north and south sides of Happy Valley.
- We don't have transit in the area, so we really need a safe route for pedestrians and bicyclists.

**Trolley Trail Historic Bridge Feasibility Study, Gladstone to Oregon City (Gladstone):**

All the comments made about this project were made in support of the project. Most people commented on the relative inexpensiveness of the project and the important connectivity that could be provided to and from Oregon City, and the added benefit to the city of Gladstone.

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**How Public Comments Were Addressed in Final Recommendation**

The C4 Metro Cities Subcommittee is the body chosen to make the final recommendations to Metro for which proposed projects in Clackamas County should receive Regional Flexible Funds in 2016-18. The subcommittee members have seen all the written comments and were present at the August 1 open house/public hearing to listen to the testimony. After the testimony was completed, the subcommittee members discussed what they had heard and the projects, and approved a preliminary recommendation to fully fund the 129<sup>th</sup> Ave. project and Trolley Trail Bridge Feasibility study, with the remainder of funds going to the Jennings Avenue project, and to ask the County to allocate additional dollars to cover the remaining funding gap for the Jennings Avenue project. A final vote, to affirm the action taken on August 1 or to amend it, will be taken on September 5.

During the discussion, the C4 Metro Cities Subcommittee members responded to the testimony in a variety of ways, including the following:

- The Molalla Avenue project does meet the technical evaluation criteria better than the other bike/ped projects, but that technical evaluation criteria is to be used as a guideline, not a requirement
- It would be great to be able to fund all the projects. There is a huge and growing need for transportation funding and that's a much bigger issue that the larger community will need to deal with in the future.
- Equity is a concern, between the cities and the county, and between more and less populated areas.
- Some jurisdictions have already gone the extra mile to raise funds for projects and need the regional flexible funds to support those efforts.

- Density should be a consideration in the selection criteria.
- Jennings Avenue and 129<sup>th</sup> are both very dangerous as they are and clearly need the improvements.
- Safe roads are particularly important in residential areas.
- Connectivity between communities and cities is a vitally important consideration.
- One important factor is to consider projects that serve low-income residents and businesses.
- Cities have fewer resource options than the County.

# *East Multnomah County Transportation Committee*

Exhibit C

City of Fairview City of Gresham City of Troutdale City of Wood Village Multnomah County Port of Portland

September 11, 2013

Metro

Attn.: Tom Hughes, Metro President and Carlotta Collette, JPACT Chair  
600 NE Grand Avenue  
Portland, OR 97232-2736

**Re: MTIP Regional Flexible Funds (RFFA) and Regional Economic Opportunity Fund (REOF) East County Allocations**

Dear Tom and Carlotta:

The East Multnomah County Transportation Committee (EMCTC) met on September 9, 2013 and took formal action to endorse the following projects for funding for East County's Regional Flexible Funds (RFFA) and Regional Economic Opportunity Fund (REOF) allocation.

#### Regional Flexible Funds (RFFA)

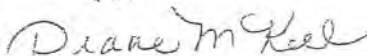
- Gresham Sandy Boulevard Project: Sandy Boulevard between 181<sup>st</sup> Avenue and east City of Gresham limits City of Gresham's application for improvements along Sandy Boulevard between 181<sup>st</sup> Avenue and east City of Gresham limits. The committee voted to award all of the East County allocation for Active Transportation and Freight/Green Economy to this project. The committee recognizes that in absolute terms the project does not reflect the 75/25 policy split, however this project was identified as a priority project. With funding limitations, this project achieves the goal of a complete project that has both active transportation and freight components. Amount: \$2.578M of Active Transportation \$1.066M of Freight/Green Economy sub-regional cost target of Multnomah County (Total= \$3.644M)

#### Regional Economic Opportunity Fund (REOF)

- NE 238<sup>th</sup> Drive PE/Design/ROW Project is the priority project that was identified as part of the recent completion of the East Metro Connections Plan by the East County cities of Gresham, Wood Village, Fairview and Troutdale, along with Multnomah County. Funding for construction is being sought under the STIP process. Amount \$1M.
- I-84/Troutdale interchange with support for local roads has been identified as a priority for the region through the most recent TIGER process and includes improvements to access to the Troutdale Reynolds Industrial Park for all users and expands job creation opportunities within the 345-acre industrial site. Amount \$8M.

Thank you for continuing to advance these projects as East County priorities for the Region and for funding under the MTIP.

Sincerely,



Diane McKeel, Chair  
East Multnomah County Transportation Committee

cc: Councillor Lisa Barton Mullins, Fairview  
Councillor Josh Fuhrer, Gresham  
Mayor Doug Daoust, Troutdale  
Councillor Tim Clark, Wood Village  
Susie Lahsene, Port of Portland

## EMCTC 100% Recommended Project for the MTIP Regional Flex Funds Allocation

## Project:

- **Gresham Sandy Boulevard Project: NE 181st Avenue to East Gresham City Limits- Construct new multimodal facilities and improve safety for all modes**

City of Gresham's application for improvements along Sandy Boulevard between 181<sup>st</sup> Avenue and east City of Gresham limits. This US 30/Sandy Boulevard project extends from 181st Avenue approximately 1.1 miles to the east Gresham city limit and encompasses both the north and south sides of this arterial roadway. Amount: \$2.578M of Active Transportation \$1.066M of Freight/Green Economy sub-regional cost target of Multnomah County (Total= \$3.644M)

The East Multnomah County Transportation Committee (EMCTC) voted to award all of the East County allocation for Active Transportation and Freight/Green Economy to this project. The committee recognizes that in absolute terms the project does not reflect the 75/25 policy split, however this project was identified as a priority project. With funding limitations, this project achieves the goal of a complete project that has both active transportation and freight components.

This project will benefit all of East Multnomah County by improving mobility and access to a regionally significant industrial area, enhancing safety, and building new multimodal facilities to and along US 30/Sandy Boulevard. Benefits of this project go beyond the physical construction elements; improvements fronting approximately 19 acres of vacant, state certified industrial land will support economic development by attracting employers and new jobs to a shovel-ready industrial site. The site is strategically located with easy access to I-84 and marine, rail, and air freight facilities. This project also builds on previously approved funding on the east end of Sandy Blvd, funded in the last Flex Funds cycle.

**EMCTC Summary of Local Process for MTIP Regional Flex Funds Allocation**

The East Multnomah County Transportation Committee (EMCTC) local review and prioritization of projects for funding under the Regional Flex Funds allocation involved a number of steps that included a robust public outreach process. The process included technical review of applications that was conducted and completed in May 2013. An Open House and Public Meeting before EMCTC was held on July 29, 2013. Seven attendees in general support of the projects were present. Six letters of support for the Gresham Sandy Boulevard project were received. Outreach targeted community organizations/stakeholders and included: email blasts, press releases, website postings, social media feeds/tweets, newsletter articles, media coverage, city wide mailings, tabling at community events, posting and distribution of information at key community locations (i.e. libraries, post offices, neighborhood boards).

Staff as part of their technical evaluation and in consideration of the public comments has recommended for funding the Gresham Sandy Boulevard Project to receive East County's full allocation of both the Active Transportation and Green Economy/Freight allotment. This project will benefit all of East Multnomah County by improving mobility and access to a regionally significant industrial area, enhancing safety, and building new multimodal facilities to and along US 30/Sandy Boulevard. Benefits of this project go beyond the physical construction elements; improvements fronting approximately 19 acres of vacant, state certified industrial land will support economic development by attracting employers and new jobs to a shovel-ready industrial site. The site is strategically located with easy access to I-84 and marine, rail, and air freight facilities. This project also builds on previously approved funding on the east end of Sandy Blvd, funded in the last flex funds cycle. EMCTC took action on the 100% list at their September 9, 2013 meeting.



September 11, 2013

Carlotta Collette; JPACT Chair  
Tom Hughes, Metro Council President  
600 NE Grand Ave  
Portland Or 97232

Dear Councilor Collette and Council President Hughes:

I am pleased to present the Washington County Coordinating Committee's recommendation to JPACT and Metro Council for Regional Flexible Fund Allocations 2016-2018 in Washington County. The recommended projects are:

Community Investment Fund: Green Economy & Freight

- Tonquin Road/Grahams Ferry Road Intersection project (\$2.132 million request)

Community Investment Fund: Active Transportation & Complete Streets

- City of Beaverton's Canyon Road Streetscape and Safety Project (\$3.535 million request)
- City of Tigard's Fanno Creek Trail Project (\$3.7 million request)
- Tualatin Hills Park and Recreation District's Beaverton Creek Trail Crescent Connection: Westside Trail – Hocken Ave (\$800,000 modified request)
- Washington County's Pedestrian Arterial Crossings (\$636,000 modified request)

Regional Economic Opportunity Fund

- US 26/ Brookwood Interchange Industrial Access Project (\$8.267 million request)

These recommendations are based on the technical evaluation using criteria set by Metro and JPACT and public comment solicited through both the region-wide process and a local process within Washington County. The Washington County Coordinating Committee reviewed and deliberated on these projects over several meetings between March and September of 2013. The evaluation results, public outreach and comment records have been documented and submitted to Metro staff.

I want to express my appreciation to JPACT and Metro for giving the Washington County Coordinating Committee the opportunity to develop these recommendations within set targets and policy categories.

Sincerely,

Commissioner Roy Rogers  
Chair Washington County Coordinating Committee

Cc: Washington County Board of County Commissioners  
Andrew Singelakis, Director of Land Use & Transportation



# WASHINGTON COUNTY OREGON

## Washington County Coordinating Committee Final Recommendation Regional Flexible Fund Allocations 2016-2018

### Step II: Community Investment Fund - Active Transportation & Complete Streets

| Project   | Jurisdiction      | Project Description  | Project Extent   | Rationale  | Request                    |
|---|-------------------|--|--|--|----------------------------|
| Canyon Road Streetscape and Safety Project                | Beaverton         | The project will design and improve six existing intersections with high-visibility paint, paving and bulbouts, add a signalized intersection at Rose Biggi Avenue and Canyon Road, install a mid-block pedestrian refuge and beacon at East Avenue and Canyon Road, construct a sidewalk and bike lane on the south side of Canyon, install a crosswalk and curb ramps across Broadway Street, and install stormwater quality treatments. | SW Hocken Avenue to SW 117th Ave   | <ul style="list-style-type: none"> <li>Scored well for improving access to high priority destinations and transit</li> <li>Leverages other funding and economic development opportunities</li> <li>Completes Phase 2 of a 4-phase project</li> <li>Moves the City closer to the vision established through a public process.</li> </ul>  | \$3,525,000                |
| Beaverton Creek Trail Crescent Connection: Westside Trail | THPRD             | This project is modified from construction to project development. The project will design and engineer a 1.4-mile multiuse off-street trail.  | SW Hocken Avenue to the Tualatin Nature Park                               | <ul style="list-style-type: none"> <li>Converts \$4.2 million construction project to project development</li> <li>Supports continued development of Beaverton Creek Trail and positions THPRD to be 'project ready' for other funding in 2018</li> <li>Improves access to regional town center and employment areas</li> <li>Scored well for improving safety and the user experience</li> </ul>  | \$800,000 modified request |
| Fanno Creek Trail   | Tigard            | This project will construct four sections of the Fanno Creek Trail in Tigard: 1) Woodard Park to Grant Avenue; 2) Main Street to Hall Boulevard; 3) Tigard Library to Bonita Road, and 4) 85th Avenue to Tualatin River Bridge.  | Woodard Park to SW Bonita Road and SW 85th Avenue to Tualatin River Bridge | <ul style="list-style-type: none"> <li>Serves multiple destinations as a critical north-south trail corridor</li> <li>Scored well for improving safety and the user experience</li> <li>Completes a regionally significant trail that has been under planning and development for a long time</li> </ul>   | \$3,700,000                |
| Pedestrian Arterial Crossings                             | Washington County | This project is modified from construction to project development. The project will look at specific roadway segments to enhance existing and plan new arterial crossings along SW Walker Road, SW Baseline Road, SW Cornell Road, SW 185th Avenue, and SW 170 <sup>th</sup> Avenue.   | To be determined   | <ul style="list-style-type: none"> <li>Converts \$3.9 million construction project to project development</li> <li>Supports continued development of mid-block crossings on major arterials and positions the county to be 'project ready' for other funding in 2018</li> <li>Serves traditionally underserved communities</li> <li>Scored well for improving safety and the user experience</li> <li>Addresses need in Aloha Reedville, and complements Westside Transit Service</li> </ul> | \$636,000 modified request |

**Step II: Community Investment Fund - Green Economy & Freight**

| Project  | Jurisdiction      | Project Description   | Project Extent                                      |   | Request     |
|--|-------------------|---|---|---|-------------|
| Tonquin Road / Grahams Ferry Road Intersection Project | Washington County | The project will reconstruct the approaches and intersection of Tonquin Road and Grahams Ferry Road in unincorporated Washington County between Tualatin and Wilsonville. Project elements include raising the intersection to replace the existing steep intersection grades, widening Tonquin Road and Grahams Ferry Road to standard 3-lane collector roadway, designing intersection curb returns, and installing traffic signals (if needed), and constructing bike lanes and sidewalks. | Intersection of Tonquin Road and Grahams Ferry Road | <ul style="list-style-type: none"> <li>Serves existing and future industrial access in Basalt Creek area, helping catalyze economic development in areas brought into UGB in 2004</li> <li>Improves safety for truck and multi-modal operations that exist today</li> <li>Has strong collaborative support, emerging from lengthy public process</li> <li>Public comments document truck/freight needs</li> <li>Will leverage future public and private investment</li> <li>Can be delivered within federally required timeframe with County match</li> </ul> | \$2,132,000 |

**Step III: Regional Economic Opportunity Fund**

| Project  | Jurisdiction      | Project Description   | Project Extent  |   | Request     |
|--|-------------------|---|---|---|-------------|
| US 26/ Brookwood Interchange Industrial Access Project | City of Hillsboro | Projects to open up new industrial land for economic development and job opportunities. The project will construct NW Huffman Road, from NW Brookwood Pkwy to NW 253 <sup>rd</sup> Avenue, as a new 5-lane road. NW Huffman Road, from NW 253 <sup>rd</sup> Avenue to NW Sewell Road, as a new 3-lane road. NW 253 <sup>rd</sup> Avenue, from NW Evergreen Pkwy to NW Meek Road, as a new 3-lane road, and NW 264 <sup>th</sup> Ave, from NW Evergreen Pkwy to NW Meek Road, as a new 3-lane road | North of NW Evergreen Parkway, west of NW Brookwood Parkway, east of NW Sewell Road and south of NW Meek Road | <ul style="list-style-type: none"> <li>Supports larger-scale projects that support job creation</li> <li>Prioritized for submission to the TIGER funding program, which also matched up with the REOF criteria</li> </ul> | \$8,267,000 |





# WASHINGTON COUNTY OREGON

To: Ted Leybold, Transportation Planning Manager  
From: Dyami Valentine, Senior Planner  
Subject: Regional Flex Fund Allocation – Washington County's Public Engagement Process  
Date: September 13, 2013

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This memo provides a summary of the Washington County Coordinating Committee's efforts to solicit public input on projects seeking Regional Flexible Funds.

### **Regional Public Process on the Full List of Nominations**

Washington County and partner agencies assisted Metro in its outreach efforts to solicit public comments on the full list of RFFA nominations. Washington County and partner agencies distributed notification of Metro's public comment process via email to a variety of interested parties lists and stakeholder groups. The notice was also printed in a number of Citizen Participation Organization's newsletters and the county's quarterly Updates. Approximately 14,000 people were contacted using these techniques. In an effort to directly engage the public, County and partner agency staff tabled at two events for National Public Works Week at the Washington Square Mall and Hillsboro Civic Center. Staff made contact with approximately 65 people during the two events. Metro's translation resources for limited English proficiency were available for use on all comments solicited by Washington County and partner agencies.

### **Local Public Process on Preliminary 100% Project List**

At its July 29 meeting the Washington County Coordinating Committee (WCCC) released for public comment a preliminary recommendation for projects that met the sub-regional target allocations through the Community Investment and the Regional Economic Opportunity Funds. The recommendation was the result of a technical evaluation in which the projects were scored using Metro's criteria as the basis. A number of other factors were considered including public comments, project scalability, deliverability and local priority in developing the recommendation.

Washington County facilitated a public comment period between August 1 and August 22 on the preliminary recommendation. In addition to providing public comment opportunities during the WCCC meetings, the county and local partners provided the following opportunities for the public to participate outside of WCCC's regularly scheduled meeting:

- **Open House** - Washington County and partner agencies hosted an open house August 13 from 5-7pm at the Beaverton Library. Participants were given the opportunity to talk with agency staff, review candidate projects, and comment on WCCC's preliminary recommendation. The open house had thirty-five attendees (see Attachment 1).
- **County's WCCC webpage** – Open house materials, including an electronic comment form, were posted on the county's WCCC webpage.

Notice was broadly distributed using a variety of means including:

- **Email Blast** – Washington County announced the August 13 open house and local comment period to its interested persons list, which included approximately 2,500 people, as well as to its local partners list, which includes approximately 50 entities. Local partners were encouraged to forward the email to their constituents and contacts.
- **Email to Washington County Coordinating Committee members** – Washington County announced the opening of the comment period and the public open house, and encouraged partner agencies to forward the email to constituents and community contacts.
- **Citizen Participation Organization Newsletters** – Washington County announced the public open house through monthly newsletters distributed by the Citizen Participation Organizations. A sample article is available here:  
<http://extension.oregonstate.edu/washington/sites/default/files/cpo1-6-7august2013.pdf>  
  
An item was also included in Hillsboro's Stay Connected Newsletter available here:  
<http://www.ci.hillsboro.or.us/Upload/ViewFile.aspx?DocID=3441>
- **Newsfeed** – Washington County encouraged attendance at the public open house through its newsfeed prominently placed on the Washington County homepage. The newsfeed was also sent to over 80 contacts.
- **Media Outreach** – Washington County sent a news release to 80 media contacts that announced the public comment period and public open house. Media coverage about the process included an article in The Oregonian on July 31, available here:  
[http://www.oregonlive.com/washingtoncounty/index.ssf/2013/07/washington\\_county\\_to\\_preview\\_t.html#incart\\_river](http://www.oregonlive.com/washingtoncounty/index.ssf/2013/07/washington_county_to_preview_t.html#incart_river)

### **Summary of Comments**

At the close of the local public comment period, the county received a total of 24 comments. Seventeen comments were submitted at the open house; an additional seven comments were received via email. In general, 20 of the 24 comments were supportive of the WCCC's preliminary recommendation and the regional commitment to transportation improvements (see Attachment 2). A few points worth noting:

- The Tonquin Rd/Grahams Ferry Rd Intersection Improvement project received the most commendations (five).
- Several comments noted the lack of projects north of US26.
- One comment was critical of spending funds on trails.
- One commenter expressed concern regarding the potential impact to freight with the implementation of the Pedestrian Arterial Crossing project.
- Genentech submitted a letter in support of the US26/Brookwood Interchange Industrial Access project and the Silicon Forest Green Signal project (Attachment 3).

**Final Recommendation**

The WCCC Transportation Advisory Committee heard a summary report and reviewed public comments at its August 29 meeting and supported forwarding the WCCC's preliminary recommendation without revisions to JPACT and Metro Council. Following an opportunity for public testimony and a public comment summary report at their September 9 meeting WCCC members unanimously approved forwarding the recommendation to JPACT and Metro Council.

**Attachments:**

1. Open House Sign-In Sheet
2. Regional Flexible Fund Allocation Public Comment Questionnaire Response: August 30, 2013
3. Genentech letter re: Washington County Proposed Transportation Improvements
4. Public Comment Form
5. Email Blast notification
6. Media Release



# 2016-18 Regional Flexible Funds Allocation

## Final Recommendations



Ted Leybold, Metropolitan Transportation Improvement  
Program Manager



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# Process Milestones

Fall 2012 – Fall 2013

## Policy Update

- Step 1: Region-wide programs
- Step 2: Active Transportation and Complete Streets/Green Economy and Freight Initiatives
- Step 3: Regional Economic Opportunity Fund

## Project Solicitation

- 29 projects and 5 region-wide programs nominated
- Regional public comment and enhanced outreach to environmental justice and limited English proficiency populations

## Project Prioritization

- Local technical evaluation
- Local public comment opportunities

# Recommendations: Region-wide Programs and HCT

| Program  | Award        |
|--|--------------|
| Transit-Oriented Development                       | \$9,190,000  |
| Transportation System<br>Management and Operations | \$4,640,000  |
| Regional Travel Options                            | \$7,010,000  |
| Corridor and Systems Planning                      | \$1,540,000  |
| Regional Planning                                  | \$3,630,000  |
| High Capacity Transit                              | \$48,000,000 |

# Recommendations: Active Transportation and Complete Streets

| Project  | Sponsor          | Award       |
|--|------------------|-------------|
| OR 99W: SW 19 <sup>th</sup> Avenue to 26 <sup>th</sup> Avenue – Barbur Boulevard Demonstration | Portland         | \$1,894,000 |
| Foster Road: SE Powell to 90 <sup>th</sup> Pedestrian/Bicycle/Safety Project                   | Portland         | \$2,063,400 |
| Southwest in Motion (SWIM) Active Transportation Strategy                                      | Portland         | \$272,000   |
| Portland Central City Multimodal Safety Project  | Portland         | \$6,000,000 |
| Jennings Avenue: OR 99E to Oatfield Road Sidewalk and Bikelane                                 | Clackamas County | \$1,901,092 |
| SE 129 <sup>th</sup> Avenue Bikelane and Sidewalk  | Happy Valley     | \$2,485,016 |

# Recommendations: Active Transportation and Complete Streets

| Project   | Sponsor           | Award       |
|---|-------------------|-------------|
| Trolley Trail Historic Bridge Feasibility Study: Gladstone to Oregon City                           | Gladstone         | \$201,892   |
| Sandy Boulevard: NE 181 <sup>st</sup> Avenue to East Gresham City Limits (joint application)        | Gresham           | \$3,644,000 |
| Canyon Road Streetscape and Safety  | Beaverton         | \$3,535,000 |
| Fanno Creek Trail: Woodard Park to Bonita Road and 85 <sup>th</sup> Avenue to Tualatin River Bridge | Tigard            | \$3,700,000 |
| Beaverton Creek Trail Crescent Connection: Westside Trail to SW Hocken Avenue                       | THPRD             | \$800,000   |
| Pedestrian Arterials Crossings  | Washington County | \$636,000   |



# Recommendations: Green Economy and Freight

| Project  | Sponsor           | Award       |
|--|-------------------|-------------|
| N. Going to Swan Island Freight Improvements   | Portland          | \$500,000   |
| South Rivergate Freight Project  | Portland          | \$3,222,000 |
| Clackamas County Regional ITS Phase 2B   | Clackamas County  | \$1,230,000 |
| Sandy Boulevard: NE 181 <sup>st</sup> Avenue to East Gresham City Limits (joint application) | Gresham           | \$3,644,000 |
| Tonquin Road/Grahams Ferry Road Intersection   | Washington County | \$3,350,000 |

# Recommendations: Regional Economic Opportunity Fund

| Project  | Sponsor                     | Award       |
|--|-----------------------------|-------------|
| East Portland Access to Employment and Education Multimodal Improvements                       | City of Portland/<br>TriMet | \$8,267,000 |
| Sunrise System Industrial Area Freight Access and Multimodal Improvements                      | Clackamas County            | \$8,267,000 |
| Troutdale Industrial Access  | Port of Portland            | \$8,000,000 |
| NE 238 <sup>th</sup> Drive: Halsey Street to Glisan Street Freight and Multimodal Improvements | Multnomah County            | \$1,000,000 |
| US 26/Brookwood Interchange Industrial Access  | Washington County           | \$8,267,000 |



# **2016-18 Regional Flexible Funds Allocation**

**Total Flexible Funds  
Allocation: \$142,000,000**

# Next Steps

## Post TPAC Action

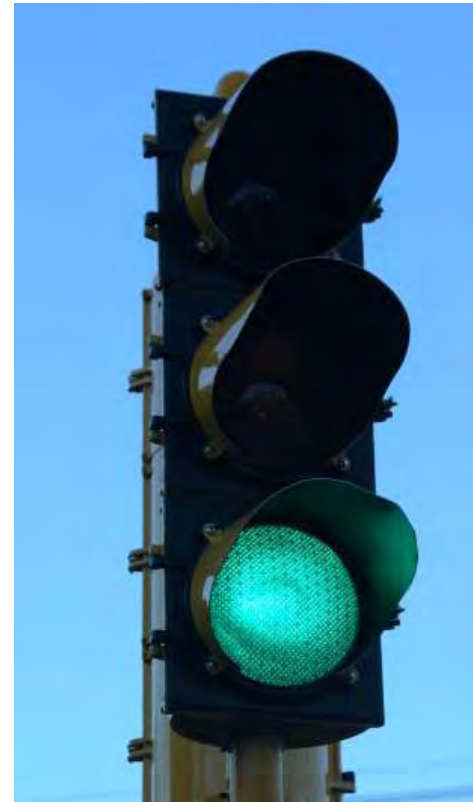
- JPACT Action – October 10<sup>th</sup>
- Metro Council Action – October 17<sup>th</sup>

## Post JPACT/Metro Council Actions

- RFF allocation process retrospective
- MTIP development and adoption
  - Programming of projects
  - Air quality conformity
  - Burdens & benefits and Disparate impact analyses
  - CMAQ eligibility
  - Other Federal requirements (CMP, Planning factors, Performance targets (?))

# Request

Recommendations  
on the 2016-18  
Regional Flexible  
Fund legislation to  
JPACT



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# Public Engagement Guide

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

## Public Engagement Guide

Public Review DRAFT  
August 2013



This guide is for community members who want to engage with Metro, staff seeking best practices and federal agencies verifying compliance.

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# How to use the guide

1. Introduction
2. Governing structure
3. Services
4. Public meetings and events
5. Public engagement in regional land use and transportation planning

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# Public engagement in regional land use and transportation planning



- Metro's approach
- Region's six desired outcomes
- Public engagement activities for key decisions



- Procedures for local public engagement for project sponsors



# Local engagement and non-discrimination checklist

- Develop public engagement plan
- Identify participants
- Seek out and consider the needs of traditionally underserved communities
- Consider benefits and burdens to communities who have a limited ability to speak English or low-income communities
- Provide opportunities for timely public input
- Demonstrate how public comments were considered
- Provide adequate notice



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# How to use the guide

1. Introduction
2. Governing structure
3. Services
4. Public meetings and events
5. Public engagement in regional land use and transportation planning
6. Best practices for inclusive public engagement and outreach

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# Best practices for inclusive public engagement and outreach



- Steps for developing engagement plan
- Examples of engagement tools and techniques to reach underrepresented populations
- Methods used to consistently measure our effectiveness when engaging the community



# Engagement techniques and tools

Examples of tools and techniques Metro uses to engage the public:

- interactive web pages
- surveys
- open houses
- social media

| Public engagement techniques and tools (APPENDIX J)   |  |                                       |         |         |             |
|---|--|---------------------------------------|---------|---------|-------------|
| The following is a menu of communication tools that Metro uses to notify the public of Metro's programs, activities and services. |  | IAP2 Spectrum of Public Participation |         |         |             |
| Technique/Tool  | Description  | Inform                                | Consult | Involve | Collaborate |
| <b>Written and Graphic Information to build awareness and understanding</b>   |  |                                       |         |         |             |
| Project mailing list  | Database to communicate with the interested parties, stakeholders, partners, elected officials, members of committees and boards and the general public  | ●                                     |         |         |             |
| Public meeting notice   | Online web calendar for advance notices of council and committee meetings and program or project events. Each meeting agenda includes the date and time of the next meeting as well as nondiscrimination, language assistance and ADA notice as well as TTY/TDD phone number | ●                                     |         |         |             |
| E-newsletter  | Email updates to the project mailing list to announce events or at project milestones, sometimes with a request to provide comments about a program or project   | ●                                     | ●       |         |             |
| Fact sheet  | Periodic updates provided to target audiences in written form or posted on the website   | ●                                     |         |         |             |
| Good neighbor letter  | Letters to program or project "neighbors" to provide project updates and announcements   | ●                                     |         |         |             |
| Flyer or brochure   | Written updates that are handed out or posted in community locations to provide a project overview, project updates, refer people to the project website or highlight project milestones and offer the opportunity to participate or comment                                 | ●                                     |         |         |             |
| Postcard  | Mailed cards used to announce meetings, events or comment periods or offer project updates   | ●                                     | ●       |         |             |
| Promotion through partners  | Prepared email or web content that can be forwarded by cities, counties, agencies, community organizations and other project partners in order to increase reach when inviting participation or seeking public comment   | ●                                     |         |         |             |
| Utility bill notices  | Coordination with cities and counties to send out a notice of event, public comment opportunity or survey in monthly utility bills   | ●                                     | ●       |         |             |
| Email or agenda tags  | Web link or other quick note about an upcoming event, public comment opportunity or survey that can be added to an email signature or the bottom of upcoming agendas   | ●                                     | ●       |         |             |

# Timeline

| Key milestones  | Date             |
|---|------------------|
| Public engagement guide available for public comment period | Aug. 12(45 days) |
| TPAC  | Sept. 27         |
| Close public comment period                                 | Sept. 30         |
| MTAC  | Oct. 2           |
| MPAC  | Oct. 23          |
| TPAC final review of guide, recommendation to JPACT         | Nov. 1           |
| JPACT action on guide                                       | Nov. 14          |
| Council action on guide                                     | Nov. 21          |

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## Learn more

- To view the guide and take a short survey, visit [www.oregonmetro.gov/engagementguide](http://www.oregonmetro.gov/engagementguide)
- To request a copy, email [cassie.salinas@oregonmetro.gov](mailto:cassie.salinas@oregonmetro.gov)

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**Thank you**

Questions?