

Metro | Agenda

Meeting: Joint Policy Advisory Committee on Transportation (JPACT)
Date: Thursday, Oct. 10, 2013
Time: 7:30 to 9 a.m.
Place: Metro Regional Center, Council Chamber

- | | | | |
|---------|----|---|---|
| 7:30 AM | 1. | CALL TO ORDER, DECLARATION OF A QUORUM & INTRODUCTIONS | Shirley Craddick, Vice Chair |
| 7:32 AM | 2. | CITIZEN COMMUNICATIONS ON JPACT ITEMS | Shirley Craddick, Vice Chair |
| 7:35 AM | 3. | UPDATES FROM THE CHAIR & COMMITTEE MEMBERS <ul style="list-style-type: none">• Oct. 20-23 Rail~Volution• Oct. 22-25 Association of Metropolitan Planning Organizations 2013 Annual Conference• TPAC community representative recruitment now open• “Hole in the Air” status update• National League of Cities Annual Conference conflict with November JPACT meeting• State Transportation Improvement Program Project selection committee update | |
| 7:45 AM | 4. | * CONSIDERATION OF THE MINUTES FOR SEPT. 12, 2013 | |
| 7:50 AM | 5. | * Southwest Corridor Plan and Shared Investment Strategy Recommendation: Resolution No. 13-4468 – <u>APPROVAL REQUESTED</u> | Roy Rogers, Washington Co. Commission
Craig Dirksen, Metro Council
Bob Stacey, Metro Council |
| 8:15 AM | 6. | * 2016-18 Metropolitan Transportation Improvement Program (MTIP) Regional Flexible Fund Allocations: Resolution No. 13-4467 – <u>APPROVAL REQUESTED</u> | Ted Leybold, Metro |
| 8:40 AM | 7. | * Oregon’s Priorities for Reauthorization of MAP-21 – <u>DISCUSSION AND PRELIMINARY APPROVAL PENDING CONSIDERATION OF A REGIONAL POSITION</u> | Andy Cotugno, Metro |

Continued on back....

Upcoming JPACT meetings:

- **November 14, 2013** – regular JPACT meeting
- **December 12, 2013** – regular JPACT meeting

* Material available electronically.

** Material will be distributed in advance of the meeting.

For agenda and schedule information, call Kelsey Newell at 503-797-1916, e-mail: kelsey.newell@oregonmetro.gov. To check on closure or cancellations during inclement weather please call 503-797-1700.

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2013 JPACT Work Program

10/3/13

<u>September 12, 2013</u> <ul style="list-style-type: none">• 2014 Regional Transportation Plan Work Program – Action• Local Coordinating Committee RFFA Public Hearings Summaries – Information• Regional Active Transportation Plan – Acknowledgement of work completed to date• Transportation Alternatives Program Contingency Fund – Action FYI: League of Oregon Cities Conference, Portland, OR, September 26 - 28	<u>October 10, 2013</u> <ul style="list-style-type: none">• RFFA projects – Action• Southwest Corridor Plan – report on Steering Committee recommendation – Discussion/Action• Oregon’s Priorities for Reauthorization of MAP-21 – Discussion and preliminary approval pending consideration of a regional position FYI: Rail~Volution, Seattle, WA, October 20-23 FYI: AMPO National Conference, Portland, OR, October 22-25
<u>November 14, 2013</u> <ul style="list-style-type: none">• Public engagement guide – Action• Recommendation to Metro Council – Transportation Control Measure Substitution – Action• Climate Smart Communities: Phase II findings – Information• Lessons learned at AMPO and Rail~Volution – Discussion• Streetcar Evaluation Methods Project – Information• 2014 Regional Transportation Plan Process Update and Share Demographic and Economic Trends – Information FYI: 2013 National League of Cities Annual Conference, Seattle, WA, November 13- 16	<u>December 12, 2013</u> <ul style="list-style-type: none">• Climate Smart Communities: Phase II findings – Discussion• Regional legislative priorities – Discussion• Westside Freight Access & Logistics Analysis – Information

Parking Lot:

- Regional Indicators briefing
- Hole-in-the Air Rulemaking – Review Comment Letter
- Presentation by the Oregon Trucking Associations – Information



JOINT POLICY ADVISORY COMMITTEE ON TRANSPORTATION
September 12, 2013
Metro Regional Center, Council Chamber

MEMBERS PRESENT

Jack Burkman
Carlotta Collette, Chair
Shirley Craddick
Nina DeConcini
Denny Doyle
Donna Jordan
Steve Novick
Kathryn Harrington
Neil McFarlane
Diane McKeel
Roy Rogers
Paul Savas
Don Wagner

AFFILIATION

City of Vancouver
Metro Council
Metro Council
Oregon Department of Environmental Quality
City of Beaverton, representing Cities of Washington Co.
City of Lake Oswego, representing Cities of Clackamas Co.
City of Portland
Metro Council
TriMet
Multnomah County
Washington County
Clackamas County
Washington State Department of Transportation

MEMBERS EXCUSED

Shane Bemis
Steve Stuart
Jason Tell
Bill Wyatt

AFFILIATION

City of Gresham, representing Cities of Multnomah Co.
Clark County
Oregon Department of Transportation, Region 1
Port of Portland

ALTERNATES PRESENT

Lisa Barton Mullins
Tom Imeson
Rian Windsheimer

AFFILIATION

City of Fairview, representing Cities of Multnomah Co.
Port of Portland
Oregon Department of Transportation, Region 1

STAFF: Grace Cho, Beth Cohen, Andy Cotugno, Kim Ellis, Elissa Gertler, Mia Hart, Alison R. Kean, Tom Kloster, Ted Leybold, Lake McTighe, John Mermin, Jim Middaugh, Kelsey Newell, Deena Platman, Randy Tucker, Steve Wheeler.

1. CALL TO ORDER, DECLARATION OF A QUORUM & INTRODUCTIONS

Chair Carlotta Collette declared a quorum and called the meeting to order at 7:30 a.m.

2. CITIZEN COMMUNICATIONS ON JPACT ITEMS

Mark Gamba: Councilor Gamba of the City of Milwaukie addressed JPACT members about the Active Transportation Plan (ATP). Councilor Gamba began by stating he is not speaking on behalf of the Milwaukie City Council. He expressed his support of the ATP, noting his personal advocacy of bike

commuting after he and his wife sold their second car for reasons related to climate change, physical, and economic health. His intention is to lead by example. He expressed concern surrounding the limitations of the ATP by not requiring infrastructure expenditures to improve and develop an active transportation network. Councilor Gamba urged JPACT members and the Metro Council to support the ATP and noted possible improvements through strengthening the plan.

Peter Welte: Mr. Welte addressed JPACT members about the Columbia River Crossing (CRC). Comments are listed in full as an attachment to the public record. Mr. Welte asked questions related to funding sources and political implications of the CRC. Questions surrounded project funding priorities in the case that new revenue is not identified; the source of construction funds in the absence of tolls; the source of funding for the “mitigation;” the amount of funds to be allocated for other local needs. Separately, Mr. Welte expressed his support of Councilor Gamba’s comments related to the ATP.

3. UPDATES FROM THE CHAIR & COMMITTEE MEMBERS

Mr. Rian Windsheimer updated members on the following items:

- The Statewide Transportation Improvement Program (STIP) 100% project listed was approved unanimously on September 11th. The final STIP review is February 15th.
- ConnectOregon has \$42 million available for projects. Changes to this round of funding include eligibility of bicycle and pedestrian projects, as well as a new requirement for grant recipients to report performance measures. Applications are released in October and due in November. Review of projects will begin in April to May.

Mr. Neil McFarlane updated members on the CRC. Washington DOT remains a partner and would enter into an inter-governmental agreement with ODOT to collaborate on tolling, operation and maintenance requirements. The Washington interchanges would be developed as funding is identified. TriMet would become the FTA grantee and assist in project management. A special session is required to remove the legislation’s requirement for the State of Washington to allocate appropriate funding by September 30, as Oregon is the sole funding and tolling source. The CRC is planned to remain on schedule.

Chair Collette updated members on the following items:

- The Oregon Transportation Research and Education Consortium (OTREC) Summit is September 16th;
- Coalition for a Livable Future (CLF) Regional Livability Summit is October 11th.
- RailVolution is October 20 – 23rd in Seattle. The focus of the conference is building livable communities with transit and includes mobile workshops, sessions, and networking opportunities to exemplify how communities are putting using best practices;
- There is a recommendation to reconvene the Bi-State Committee. The Bi-State Committee is a sub-committee of JPACT and the SW Washington Regional Transportation Council. A letter recommending new members will be sent out to cities and counties in Clark County and the Portland Metro area. Mr. Jack Burkman stated the first meeting is planned for October 17th to discuss the role of the committee.
- Proposed Regional Intelligent Transportation System (RITS) projects under the STIP will not be funded. Transportation Systems Management & Operation (TSMO) includes projects of small changes and significant impacts. Chair Collette encouraged Chair Bill Wyatt of the

Region 1 STIP Project Selection Committee to consider a special fund for RITS. Members asked further clarifying questions surrounding STIP funding for trail maintenance projects, materials for bridge construction, and best practices.

Mr. Tom Kloster of Metro stated the Association of Metropolitan Planning Organizations (AMPO) Conference is October 22 – 25th.

4. CONSIDERATION OF THE MINUTES FOR JULY 11, 2013

MOTION: Councilor Harrington moved and Councilor Lisa Barton Mullins seconded to approve the JPACT Minutes from August 1, 2013.

RESULT: With all in favor, the motion passed.

5. DRAFT REGIONAL ACTIVE TRANSPORTATION PLAN: RESOLUTION NO. 13-4454

Ms. Lake McTighe of Metro provided an overview of the Active Transportation Plan (ATP). Development of the ATP was identified as a follow-up implementation activity in the 2035 Regional Transportation Plan (RTP). The revised Draft ATP was released in August and reflects stakeholder comments. The ATP provides a regional vision knitting together local plans and visions into comprehensive, connected bicycle and pedestrian networks. One of the plan's intentions is to position communities to be more competitive for funding and project development.

Resolution No. 13-4454 acknowledges the work completed to date on the Draft ATP and directs staff to provide further opportunities for review and refinements. The plan will be available for public comment in March 2014 and will remain draft until proposed for adoption as a component of the RTP in 2014. Recommendations from TPAC included: edits to the resolution language; formation of an ATP/RTP workgroup to guide refinements and provide a forum to better understand the plan's proposals; hasten work and update the RTP with the ATP, while acknowledging the limited timeframe of the RTP.

The acknowledgment resolution will be brought to Council for approval on September 26th. The plan will continue to be refined through stakeholder engagement, workshops, and the workgroup recommendations through February 2014. The Draft ATP is released for public comment in March 2014 and proposed for adoption as a component of the 2014 RTP Update in July.

Ms. McTighe summarized changes made to the ATP, highlighting refinements based on stakeholder input, and provided an overview of regional funding impacts of the ATP. The ATP provides information to elected officials and agencies to make well-informed policy decisions, while receiving the highest return on investment when they choose to invest in active transportation.

Member comments included:

- Members asked if the approved budget amendment to extend work on the ATP would cover the proposed work group. Councilor Harrington stated the work group would be covered under the budget extension as a tool for collaborative community engagement.

- Commissioner Paul Savas expressed appreciation of the work completed on the ATP and discussed the need for flexibility related to addressing the local needs of communities that are not represented in the current network maps.
- Members acknowledged the valuable discussions that occurred throughout the process and expressed appreciation of the work completed.

MOTION: Mayor Denny Doyle moved and Councilor Jordan seconded to approve **Resolution No. 13-44**: acknowledging work completed to date and initiating further review and refinement of the Draft Regional Active Transportation Plan through the comprehensive update of the 2014 Regional Transportation Plan.

RESULT: With all in favor, the motion passed.

6. 2014 REGIONAL TRANSPORTATION PLAN (RTP) WORK PROGRAM: RESOLUTION NO. 13-4456

Mr. John Mermin of Metro provided an overview of the revised 2014 RTP Update work program. “Auxiliary lane definition and policy discussion” was removed based on direction at the JPACT meeting on July 11th. Metro Council will be asked to approve Resolution No. 13-4454 on September 12th.

MOTION: Councilor Donna Jordan moved and Councilor Harrington seconded to approve **Resolution No. 13-4454**: approving a work program for the 2014 Regional Transportation Plan Update.

RESULT: With all in favor, the motion passed.

7. APPROVAL OF TRANSPORTATION ALTERNATIVES FUNDS FOR CONTINGENCY OF 11 2012-15 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM (MTIP) PROJECTS: RESOLUTION NO 13-4459

Mr. Ted Leybold of Metro provided an overview of the Transportation Alternatives funding program, created under the new funding programs outlined in the federal transportation bill authorization. Eleven local transportation projects selected for funding by ODOT will now be partially funded by Metro due to changes under federal MAP-21 authorization. The eleven projects had access to ODOT contingency funds when originally selected for funding; Resolution 13-4459 creates a comparable contingency fund to prevent delays and increased costs associated with the eleven projects.

MOTION: Councilor Harrington moved and Councilor Jordan seconded to approve **Resolution No. 13-4456**: amending the 2012-15 Metropolitan Transportation Improvement Program (MTIP) to add the Transportation Alternatives program contingency fund for eleven projects.

RESULT: With all in favor, the motion passed.

8. REGIONAL FLEXIBLE FUND ALLOCATION PUBLIC COMMENT PERIOD SUMMARY AND LOCAL COORDINATING COMMITTEE UPDATE

Mr. Leybold provided an overview of the Regional Flexible Fund Allocation public comment period. The regional public comment period included increased outreach to limited English language proficiency populations through outreach to equity groups and faith-based organizations as well as with translations of project summaries and materials. A public hearing was held May 30th and approximately 800 comments were received, including over 600 comments collected with a web-based feedback tool. Identified themes from the comments included bicycle and pedestrian safety, connection people to jobs, support for a regional freight analysis and data tool, and concern surrounding the Regional Economic Opportunity Fund project nomination and selection process not meeting public process and Title VI intent.

Members provided an overview of the sub-regional recommendation process:

- Commissioner Steve Novick provided an overview for the City of Portland. A public hearing was held on August 15th with 41 people in attendance, 23 of which testified. Portland City Council will nominate projects for the 100% list on September 18th.
- Commissioner Paul Savas provided an overview for Clackamas County. An open house was held August 1st with over 35 comments collected from residents and many more in attendance. The Clackamas County Coordinating Committee (C4) Metro Subcommittee assessed the technical evaluations and public comments on September 4th. Discussion themes surrounded safety for vulnerable populations and blind curves. Five projects were selected for Regional Flexible Funds, though Subcommittee members agreed all proposed projects met the program criteria and more funding resources are in need. Commissioner Savas provided recommendations related to refining criteria for project scoping and prioritization.
- Commissioner Diane McKeel provided an overview for Multnomah County. An open house was held July 29th. Seven residents were in attendance and six letters of support were received. The East Multnomah County Transportation Committee (EMCTC) endorsed one project for RFFA funding and two projects for REOF funding on September 9th.
- Commissioner Roy Rogers provided an overview for Washington County. An open house was held August 13th with opportunity for public comment posted to the county website, email lists, media outreach, and coordinating committees. Washington County Coordinating Committee recommended a total of six projects for funding based on a technical evaluation and public comments.

TPAC will be asked to review the final list of recommended projects for 2016-18 regional flexible funds at the TPAC meeting on September 27th. The recommended 100% project list, legislation with conditions of approval, and subsequent documentation for the 2016-18 RFFA will be brought to JPACT on October 12th to recommend for adoption by the Metro Council on October 17th. Following JPACT and Metro Council action, Metro staff will prepare the MTIP and air quality conformity report which will be brought to JPACT for consideration in spring 2014.

9. OREGON'S PRIORITIES FOR REAUTHORIZATION OF MAP-21

Mr. Travis Brouwer of ODOT provided an overview of Oregon's priorities for the reauthorization of MAP-21. The Oregon Department of Transportation (ODOT), working with the Association of Oregon Counties (AOC) and the League of Oregon Cities (LOC), is developing Oregon's Priorities for Reauthorization of MAP-21. Consistent with the previous three reauthorization cycles, ODOT has worked with state transportation stakeholders, including the Association of Oregon Counties,

Leagues of Oregon Cities, and will ask OMPOC to review and endorse the priorities. ODOT, AOC, and LOC have reviewed the reauthorization document and have release it for public comment.

Mr. Brouwer noted that the agenda focuses on funding, particularly as relates to long-term sustainable transportation funds. The Highway Trust Fund expires around the same time as MAP-21, which exhausts \$15 billion in funds. Additional agenda items include state investments priorities in active transportation, freight, and safety. The framework of MAP-21 is aimed to move from a program-based performing and planning approach to an outcome-based approach.

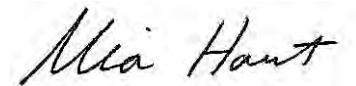
Member comments included:

- Members expressed interest in having a staff review to clarify what is included and excluded for federal legislation, as related to past aspirations.
- Members asked clarifying questions surrounding bridge replacement and repair under MAP-21. Mr. Brouwer stated the investment priorities include fixing the system, keeping within a state of good repair across all modes of transportation.
- Mr. Tom Kloster of Metro clarified that ODOT is seeking endorsement from OPMOC. JPACT will be asked to approve the "Oregon's Priorities for Reauthorization of MAP-21" handout in the packet materials.

10. ADJOURN

Chair Collette adjourned the meeting at 8:52 a.m.

Respectfully Submitted,



Mia Hart

Recording Secretary

ITEM	DOCUMENT TYPE	DOC DATE	DOCUMENT DESCRIPTION	DOCUMENT No.
2	Letter	9/12/13	Citizen Testimony: Questions regarding the CRC	091213j-01
3	Handout	N/A	STIP Proposed 100% Recommendation List	091213j-02
3	Handout	N/A	ConnectOregon V Bicycle/Pedestrian Primer	091213j-03
3	Brochure	N/A	2013 Annual AMPO Conference	091213j-04

4	Handout	8/1/13	080113 JPACT Minutes	091213j-05
5	Handout	N/A	ATP Bicycle and Pedestrian Network Maps	091213j-06
5	PPT	9/12/13	Draft Regional ATP	091213j-07
6	PPT	9/12/13	2014 Regional RTP Work Program	091213j-08
8	Letter	N/A	City of Portland RFFA Projects Recommendations	091213j-09
8	Letter	9/5/13	Clackamas County RFFA Projects Recommendations	091213j-10
8	Letter	9/11/13	Washington County RFFA Projects Recommendations	091213j-11
8	PPT	9/12/13	2016-18 RFFA Public Comment Summary	091213j-12

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF ADOPTING THE)	RESOLUTION NO. 13-4468
SOUTHWEST CORRIDOR PLAN AND SHARED)	
INVESTMENT STRATEGY)	Introduced by Chief Operating Officer Martha Bennett in concurrence of Council President Tom Hughes

WHEREAS, the Metro Council identified the Southwest Corridor, located between downtown Portland and Sherwood, as the region's top priority for consideration for a high capacity transit investment based on the 2009 Regional High Capacity Transit System Plan (as approved by JPACT and MPAC); the Federal Transit Administration awarded the region a \$2 million grant to conduct an integrated approach to collaborative planning with community aspirations guiding potential investments in transit; and four cities in the Southwest Corridor were awarded competitive grant funds to develop community based land use visions to leverage a potential transit investment; and

WHEREAS, in December 2011, the Southwest Corridor Plan Steering Committee (including representatives from the cities of Beaverton, Durham, King City, Lake Oswego, Portland, Sherwood, Tigard, and Tualatin; the counties of Multnomah and Washington; and TriMet, ODOT and Metro) adopted a charter agreeing to use a collaborative approach to develop the Southwest Corridor Plan, as well as to develop an implementation strategy to align local, regional, and state policies and investments to create great places, referred to as the *Southwest Corridor Shared Investment Strategy* (and attached as Exhibit A to this Resolution); and

WHEREAS, the charter signatories acknowledge that the Six Outcomes and Characteristics of a Successful Region – that people live, work and play in vibrant communities where their everyday needs are easily accessible; that current and future residents benefit from the region's sustained economic competitiveness and prosperity; that people have safe and reliable transportation choices that enhance their quality of life; that the region is a leader in minimizing contributions to global warming; that current and future generations enjoy clean air, clean water and healthy ecosystems; and that the benefits and burdens of growth and change are distributed equitably – guide the creation of the Southwest Corridor Plan, the *Southwest Corridor Shared Investment Strategy*, and inform the entire planning process; and

WHEREAS, the *Southwest Corridor Shared Investment Strategy's* purpose is two-fold: to articulate a future vision for the Southwest Corridor, and to bring together in one place the land use, transportation, and community-building goals and projects that have already been advanced in local jurisdictions' plans and which support development consistent with the future vision for the corridor; and

WHEREAS, the Southwest Corridor Plan project partners have worked with community members to create a coordinated future land use vision for each city in the corridor to guide future investments in a high capacity transit system with supporting active transportation, roadway and green infrastructure projects; and

WHEREAS, the Southwest Corridor Plan project partners have held a number of public events and conducted extensive stakeholder outreach to support and guide the creation of the land use vision and the *Southwest Corridor Shared Investment Strategy*; and

WHEREAS, in May 2012, the Southwest Corridor Plan Steering Committee adopted the future land use vision, and the goals and objectives for the corridor, expressing that the vision for the Southwest Corridor Plan is to support, strengthen and connect livable and prosperous places from Portland to Sherwood to address current needs and anticipated future growth; and

WHEREAS, the charter stated that the *Southwest Corridor Shared Investment Strategy* should be endorsed by the Southwest Corridor Steering Committee, and is intended to be adopted and implemented by the appropriate agencies and jurisdictions; and

WHEREAS, on July 22, 2013, the Steering Committee unanimously adopted the *Southwest Corridor Shared Investment Strategy*, and recommended further refinement and study of the public investments that could support the corridor land use vision, including high capacity transit alternatives for the corridor; and

WHEREAS, the Metro Council's endorsement of the *Southwest Corridor Shared Investment Strategy* is not intended to be a binding land use decision, but rather is intended to direct continued study which will culminate in future consideration of appropriate plan and code amendments for the Southwest Corridor Plan's possible adoption and implementation;

WHEREAS, each of the Southwest Corridor Plan project partner jurisdictions and agencies has expressed formal support for the *Southwest Corridor Shared Investment Strategy* and an intention to cooperatively advance key elements of the recommendation, as found in Exhibit B; now therefore:

BE IT RESOLVED that the Metro Council, in order to support the Southwest Corridor land use vision and address current and future transportation needs in the corridor:

1. Adopts the *Southwest Corridor Shared Investment Strategy*, attached to this Resolution as Exhibit A.
2. Directs staff to continue development of plans, policies and codes that, if adopted, would support the *Southwest Corridor Shared Investment Strategy*.
3. Directs staff to work with TriMet to develop a transit service enhancement plan to identify nearer-term transit service improvements in the corridor that can be made in advance of any high capacity transit project.
4. Directs staff to coordinate and collaborate with project partners on refinement and analysis of high capacity transit alternatives and local connections in the Southwest Corridor, along with associated roadway, active transportation and parks/natural resource projects that support the land use vision for potential further study and pursuit of federal funds.
5. Directs staff to work with project and community partners to create a coalition of businesses, private funders, non-profits, community advocates and government leaders as described in Exhibit C attached to this Resolution, to build support for the *Shared Investment Strategy* and help implement early opportunity projects in the corridor that have already been described and considered in local plans or already received approval to move forward independent of the Southwest Corridor Plan.
6. Directs staff to continue to work with project partners to involve stakeholders at key points in the process and seek input from the public as has been done in earlier phases of the project.
7. Directs staff to pursue funding options in coordination with ODOT, TriMet and project partner jurisdictions for implementation of early opportunity projects and planning to support the *Southwest Corridor Shared Investment Strategy*.
8. Renews and reauthorizes the continued duration and existence of the Steering Committee, as described in Exhibit D, to complete the Southwest Corridor Plan.

ADOPTED by the Metro Council this 31st day of October, 2013.

Tom Hughes, Council President

Approved as to Form:

Alison Kean, Metro Attorney

Exhibit A to Resolution No. 13-4468

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:

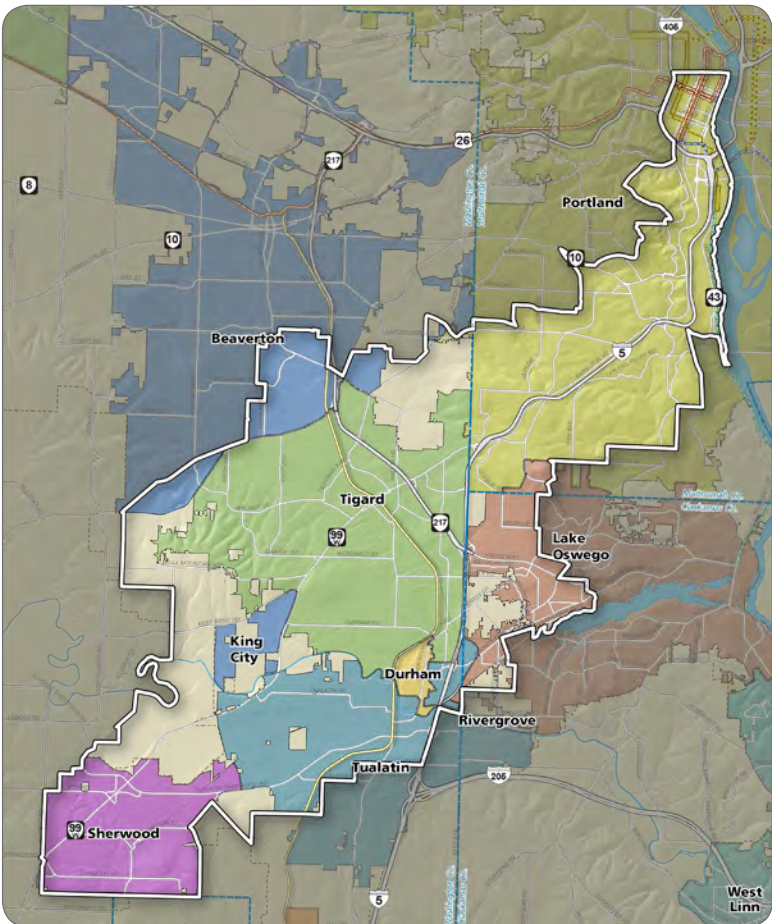
Accountability and partnership

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 Gerry 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.

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:

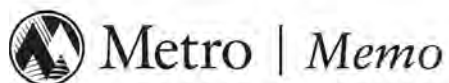
- Portland Barbur Concept Plan
- Sherwood Town Center Plan
- Tigard High Capacity Transit Land Use Plan
- Linking Tualatin
- Southwest Corridor Transit Alternatives Analysis
- Southwest Corridor Transportation Plan, focused on supporting transit and land use.

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.

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Exhibit B to Resolution No. 13-4468



Date: October 2, 2013
To: Metro Council President Hughes and Metro Councilors Chase, Collette, Craddick, Dirksen, Harrington and Stacey
From: Malu Wilkinson, Principal regional planner
Subject: Summary of the Southwest Corridor Plan partners' actions adopting, affirming and/or supporting the July 22, 2013 Steering Committee recommendation and Shared Investment Strategy

On July 22, 2013 the Southwest Corridor Plan Steering Committee unanimously approved its recommendation for further study and Shared Investment Strategy. Since that day, Metro staff has been working to ensure that each partner jurisdiction and agency officially adopt or affirm the recommendation and Shared Investment Strategy, or submit a letter stating its support for the Steering Committee's action.

To date, each of the partner jurisdictions and agencies has either officially adopted, affirmed or declared its support for the Steering Committee recommendation and Shared Investment Strategy, or has formal plans to do so prior to the Metro Council's consideration of Resolution No. 13-4468.

Attached to this memorandum you will find the following documents that memorialize the Southwest Corridor Plan partners' adoption, affirmation or statement of official support for the recommendation and Shared Investment Strategy:

<u>Partner</u>	<u>Document type</u>	<u>Issue date</u>
City of Sherwood	Resolution	Aug. 20, 2013
City of King City	Resolution	Sept. 4, 2013
City of Beaverton	Resolution	Sept. 17, 2013
City of Durham	Resolution	Sept. 24, 2013
Washington County	Resolution	Sept. 24, 2013
Multnomah County	Resolution	Sept. 26, 2013
Oregon Department of Transportation	Letter of support	
City of Lake Oswego	Letter of support	
TriMet	Letter of support	
City of Tigard	Resolution	Oct. 8, 2013
City of Portland	Resolution	Oct. 9, 2013
City of Tualatin	Resolution	Oct. 14, 2013

ALL RESOLUTIONS AND LETTERS WILL BE ATTACHED PRIOR TO COUNCIL ACTION

Exhibit C to Resolution No. 13-4468

Implementation and Development Southwest An Overview

Purpose. Metro is proposing the creation of a committee, Implementation and Development Southwest (ID Southwest), made up of community leaders with a passion for the Southwest Corridor area and who know how to get things done. ID Southwest's goal is to make the most of public-private partnerships and help implement early opportunity projects in the corridor.

Background. The Southwest Corridor Plan is a collaborative effort to create livable and sustainable communities along the Southwest corridor including Portland, Tigard, Tualatin and Sherwood. The goal of the Plan is to increase prosperity, health, access and mobility in the Southwest Corridor through the implementation of the Shared Investment Strategy. The strategy includes a potential major transit investment, 81 roadway and active transportation projects, 400 parks and natural resource projects, and development incentives and policy changes to support development consistent with the local land use vision. The plan is led by the Southwest Corridor Plan Steering Committee, made up of elected and appointed officials from the 13 partner jurisdictions.

Scope of work. ID Southwest will support and implement the Southwest Corridor Plan and Shared Investment Strategy in coordination with the Steering Committee. The committee members will be focused on creating the conditions for the plan to achieve its goals. They will help:

- lay the groundwork for public-private partnerships and investment to take place
- identify early implementation projects (transportation, green, and development opportunities) for potential funding and help pursue financing for those projects where opportunities arise
- generate enthusiasm in the communities about the plan's projects
- recruit greater numbers of stakeholders to support the plan
- navigate the changing political landscape to make sure that the Southwest Corridor Plan is consistently supported.

ID Southwest will make recommendations to the Southwest Corridor Plan Steering Committee and the Metro Council regarding specific project funding. It will not be a decision-making body nor serve as a Citizens Advisory Committee. Metro employees will staff and support ID Southwest: Malu Wilkinson, Juan Carlos Ocaña-Chíu, Cliff Higgins, Jamie Snook and Heather Nelson-Kent.

The Metro Council will be asked to create ID Southwest as part of their resolution to endorse the Southwest Corridor Plan and Shared Investment Strategy in October 2013. Southwest Corridor Plan Council Liaisons Craig Dirksen and Bob Stacey will co-chair ID Southwest to create a stronger connection with the Steering Committee and the Metro Council.

Membership. The membership of ID Southwest will be carefully selected to include highly influential stakeholders in the corridor, with representatives from the community, non-profit organizations, businesses, educational institutions and philanthropic organizations. Members should have the acumen to help staff address barriers and problems and generate enthusiasm for the project.

The expected number of ID Southwest members will be between 20 and 25. Members will include people who represent the following interest categories:

- Educational institutions
- Elected officials
- Environmental – green spaces interests
- Funders
- Government agencies
- Health-related interests
- Non-profit organizations
- Major employers
- Small businesses
- Transit-related interests

First-year timeline:

1. Kickoff meeting: November 2013
2. Determine initial priority opportunity areas: January 2014
3. Define early implementation projects and funding opportunities: Spring 2014
4. Implementation of early opportunities projects: Summer 2014

Next steps.

- Vet the idea with project partners.
- Finalize ID Southwest's charge and operating procedures.
- Identify and invite stakeholders to become ID Southwest members.
- Hold kick-off meeting in November 2013.

EXHIBIT D TO RESOLUTION NO. 13-4468

Members of the Southwest Corridor Plan Steering Committee

Metro District 3 Councilor and District 6 Councilor

Elected officials from cities of Portland, Tigard, Tualatin, Sherwood, King City, Beaverton and Durham

Multnomah County Commissioner

Washington County Commissioner

ODOT, Region 1 Manager

TriMet, General Manager

STAFF REPORT

IN CONSIDERATION OF RESOLUTION NO. 13-4468, FOR THE PURPOSE OF ADOPTING THE SOUTHWEST CORRIDOR PLAN SHARED INVESTMENT STRATEGY

Date: October 1, 2013

Prepared by: Malu Wilkinson, x1680

BACKGROUND

Purpose of the Southwest Corridor Plan and Shared Investment Strategy

The Southwest Corridor plan is a comprehensive 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 work has been guided by a Steering Committee comprised of representatives from the cities of Beaverton, Durham, King City, Lake Oswego, Portland, Sherwood, Tigard, and Tualatin; the counties of Multnomah and Washington; and Tri-Met, ODOT and Metro. Steering Committee members agreed to use a collaborative approach to develop the Southwest Corridor Plan and a Shared Implementation Strategy to align local, regional, and state policies and investments in the corridor. In August 2011, the Metro Council adopted Resolution 11-4278 that appointed the Southwest Corridor Steering Committee, and a charter defining how the partners will work together was adopted by the Steering Committee in December 2011.

Policy Framework

The Portland metro area Regional Transportation Plan (RTP) emphasizes outcomes, system completeness and measurable performance in order to hold the region accountable for making progress toward regional and State goals to reduce vehicle miles traveled and greenhouse gas emissions. The RTP identifies investment in high capacity transit (HCT) as a proven strategy to help achieve these goals and build great communities.

In July 2009, the Metro Council accepted the Regional High Capacity Transit System Plan for addition to the 2035 Regional Transportation Plan. At that time, in response to JPACT discussion and recommendation, the Council identified the Barbur Boulevard/OR 99W corridor as one of the region's two highest priority corridors for a nearer-term high capacity transit investment.

In February of 2010, the Metro Council formalized that recommendation by adopting a resolution to advance the Southwest Corridor, from Portland to Sherwood, as the next regional HCT priority to advance into alternatives analysis. Also in 2010, the Federal Transit Administration (FTA) awarded the region a \$2 million grant to conduct an integrated approach to collaborative planning with community aspirations guiding potential investments in transit. At

the same time, four cities in the Southwest Corridor were awarded competitive grant funds to develop community-based land use visions to leverage a potential HCT investment.

The Metro Council, in the 2035 RTP adopted in 2009, also identified the portion of the corridor from Portland to Tigard as a top priority regional mobility corridor for considering how to best invest in all modes of transportation, including transit, roadway, and active transportation infrastructure to meet the needs of autos, freight, bicyclists and pedestrians.

Corridor land use vision forms foundation of Shared Investment Strategy

Leading into the Southwest Corridor Plan, representatives of cities and counties throughout the corridor looked to local land use plans and policies to identify areas where the community wanted to focus new development. Four plans in particular helped define the local vision in key areas of the corridor.

Barbur Concept Plan

Creating a long-term vision for the six-mile Barbur Boulevard corridor from downtown Portland to the Tigard city limit, the Barbur Concept Plan recommends key transportation investments, stormwater solutions and changes to city policy and zoning.

Tigard High Capacity Transit Land Use Plan

In this plan, Tigard developed land use concepts for vibrant station area communities and neighborhood centers that could support transit investments in a way that fits Tigard, helping to decide what growth will look like and where it should be located.

Linking Tualatin

With this work, Tualatin investigated locally preferred station areas and development typologies as well as policy, investment and code changes necessary to support high capacity transit and local transit service.

Sherwood Town Center Plan

Sherwood redefined the boundaries of the town center to support activity and development in both the old town area and the Six Corners commercial center.

Simultaneous to the work on the local land use vision, Metro and project partner staff worked collectively to identify existing conditions and develop a wide range of alternatives to address opportunities and challenges in the corridor. The project partners began work to identify a potential HCT alternative, and an associated package of multimodal transportation projects and parks/nature investments that could catalyze the local land use visions for the corridor.

In October 2012 the Southwest Corridor Steering Committee narrowed an early set of ten HCT alternatives to five concepts, removing several options from further consideration: 1) streetcar as a mode; 2) HCT connection between Tigard and Sherwood on Highway 99W; and 3) adding or converting an Interstate 5 lane for HCT use. The Steering Committee's narrowing decision also tabled consideration of Westside Express Service (WES) improvements for another time and process. These decisions were guided by potential impacts to auto and freight movement as well as local community land use goals. All HCT options were routed away from Highway 99W southwest of the Interstate 5/Highway 99W intersection to avoid impacts to auto and freight movement and commercial activities. Preferred locations would provide transit connections to potential station communities in Tigard and Tualatin.

During the first six months of 2013, Metro and project partner staff worked closely together to further narrow the set of HCT alternatives and supportive roadway, active transportation, and parks/natural areas projects. Projects were bundled and modeled to test performance, then screened according to their supportiveness of the local land use visions. On July 22, 2013, the Southwest Corridor Steering Committee unanimously approved the Shared Investment Strategy Recommendation to help guide funding collaboration and coordinated implementation of opportunities throughout the Southwest corridor.

Southwest Corridor Plan Shared Investment Strategy Recommendation

With its July 22, 2013 recommendation, the Southwest Corridor Steering Committee defined a set of investments and actions to support the community land use visions and gave direction on three main questions to further narrow the options for a potential HCT 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 in each of these areas, 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.

A summary of the Shared Investment Strategy Recommendation follows.

Recommendation: Invest in transit

Transit is key to helping communities in the Southwest corridor achieve their development visions. This 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 recommendation 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; and
- 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 would also create the ability to move people efficiently, which is especially important in a corridor where:

- it is difficult to build or expand roads due to hills, natural resources, established businesses and existing neighborhoods that would make new roads expensive and disruptive, and
- 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; and
- an alignment that connects Portland to Tualatin, via Tigard.

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 to a list of 81 priority projects. *Attachment A* of the Shared Investment Strategy Recommendation contains the list of priority projects.

The 81 projects are recommended because they 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 create 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.

Recommendation: Invest in parks, trails and nature

Parks, greenspaces, trails and natural areas are consistently cited as some 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 included on the list contained in *Attachment A* as corridor development plans move forward.

Recommendation: Consider new regulations and policies, and develop incentives to promote 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. *Attachment B* of the Shared Investment Strategy Recommendation contains a variety of proposed policies and incentive programs for communities to consider as they advance Southwest Corridor Plan projects and community development goals.

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 to help fund a possible high capacity transit investment.

Additionally, partners will collaboratively work to develop a coordinated set of multimodal performance measures reflecting state, regional and local goals.

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

The recommendation urges project partners to develop a collaborative 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.

Public engagement in the Southwest Corridor Plan and Shared Investment Strategy

Metro and project partner staff held a number of public events to support the Steering Committee decision-making process, including the following:

Community Planning Forums (4)

“Invited” open houses targeted to engaged community members from each of the communities in the Southwest Corridor were held in different locations including Tualatin, Tigard and Southwest Portland.

Economic Summits (2)

These invited forums targeted individuals from the private sector and corridor institutions to solicit advice and input on the projects and process as related to supporting jobs and economic development.

Shape Southwest

This online tool was designed to engage broad audience in soliciting opinions on potential HCT and local transit connections, as well as values and where to focus public investments. 2098 visited the website to learn about the tool.

Online surveys (5)

This included a survey to gather feedback on the draft Steering Committee recommendation in July 2013, which received 954 responses.

Numerous neighborhood and community meetings

These included local community-specific public events (e.g., SWNI Open House, Tigard Town Hall), in addition to planning commission and city council presentations

Public engagement for the Southwest Corridor Plan and Investment Strategy was divided into four stages:

September 2011 to February 2012

Project partners focused on announcing the integrated planning effort, informing the public about the background and elements of the plan, and asking residents what they value about their communities. Residents and business people were asked about challenges and opportunities in the corridor and their visions for the future of the area.

February to August 2012

Project partners aimed to demonstrate and validate the screening process of narrowing the wide range of ideas to a narrowed list of potential projects. Visiting an online, virtual open house, participants viewed video feeds that explained the purpose and process of the overall plan. Participants were asked whether the sources of projects for the corridor were considered comprehensive and if the process for narrowing that list to move forward reflected the values of the communities in the corridor.

August to December 2012

Project partners focused on discussions of the benefits and tradeoffs of different types of investments, beginning with the premise that we cannot afford everything. Project partners hosted the online interactive Shape Southwest game and associated questionnaire. A paper version of the questionnaire was distributed in English, Spanish and Vietnamese to libraries and agencies serving environmental justice communities to engage residents without computer access.

January to July 2013

Project staff sought feedback on potential projects and the draft high capacity transit alternatives through events and an online questionnaire. The public also reviewed the Southwest Corridor Plan staff draft recommendation and gave feedback in an additional online questionnaire.

Local jurisdiction actions

During September and October 2013, the Southwest Corridor partner jurisdictions have considered and taken action on the Southwest Corridor Steering Committee's Shared Investment Strategy Recommendation. All of the partner cities and counties have endorsed the recommendation, either by Council action or by letter from the Mayor. TriMet and ODOT have endorsed the recommendation by letter to the Metro Council.

Neither the local jurisdiction supporting actions nor Metro Council endorsement of the Southwest Corridor Plan Shared Investment Strategy are intended to be binding land use decisions. Instead, the Shared Investment Strategy is intended to inform future adoption of plan and code amendments for its implementation.

Next steps

If the Metro Council votes in favor of this resolution, it adopts the Southwest Corridor Plan Shared Investment Strategy and directs staff to use it to inform the future adoption of plans, policies and code as necessary for its implementation.

In addition, specific next steps include:

1. Metro and partner staff participation in the Southwest Service Enhancement Plan to identify nearer-term transit service improvements (2014)
2. Metro and partner staff participation in on-going Southwest Corridor Plan efforts, including
 - Refinement and analysis of HCT alternatives and local connections, along with associated roadway, active transportation and parks and natural resource projects that support the land use vision (October 2013- June 2014); and
 - Potential further study and pursuit of federal funds for project elements.
3. Metro and partner staff participation in on-going public involvement and engagement with stakeholders to support implementation of the Southwest Corridor Shared Investment Strategy.

ANALYSIS/INFORMATION

Known Opposition

At this time there is not any known formal opposition to the Southwest Corridor Plan Shared Investment Strategy in its own right. However, two related efforts are of note:

- A resident of Tualatin, an attorney representing the Tonquin Group, has stated that entity's disapproval of the Ice Age Tonquin Trail (a project included in the Shared Investment Strategy Recommendation) and expressed an intention to take legal action blocking any land use decision that furthers the trail project.
- In Tigard, a citizens' group has successfully gathered the 4,122 signatures required to place an anti-HCT initiative on the March 2014 ballot. If passed, this measure would amend the Tigard Charter adopting a policy opposing construction of new high-capacity transit corridor within the City without voter approval. It would prohibit the City from adopting an ordinance amending its comprehensive plan or land use regulations to accommodate locating a new HCT project absent voter approval. That approval must be accompanied by information about changes in road capacity and housing density, as well as the cost of the HCT improvement.

The initiative identifies a "new high-capacity transit corridor" as any portion of regional transit system proposed for development within the City that reduces available road capacity in favor of light rail, rail transit or exclusive bus lanes. "Road capacity" includes any roadway within five miles of the City that currently permits public automobile traffic or any public rights-of-way that could provide additional road capacity at a future date. The City of Tigard would be required to annually send a letter to various regional, state and federal agencies notifying them of this policy.

Legal Antecedents

The Southwest Corridor Plan Shared Investment Strategy is completed to satisfy:

- Jun. 10, 2010, Ordinance No. 10-1241B: For the Purpose of Amending the 2004 Regional Transportation Plan to Comply With State Law; To Add the Regional Transportation Systems Management and Operations Action Plan, the Regional Freight Plan (Appendix 3.1 2035 - Regional Transportation Plan Corridor Planning Priorities)
- Feb. 25, 2010, Resolution No. 10-4118: For the Purpose of Endorsing the Southwest High Capacity Transit Corridor as the Next Regional Priority to Advance into Alternatives Analysis
- Aug. 12, 2010, Resolution No. 10-4177: For the Purpose of Amending the January 2008 MTIP (FY 2008-2011) to Modify Funding Allocations for Southwest Corridor and East Metro Corridor Refinement
- Aug. 12, 2010, Resolution No. 10-4179: For the Purpose of Amending the FY 2010 Unified Planning Work Program (UPWP) to Modify Funding Allocations for Southwest Corridor and East Metro Corridor Refinement Plans
- Aug. 4, 2011, Resolution No. 11-4278: For the Purpose of Creating and Appointing Members of the Southwest Corridor Plan Steering Committee
- Nov. 17, 2011, Resolution No. 11-4306: For the Purpose of Appointing Additional Members to the Southwest Corridor Plan Steering Committee

Anticipated Effects

Council acceptance of the Southwest Corridor Plan Shared Investment Strategy will enable the project partners to carry into refinement and further study a set of public investments, including HCT alternatives, to support the corridor land use vision. It will also advance staff participation in the Southwest Service Enhancement Plan to identify nearer-term transit service improvements in the corridor.

Budget Impacts

No additional resources are needed for FY13/14 to continue the refinement phase.

RECOMMENDED ACTION

Staff recommends that the Metro Council adopt the Southwest Corridor Plan Shared Investment Strategy to help guide funding collaboration and coordinated implementation of opportunities throughout the Southwest corridor.

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 8th through June 7th, 2013 and is summarized in Exhibit B, attached to this resolution; 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 is summarized in Exhibit C, attached to this resolution; 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 Exhibit D 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.

Tom Hughes, Council President

Approved as to Form:

Allison R. Kean, Metro Attorney

2016-18 RFFA project and program recommendations

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	\$3,939,579
	Fanno Creek Trail: Woodard Park to Bonita Road and 85 th 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	\$3,352,154
	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	\$35,000,000
City of Portland	N. Going to Swan Island Freight Improvements	Portland	GE/FI	CONS	\$500,000	\$557,227
	South Rivergate Freight Project	Portland	GE/FI	CONS	\$3,222,000	\$4,164,507
	OR 99W: SW 19th Avenue to 26th Avenue - Barbur Boulevard Demonstration Project	Portland	AT/CS	CONS	\$1,894,600	\$2,111,445
	Foster Road: SE Powell 90th Pedestrian/Bicycle/Safety Phase II	Portland	AT/CS	CONS	\$2,063,400	\$5,313,400 ⁽¹⁾
	Southwest in Motion (SWIM) Active Transportation Strategy	Portland	AT/CS	PLAN	\$272,000	\$303,132
	Portland Central City Multimodal Safety Project	Portland	AT/CS	PLAN/CONS	\$6,000,000	\$6,686,727
	East Portland Access to Employment and Education Multimodal Project	Portland	REOF	CONS	\$8,267,000	\$9,213,195
E. Multnomah County	Sandy Boulevard: NE 181st Avenue to East Gresham City Limits	Gresham	AT/CS	CONS	\$3,644,000	\$4,644,318

Notes: AT/CS - Active Transportation & Complete Streets, GE/FI - Green Economy & Freight Initiatives, REOF –Regional Economic Opportunity Fund; PD - Project Development, CONS – Construction, PLAN – Planning

(1) Foster Road total cost includes Phase I costs.

(2) NE 238th total cost includes ODOT Enhance project award for construction costs.

(3) Element of the Green Economy and Freight Initiatives that was inadvertently left off Exhibit A presented to TPAC on September 27, 2013.

	NE 238th Drive: Halsey Street to Glisan Street Freight and Multimodal Project	Multnomah County	REOF	PD	\$1,000,000	\$8,421,944 ⁽²⁾
	Troutdale Industrial Access Project	Port of Portland	REOF	CONS	\$8,000,000	\$14,797,827
Clackamas Coounty	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	\$1,370,799
	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
				Sub-total:	\$68,018,000	\$128,605,296
Region-wide programs						
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
Regional Freight Analysis and Project Development ⁽³⁾					\$500,000	N/A
				Sub-total:	\$74,510,000	N/A
				Grand Total:	\$142,528,000	

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

(1) Foster Road total cost includes Phase I costs.

(2) NE 238th total cost includes ODOT Enhance project award for construction costs.

(3) Element of the Green Economy and Freight Initiatives that was inadvertently left off Exhibit A presented to TPAC on September 27, 2013.

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 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.

Public 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;
- Support connecting people to jobs and improved access to businesses and industrial areas;
- Specific project design issues for specific projects;
- Opposition to the use of transportation funds for bicycle improvements;
- 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, 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.

Appendix: 2016-2018 Regional Flexible Funds Allocation (RFFA) Public Comment Response Matrix

As part of the 2016-2018 Regional Flexible Fund Allocation process, Metro held a 30 day regional public comment period that ran between May 8 and June 7, 2013. This was an initial method to gain public feedback on all the projects submitted/nominated for 2016-2018 flexible funds (29 projects along with five region-wide programs). The purpose of this comment period was to ask the public how the proposed projects could be improved to meet community needs. Additionally, Metro held a public hearing on May 30 to collect oral testimony.

Following the 30 day regional public comment process, the comments collected were shared with the project applicants for review. The purpose in sharing the collected comments was to provide project sponsors an opportunity to view community input as well as respond to concerns or make project modifications if appropriate.

The project applicants completed the public comment responses prior to conducting their own public involvement process. During the local public involvement process, members of the public had the opportunity to see how the project applicants responded to the regional public comments. The responses helped to inform the prioritization among competing projects to nominate a “100 percent” list of projects to JPACT and the Metro Council for approval in October 2013.

The following matrix outlines the project applicant’s responses to the regional public comments. Additional comments were also received through the local public involvement process, which are not identified in this public comment response matrix.

2016-2018 RFFA Comment and Process

Public Comment	Metro Response (if applicable)
<p>JPACT has not met the federal standard of meaningful, early, and continuous participation in the development and selection of projects in:</p> <ul style="list-style-type: none"> • The JPACT decision process • Ensuring local agency applicants consider procedural and distributive equity with project proposals. 	<p>Metro approach to crafting a public process associated with the allocation of regional flexible funds and the upcoming development and approval of the MTIP to go well beyond the minimum federal standards required (23 CFRs 450.316 and 23 CFR 450.324 (b)). The public process is also consistent with the regional participation plan that guides regional public involvement activities. More specific instances cited by the commenters regarding this statement are documented and responded to below.</p>
<p>Require proposals to clearly demonstrate meaningful community engagement that identified the project as meeting a prioritized need. Reject proposals that do not provide a clear indication of how it was developed to meet a community need and will result in a more equitable distribution of benefits and burdens.</p>	<p>Prior to nomination for regional flexible funds, projects have usually undergone a planning process which identified the project as a priority for funding. The planning process makes the prioritization decisions based on the community input received and a technical analysis of community needs and gaps.</p> <p>However, some projects nominated for regional flexible funds may not have undergone a planning process, but the funds are for the purpose of conducting the planning process.</p>

	<p>Specific needs of communities of concern are addressed by some of the regional flexible fund criteria, but other criteria are also adopted for consideration in prioritizing projects for funding. All projects are evaluated to each of the criteria. Many projects serve multiple purposes and look to balance criteria.</p> <p>Criteria specifically related to communities of concern for Active Transportation & Complete streets projects are:</p> <ul style="list-style-type: none"> i. improve access to priority destinations of mixed-use centers, large employment areas, schools, and essential services ii. how a project directly serves traditionally underserved communities and responds to the needs of these communities. <p>Criteria specifically related to communities of concern for Freight & Green Economy projects are:</p> <ul style="list-style-type: none"> i. contributions to greening the economy – creating a low carbon, resource efficient and socially inclusive economy, ii. Anticipated reduction in impacts such as noise, emissions, land-use conflicts, etc, to EJ communities. <p>Criteria specifically related to communities of concern for Regional Economic Opportunity fund projects are:</p> <ul style="list-style-type: none"> i. Improve accessibility of disadvantaged populations ii. efforts to support opportunities for low-income and disadvantaged populations iii. Provide opportunities for small businesses and disadvantaged business enterprises iv. Effective use of community-based organizations in connecting disadvantaged workers with economic opportunities <p>Projects have been evaluated on addressing these criteria for consideration in the prioritization process. The process is defined for decision makers to consider the performance of projects across all criteria to inform their selection of projects. However, this comment has been provided to decision makers for their consideration.</p>
Require applicants to conduct a threshold demographic analysis of the potential disparate impacts	Applicants were asked in the nomination process to demonstrate how demographic information and community needs were taken into consideration when prioritizing and nominating the project for funding.

	<p>Applicants responded explaining the planning process which identified the projects, the outreach to environmental justice communities, other concurrent efforts to identify community needs, and different data resources used to help inform the project's nomination for regional flexible funds. For some applications, additional follow up questions were asked for clarification. While the applicants were not asked to conduct a project level disparate impact analysis, the projects nominated had to demonstrate how the projects met the needs of environmental justice communities through technical analysis and public involvement.</p> <p>A disparate impact analysis will be conducted for the 2015-2018 Metropolitan Transportation Improvement Program to assess whether the region's investments in public transportation in aggregate causes disparate impacts.</p>
Require a community needs assessment for each project proposal	<p>The current definition of needs for communities of concern is derived from the planning processes that identified the transportation projects now being nominated for funding. Project applicants have summarized their planning process, including outreach and participation by communities of concern, as part of the application. For each funding category, the applicant was also required to describe in the application how the project addresses needs relative to that category (e.g., the Active Transportation & Complete Streets). Applicants must describe how the project serves those communities and addresses transportation barriers of these communities to essential services. Applicants were encouraged to use both regional demographic data and their own local knowledge, data, and planning activities to inform these responses.</p>
Require public involvement log for all engagement in advance of proposals	<p>Metro requests agencies document and maintain records for the meetings and attendance for public involvement in the development of local transportation plans that lead to the pool of eligible projects for federal funding. Agencies are required to summarize their activities but not submit documentation with project proposals. This guidance is part of the Public Engagement Guide, currently under development. These comments will be forwarded to the staff of the Public Engagement Guide update for consideration in that process.</p> <p>While public involvement logs were not specifically requested as part of the application for the 2016-2018 regional flexible fund, Metro retains the right to be able to request additional public involvement information as necessary.</p>

	<p>At this time, the documentation summarizing the public process to identify community needs is sufficient documentation of public involvement.</p> <p>The RFFA public involvement process guides the comment process on nominated projects. Comments and attendance at public meetings is tracked at this time.</p>
Require disclosure of demographic composition of decision-making bodies	<p>Disclosure of the demographics of decision-making bodies does not provide relevant information as these bodies are composed of elected officials chosen by the citizens of the jurisdiction. The decision making bodies for the allocation of the regional flexible funds is jointly held by JPACT and the Metro Council. The Metro Council is also an elected body. The membership of JPACT is defined by Metro Code 2.19.090 to include representatives from various regional jurisdictions and agencies.</p> <p>Title VI does not apply to disclosure of the demographic composition of elected bodies.</p>
Concern that REOF projects were committed funding prior to disparate impact analysis. Only allocate funds to projects that can demonstrate equitable outcomes based on a sound disparate impact analysis, inclusive of exposure to air toxics.	<p>Funding is not committed until it is adopted in the MTIP.</p> <p>Metro will conduct a disparate impact analysis on all public transportation projects proposed for funding as a part of the development of the 2015-18 Metropolitan Transportation Improvement Program. The methodology for this analysis is being developed. The public comment period on the 2015-18 MTIP, including the disparate impact analysis of public transportation investments and the burdens and benefits analysis, is currently scheduled for early in 2014.</p> <p>Many of the projects that have been proposed for the REOF category of funding are not public transportation (transit) projects and will not be subject to the disparate impact analysis required by the Federal Transit Administration. All of the projects will, however, be subject to the burdens and benefits analysis.</p>
Not in compliance with the Carbon Monoxide maintenance plan transportation control measures, therefore the recent RTP amendment to include Brookwood interchange project is not legal.	<p>The conformity analysis for the 2035 Regional Transportation Plan with amendment demonstrated the region met the two tests for conformity: remaining under the region's allocated emissions budget and showing progress towards the implementation of the transportation control measures. Emissions analysis and the best information available to date were used for the analysis.</p>

	<p>The Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Council adopted the reconformed 2035 Regional Transportation Plan in May 2013. Federal approval was received on September 25, 2013. This approval is valid until adoption of the 2014 RTP and 2015-18 MTIP.</p>
<p>Metro must conduct a disparate impact analysis on funding of public transportation projects and if disparate impacts are found to exist, determine whether there is a substantial legitimate justification for the policy(s) that resulted in disparate impacts. Based on actions related to the Region Economic Opportunity Fund, we find it difficult to imagine a “substantial legitimate justification” exists if a disparate impact is found.</p>	<p>Per Title VI requirements, Metro will conduct a disparate impact analysis on all public transportation projects proposed for fund programming as a part of the development of the 2015-18 Metropolitan Transportation Improvement Program. The methodology for this analysis is beginning development. The public comment period on the 2015-18 MTIP, including the disparate impact analysis of public transportation investments and the burdens and benefits analysis, is currently scheduled for spring 2014.</p> <p>Many of the projects that have been proposed for the Regional Economic Opportunity Fund category are not public transportation (transit) projects and will not be subject to the disparate impact analysis required by the Federal Transit Administration. All of the projects will, however, be subject to the burdens and benefits analysis.</p>
<p>Metro must analyze the effects for each part of the proposed project on the neighborhoods to be effected. Metro should engage representatives of communities of color and underserved populations to establish a disparate impact methodology.</p>	<p>Metro will conduct a benefits and burdens analysis as part of the 2015-2018 MTIP to look at the effects the proposed projects and program have across different communities. The methodology for this analysis is in the beginning stages of development, but will likely include a geospatial component to look at benefits and burdens in the immediate neighborhood the projects affect.</p> <p>Metro will also conduct a disparate impact analysis on all public transportation projects proposed for fund programming as a part of the development of the 2015-18 Metropolitan Transportation Improvement Program. Per the Title VI requirements, this methodology will look at public transportation investments in aggregate to assess disparate impact. The methodology for this analysis is beginning development.</p> <p>Metro will be seeking feedback and input to the benefits and burdens methodology as well as the disparate impact analysis methodology from regional stakeholders, which include representatives of environmental justice communities.</p>
<p>Metro should strive to review block group data to ensure that demographics at the tract level are not masking disproportionate impacts. Specific concerns about current data include: providing source definition of essential services, definition of mobility related to age of</p>	<p>Metro strives to disaggregate data to the smallest geographies possible without sacrificing the integrity of the data or the analysis. In certain cases, the only datasets available for the analysis prohibits using data at a smaller geography than the census tract or block group because reliability of the data</p>

sidewalk data and inclusion of “almost frequent” transit service, and reliance of LIFT data rather than disabled populations to analyze disability.	becomes questionable. Metro has worked diligently to find proxy data to help inform analyses when appropriate, uses the best data sets available, and describes relevant issues regarding limitations of the data and analysis.
Must first conduct a needs assessment in order to evaluate projects for their ability to enhance mobility and improve transportation choices.	The current definitions of needs for communities of concern is derived from the planning processes that identified the transportation projects now proposed for funding. Project applicants have summarized their planning process, including outreach and participation by communities of concern, as part of the application. For each funding category, the application also required applicants to describe how the project addresses needs relative to that category (e.g., the Active Transportation & Complete Streets). Applicants must describe how the project serves those communities and addresses transportation barriers of these communities to essential services. Applicants were encouraged to use both regional demographic data and their own local knowledge, data and planning activities to inform these responses.
TIGER criteria requires a cost-benefit analysis, including health effects.	<p>The TIGER program requested a cost-benefit analysis as a means for applicants to describe the competitiveness of their candidate projects. The analysis was used by DOT staff as one basis for which to recommend funding for projects in a highly competitive process, with the understanding that the level of resources devoted to preparing the analysis should be reasonably related to the size of the overall project amount.</p> <p>The REOF applications were based on TIGER criteria, with some modifications approved by JPACT, but a formal cost benefit analysis attempting to quantify benefits and compare to project costs was not required of the applicants in describing their projects benefits relative to the criteria. Applicants were required to describe the benefits of their projects relative to the criteria to the best of their knowledge. This included both quantitative and qualitative descriptions but not necessarily a monetized estimate of the benefits compared to costs.</p> <p>The projects nominated for the REOF were previous applicants for the TIGER federal funding competition. For the previous applications, the applicants completed a cost-benefit analysis. While the REOF criteria is modeled from the TIGER criteria, the previous cost-benefit analysis was to inform the narrative of the application, but was not required to be submitted.</p>
Lack of a comprehensive community engagement process to help develop	The essential services analyzed for accessibility by communities of concern

<p>a broad list of essential services for active transportation and complete streets criteria.</p>	<p>were defined as a part of the development of the transportation equity analysis methods first derived in Fall/Winter of 2011-12. A work group of representatives from non-profit agencies, government agencies, and advocacy groups working with members of communities of concern were asked to review and comment on the methodology for transportation equity analysis. This included reviewing the definition of an essential service and the list of essential services used in the analysis.</p> <p>Metro is also beginning a holistic review of this agency's role and responsibilities regarding achieving its desired outcome of distributing the benefits and burdens of growth and change equitably and committed to advancing equity across the agency to create a vibrant and sustainable region for all. This comment has been shared with the staff that will be supporting this effort for consideration in their scope of activities.</p>
<p>Concern that other criteria may work against environmental justice criteria.</p>	<p>There is an adopted balance of criteria across many policy objectives. The specific needs of communities of concern is addressed by some of the criteria but other criteria are also adopted for consideration in prioritizing projects. All projects are evaluated to each of the criteria and have varying degrees of impact to them. Decision makers are asked to consider the performance of projects across all criteria, including trade-offs between potential competing effects between the various criteria, when selecting projects.</p>
<p>Concern that the outreach/education criteria (in the Active Transportation and Complete Streets category) is only a "priority" criteria relative to higher rank criteria, which is contrary to Title VI compliance with early, meaningful and continuous outreach.</p>	<p>This criterion is not to address the planning and programming requirements of public engagement. This criteria evaluates the applicant agency's consideration and commitment to provide program support to educate and promote the use of active transportation projects after construction in order to maximize the benefits of providing these investments. Further clarification will be made to this criteria to in future processes.</p>
<p>Decision on 100% list for REOF potentially violates Title VI. Members of the community were not given an opportunity to weigh in on the inclusion of the projects on the list does not meet threshold of early and continuous public outreach.</p>	<p>There is a distinction between having a competitive process for the allocation of funds and meeting Title VI requirements for public input for allocating and programming federal transportation funds. Title VI does not require a competitive process between proposed projects.</p> <p>The REOF projects were nominated by the Joint Policy Advisory Committee on Transportation (JPACT) for Regional Flexible Funds. These projects had been identified, prioritized, and nominated in previous competitive processes (e.g. TIGER federal grant program) for funding. During these previous processes, members of the community were also provided opportunity to comment.</p>

Concluding recommendations: listed types of projects commenters want to see prioritized for funding.	The types of projects the commenters want to see prioritized for funding were forwarded as input to decision makers.
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Active Transportation and Complete Streets

Clackamas County Projects

Jennings Avenue: OR99E to Oatfield Road Sidewalk and Bikelane Project

Public Comment	Agency Response
Overwhelming support to improve bicycling and pedestrian access, particularly for area schools, children and transit users.	No response
Many noted that the community has been requesting this project for years, and is well-organized around and supportive of the project.	No response
Many felt that Jennings Avenue is unsafe for biking and walking due to lack of sidewalks which forces people to compete with fast-moving auto traffic.	No response
Many said that the project will allow for safe and bicycle pedestrian access to the Trolley Trail, to transit (bus transit on McLoughlin and Jennings), and local shops.	No response
Several noted that there are many apartment and multi-family dwelling in the area whose residents do not currently have safe access to transit on Jennings.	No response
Many noted that Jennings is the main east/west connection used heavily by cyclists and pedestrians in the area and there are not good ped/bike routes going east or west.	No response
Nine suggested that the project be extended to Webster Road on the east and ten suggested extending the project to River Road on the west.	The County considered extending the project to the east and to the west but the additional costs would be substantial. Extension of the project to Webster Road to the east is estimated at \$3M. Extension of the project to River Road to the west is estimated at \$1.2M. The costs are substantial due to steep slopes, the need to purchase a significant amount of right-of-way, and the need to move transmission lines along both the north and south sides of Jennings Avenue.

Upgrading the storm water runoff system was recommended.	One of the primary issues with the project plan area is a lack of storm water facilities. This creates problems with runoff and contributes to deteriorated water quality in Boardman Creek. The project will provide enhanced storm water facilities to capture and treat runoff. The project will endeavor to utilize sustainable practices such as the use of water quality swales and pervious concrete. Storm water improvements will aid in reducing untreated runoff within the Boardman Creek watershed and assist in improving water quality within the creek.
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Trolley Trail Historic Bridge Feasibility Study: Gladstone to Oregon City

Public Comment	Agency Response
<p>No road dollars should be used for this. Tax bikes and use parks dollars. If it doesn't create/improve roads for cars then stay out of the road funds!</p> <p>Once again Clackamas County only proposes urban projects and leaves nothing for the rural areas. This is the main reason that rural Clackamas County supports the formation of an ACT. The right turn project at Union Mills and Highway 213 was on the original Interim STIP project list but was lost to all urban projects. The 129000 Rural Clackamas County people could not even get representation on the Interim STIP. Rural people drive cars. Since there is no place even in this study to make other comments I have made them here.</p> <p>Project should focus on different improvements and different than the ones proposed i.e. vehicles crossing to hwy. 43 Kruse Woods employment area.</p>	<p>This was a generic public comment used on most of the projects. These funds address the bigger picture, which is providing transportation alternatives in order to get more cars off the road and give people more options that are safe and accessible. Many citizens own vehicles and pay the associated taxes, but are looking for those alternatives that will connect them to their communities in a more meaningful way. This project answers that need.</p>
<p>I live in the area of the Trolley Trail and I am very supportive of the trail. However I'm not sure this bridge is the best use of our tax dollars. The High Rocks bridge is not far from the Trolley Trail and seems to provide an adequate crossing for bikes and pedestrians.</p> <p>I'm all for more bridges but we have the highrocks bridge very close to this location. Wouldn't it make more sense to spread them out more?</p>	<p>In this project we are looking for a direct path from the existing Trolley Trail to the existing trails on the Oregon City side of the river. This project would not only preserve a historic asset, but provide this direct connection and loop option to enhance the trail experience. The trails aren't just for getting from A to B, but they are about the experience. The Trolley Bridge could potentially be donated for this project, making it the ideal situation for redevelopment.</p>
<p>This project would not in any way help people to go anywhere except across the Clackamas River. There are already two bridges in the area that does that already. Don't waste tax dollars on something the Union Pacific Railroad needs to take down to get rid of a public hazard.</p> <p>Yes the bridge in question needs to be removed before it falls into the</p>	<p>This project would allow the citizens a safe, direct path from the end of the existing Trolley Trail to the established trails on the Oregon City side of the river. The McLoughlin bridge option is unsafe for pedestrians and bicyclists and is currently one of the most dangerous stretches of highway in Oregon for pedestrian/bicycle/vehicle accidents. It is our intent that this bridge redevelopment project detour people away from McLoughlin onto a safe and</p>

<p>Clackamas River and contaminates the water with all of its lead paint. Let Union Pacific be responsible for it and mandate them to remove it.</p>	<p>separated trail system. The 82nd Avenue Bridge is currently 13 blocks from McLoughlin, or 16 blocks from the end of the existing Trolley Trail. We feel that a direct path down Portland Avenue makes more sense.</p> <p>Though abandoned, the current bridge has been modified to increase its safety. The Gladstone side has been fenced off and the Oregon City side has had its egress girders removed. The bridge structure itself is not unsafe. The bridge has had a cursory inspection by both the Union Pacific Railroad and a two third party structural engineering firms (one that specifically deals with bridges of this type). None of which believe there is any concern about the bridge falling into the river. Regarding the lead paint. The design standard at the time the bridge was built was unpainted steel. The third party bridge engineering firm has completed similar bridge redevelopment projects and agrees that the bridges of this era and design were generally left unpainted. It is their belief that the bridge has over 100 years of built-up sediment and grime, as well as rust, on the structure not lead paint. The feasibility study would determine the true condition of this structure, allowing a decision to be made based on facts instead of second guesses.</p>
<p>My biggest concern is more taxes being levied on property owners. For those of us on very limited incomes it is a burden that just keeps growing. Yes it would be nice to have this developed but it is not a necessity. A grant is one thing more taxes to complete is another. Just like the light rail that is tearing up so much of our area and is not necessary but we have to put up with it and in the end will be detrimental to the area as crime increases.</p>	<p>This project is an application for a grant to determine the feasibility of redeveloping the Trolley Bridge. We are not asking for a tax levy to fund this project. If it is found that this bridge would make a viable connection over the river, then we will seek partner funding to develop it instead of asking for taxes. So far we have support from Metro, Oregon Dept. of Transportation, Union Pacific Railroad, Clackamas County and Clackamas Water and Environmental Services for the redevelopment piece.</p>
<p>This project could eventually lead to a vital safe extension of the Trolley Trail into Oregon City creating a more meaningful north-south route that is safely apart from 99E. The current nearby alternative for bicyclists and pedestrians is crossing the Clackamas River on 99E which is not connected to the Trolley Trail and neither 99E nor the bridge do a good job facilitating comfortable access into or out of Oregon City for bike and ped.</p> <p>A study should be conducted on improving bicycle safety along Portland Avenue in Gladstone where the Trolley Trail runs on a downtown surface street. It is already a low-speed street but could use some better separation and signage.</p>	<p>Thank you for your support! In answer to Question 2, the City of Gladstone and the Oregon Dept. of Transportation completed a Portland Avenue Redevelopment Plan in 2008 which covered the transformation of Portland Avenue from Nelson Lane (just past the High School) to the river. Included in this plan was an integrated, separated bike lane and widening the sidewalks for better pedestrian access. The plans are available on the City of Gladstone website. We are hoping that the redevelopment of this bridge would be the first step in the full redevelopment plan.</p>

The existing bridge is a fantastic potential resource that really needs to be explored for its possibilities!	
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SE 129th Avenue Bikeline and Sidewalk Project

Public Comment	Agency Response
Improve the intersection of SE Mountain Gate and SE 129th Avenue	The City is currently reviewing the traffic counts at this intersection to see if improvements, such as a signal or three-way stop, is warranted.
Other suggested improvement projects were noted throughout the City of Happy Valley	The City is aware of other areas that need sidewalks or bike lanes, but this section of SE 129th Avenue is our highest priority. As funding come available, we will address these areas in order of priority according to our Transportation System Plan (TSP).

Molalla Avenue: Beaver Creek Road to Highway 213

Public Comment	Agency Response
All comments supported the project except three. One person opposed adding medians and widening bike lanes or sidewalks because it would narrow the already congested Molalla Ave. One person opposed using road money for bike improvements, and another noted that there are already bike lanes in the area.	No response
People commented that the area in general is very unsafe for pedestrians due to heavy, fast-moving traffic on Molalla and it is unsafe to cross. People supported filling the sidewalk gaps along Molalla Ave. Generally, many people said that the project would improve bicycle and pedestrian access; improve safety for pedestrians, transit users, cyclists, and drivers; and would promote active transportation. The project would improve access to transit and to shopping, and to the post office. A couple of people said that the project would provide better bike/pedestrian options to the new businesses and housing in the booming Hilltop area, and improve the economy.	<p>Molalla Avenue is a major arterial for the City with a right of way width of 66 feet. The project improvements include new 10 foot sidewalks with landscaped buffers when feasible, a 6 foot bike lane, a median/ turn lane, and 2 travel lanes make up the overall right of way. One goal of the project is to improve safety by creating consistency with lane widths, configurations and controls throughout the length of the project. The median/center turn lane will act as a traffic calming feature as well as provide increased safety for vehicles entering and exiting the roadway.</p> <p>The project work will include pedestrian activated rapid flashing beacons at strategic locations to improve access to transit and increase the number of safe crossing opportunities in this area. The scope also includes upgrades to the intersections at Gaffney-Molalla and Clairmont-Molalla which will include synchronized signals for improved traffic flow.</p> <p>Within the project we realize there are existing sidewalks but we also have areas without sidewalk. The existing sidewalks include a mixture of new and old sidewalks. Much of the existing frontage was either built by private</p>

	development improvements or have been in place since this section of roadway was the old highway 213 alignment under ODOT's jurisdiction. Our project intent is to only include the sidewalks that are old and worn out or not existing. We will not replace existing sidewalks that are more recent and built to the Molalla Ave. design standard and instead spend project funds to replace non-standard walks and fill gaps.
A number of people also noted that this project is needed for equity reasons. The project will benefit the many low-income and elderly households in the area who need safe access to transit and safe pedestrian facilities. It will also improve access for students attending Clackamas Community College. Some people noted that the sidewalks are not wide enough in areas, and utility poles make wheelchair use difficult.	N/A
A few people suggested extending the project to improve all of Molalla Ave. Some also suggested making pedestrian/bike improvements from upper Oregon City to downtown lower Oregon City. There were also some suggestions to remove some business access points to improve driver and pedestrian safety. Some suggested synchronized traffic signals, as well as pedestrian-activated crossing lights in some intersections. One person suggested eliminating or restricting left-hand turns from parking lots, which are dangerous for both pedestrians and drivers. One person suggested improving the intersection and lights at Gaffney Lane and Molalla Ave.	<p>Due to the retail and commercial development over many years we recognize the driveways that front this section of Molalla Ave. are inconsistent and non-standard. Many of the driveways are wider than they need to be and many of them could be reduced in size or eliminated to increase safety by reducing conflict points between drivers and pedestrians.</p> <p>The project will also include new street lighting throughout. We will also install new paving in the areas that the paving is worn out and in need of replacement or resurfacing.</p>

City of PortlandOR99W: SW 19th Avenue to SW 26th Way Barbur Boulevard Demonstration Project

Public Comment	Agency Response
<ul style="list-style-type: none"> • Add curb extensions with greenspace and trees. • Install medians with trees in longer open stretches. 	The project includes at least one curb extensions at the proposed enhanced crossings where on-street parking exists. The project includes green stormwater management facilities or other strategies to meet the Portland Stormwater Management Manual. This project does not currently include planting of new trees. This could be added as a contingency item. Inclusion of trees depends upon ODOT approval under their policy regarding trees. This will require ODOT engineering review and approval at the time of project design.
<ul style="list-style-type: none"> • Add a northeast-bound bike lane on 99W through project area. • Second phase of project should improve the old trestle fill 	The project already includes adding a missing segment of bike lane inbound (northeast bound) from 24th Ave to 22nd Ave/Spring Garden Rd, as well as, if feasible, the outbound gap from SW 24th Ave to SW Spring Garden. Otherwise,

<p>segment of Barbur Boulevard, between SW Evans and SW 19th Avenue.</p> <ul style="list-style-type: none"> • Bicycle improvements at the northbound Barbur Boulevard from Capitol Highway on-ramp. • Expand the project to the north and south of proposed area; or from the Burlingame Fred Meyer to 30th Avenue. • Create a better pedestrian infrastructure to knit together PSU, OHSU, Lair Hill and the South Waterfront. • Provide improved access at the Headwaters area and the fire station. 	<p>existing bike lanes will be maintained. Other missing segments are at viaducts, bridges or fill that require significantly greater investment to address. These segments are not included per response on page 1. Improving connection to SW Capitol Highway on-ramp, PSU, OHSU, Lair Hill and South Waterfront are all far from the project area and beyond a reasonable scope for this project.</p>
<ul style="list-style-type: none"> • Install pull-outs for buses to assist in smooth traffic flow. • Enhance bus stops with seating and refuge, and especially enhance the bus stop in front of Tobacco Town. 	<p>The project already includes relocating the bus stops, per TriMet input, to accommodate bus-pullouts and bus stop enhancements to improve transit operations, safer access and comfort.</p>
<ul style="list-style-type: none"> • Extend project to include sharrows along SW 19th Avenue, Capitol Hill Road, and SW 26th Avenue. 	<p>The project could be amended to include bike sharrow pavement markings along SW 19th Ave, Capitol Hill Rd and SW 26th Ave with a nominal budget increase. We support this addition.</p>
<ul style="list-style-type: none"> • Install crossings with lighted road level strips which are controlled via the crosswalk signal button, longer crosswalk times with a dual choice button for longer cross walk time for those with disabilities, and well-lit, well-signed crossings at all proposed crossings. 	<p>Pedestrian-activated, in-street lighted road level strips are not currently supported by PBOT. Maintenance and reliability are of concern. I do not believe they are supported by ODOT either. Enhanced crossings with RRFBs will have accessible pedestrian-activated push buttons at the sidewalk and on the median islands. Slow crossing pedestrians can push the button again on the island to get more time to cross. All crossings should be timed to meet MUTCD, AASHTO and ADA with 3.5 feet per second pedestrian travel speed. The crossing timing can be lengthened if there is a high population of elderly or disabled individuals.</p>
<ul style="list-style-type: none"> • Improve drainage on the bridge over I-5 at 19th Avenue and Spring Garden, which currently pools, making walking near it dangerous. 	<p>This bridge is not on SW Barbur Blvd. It is outside the project scope. The City has a sidewalk project that will infill multiple missing gaps on SW 19th Ave connecting to this bridge. It includes a stormwater planter facility that may help address this concern. To Learn more, contact Chris Armes, 503-823-7051.</p>

Portland Central City Multimodal Safety Project

Public Comment	Agency Response
This project received several supportive comments and some very specific recommendations.	We will be working through specifics during the project development phase and hope to address most concerns during that process.

Foster Road: SE Powell to 90th Pedestrian/Bicycle Safety – Phase 2

Public Comment	Agency Response

	The project will improve safety along the Foster corridor by installing a significant number of marked protected crossings, median refuge islands and curb extensions.
	Installing bicycle facilities is also a priority for the corridor to enhance access, convenience and safety, striving for separation from traffic while balancing other project needs such as on street parking and quality sidewalks. More bus shelters will be provided. Streetscape improvements will improve the aesthetics of the corridor and add trees, landscaping and swales where suitable, which in turn will help economic development and livability.
	The project extends to SE 90th so it will cover the area east of SE 82nd. The project will distribute improvements through the length of the corridor. Careful consideration will be given to the elimination of on street parking and the traffic effects of reducing general travel lanes in the corridor.

Powell-Division Corridor Safety and Access to Transit Project

Public Comment	Agency Response
All 22 public comments were supportive of this project. There were several suggestions for specific treatments at specific locations.	We will work with TriMet, ODOT and the community at large to determine the most appropriate locations and treatments for improving safety as the project implementation grows near.

St. Johns Truck Strategy – Phase 2

Public Comment	Agency Response
Regarding the specific comment in opposition that stated that improvements to the freight route on Lombard should be completed before changes to N Fessenden.	The proposed construction project includes both improvement of the N Lombard freight route, as identified in the St Johns Truck Strategy, simultaneously with the traffic calming and safety improvements along N St Louis/Fessenden.

Southwest in Motion

Public Comment	Agency Response
This project received several supportive comments and some very specific recommendations. There was a specific request that this project identifies ways of quickly and efficiently developing a safe and convenient network for walking and bicycling.	We will be working through specifics during the project development phase and hope to address most concerns during that process.

East Multnomah County

Hogan Road: Powell Boulevard to Rugg Road

Public Comment	Agency Response
All comments supported the project. The project area is currently very dangerous for cyclists and pedestrians, and people feel that adding sidewalks and bike lanes will improve access for pedestrians and cyclists between Gresham and Damascus/North Clackamas County.	

<p>They said that the project would provide safe access to businesses and to transit stops. People liked that the project would connect to the Springwater Corridor.</p> <p>A few people noted that the project will reduce freight delays and improve freight access to the Springwater Industrial Area, and will help future development of the Springwater Development Plan. A couple of people suggested extending the project to Hwy 212 in the future, extending it to south of the Clackamas County line to ensure access to the east Metro area. One person noted that SE 242nd Ave is currently used as an arterial road because it is the only way to get from Clackamas/Damascus to Gresham. Yet, SE 242nd Ave is too narrow to serve as an arterial and it needs safety improvements. The Gresham Area Chamber of Commerce and East Metro Economic Alliance expressed support for the project.</p>	
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Sandy Boulevard: NE 181st Avenue to East Gresham City Limits

Public Comment	Agency Response
<p>All comments supported the project. People generally noted that the project is needed for better bike and pedestrian access to the major employment and industrial area. Employers in the area encourage employees to seek alternative modes of transportation to work, and this project will help meet this goal. One person noted that vehicle congestion seems to be most severe at the NE 181st stop light.</p> <p>One person suggested expanding the project to include all of Sandy Blvd. from 181st to 238th. Another person suggested expanding improvements to 185th, by putting a traffic signal at the 185th/Sandy Blvd intersection, adding an additional lane on the south side of Sandy Blvd. from 181st to 185th, and moving the TriMet bus stop on the south side. One person also suggested an extension of the Gresham-Fairview trail north to Marine Drive to complement this project. The Gresham Area Chamber of Commerce expressed support for the project.</p>	
<p>This project would be more successful if improvements were extended to 185th.</p> <p>I have lived off 185th and Marine Drive for the last 7 years. I use 185th and Sandy Blvd. intersection extensively and over the years have seen numerous near miss accidents. This includes people accessing Sandy Blvd. in both directions as well as turning onto 185th from Sandy Blvd. This is especially problematic during Boeing shift changes. Potential solutions to this problem is to put a stop light at 185th and Sandy Blvd. Another option is to add an additional lane on the south side of Sandy Blvd. from 181st to 185th and move the TriMet bus stop on the south side. This would allow Boeing employees traveling to work to access the southbound lane sooner. This also would allow a safe left turn onto Sandy Blvd.</p>	<p>Gresham response: the proposed project includes a new signal at 185th Ave. Relocation fo the TriMet station on the south side can be investigated with TriMet.</p>

<p>This route is used frequently by freight traffic due to the location of three freight companies in the vicinity of Sandy Blvd. Furthermore due to the large manufactures and other industrial sites in this area freight traffic is a constant. Without adequate transportation solutions there will be continued conflicts between freight vehicular and alternative modes of transportation.</p> <p>Extend down to 238th and connect to the 238th project and up to the Hogan Rd. project</p>	<p>The proposed project reaches the City of Gresham limits. Improvements past city limits to 238th have been proposed by Multnomah County through other funding sources.</p>
<p>As the industrial park on 185th north of Sandy continues to grow there has been a dramatic increase in the amount of tractor/trailer traffic accessing Sandy Blvd. from 185th. The increased truck traffic makes an unsafe situation worse.</p> <p>Serious consideration should be given to including sidewalks and a bike lane.</p>	<p>The proposed project includes a multi-use path, sidewalks, and bike lane.</p>

Washington County

Canyon Road Streetscape and Safety Project

Public Comment	Agency Response
<p>All comments supported the project except one who wants no more bike lanes. People overwhelmingly said that the project is needed to improve bike and pedestrian safety on the high-traffic Canyon Rd. They noted that the project will improve multi-modal access to the Beaverton Transit Center, which is currently difficult to access by walking or biking. The project is also supported by the Beaverton Visioning process, which specifically called out a need for traffic flow improvements on Canyon Rd, as well as safer bicycle and pedestrian amenities.</p> <p>Several people said the project would also make the area more attractive for new businesses, spurring economic development. Some people also felt that the project will improve the quality of life in Beaverton, and improve aesthetics and provide a nice complement to other downtown development plans. A few of people suggested expanding the project to include more of Canyon Rd. to create a comprehensive bike/pedestrian corridor.</p> <p>One person suggested that the project could also install an alternative bike routes on lower-traffic parallel routes, which would include the wide shoulders of TV highway, or on Millikan to connect with existing path on 114th.</p>	<p>The City appreciates the opportunity to receive public input on this phase of the Canyon Road improvement project.</p> <p>Regarding bike facilities, the project will improve connections to low-stress bicycle routes on parallel streets (Broadway and Millikan). These will serve as east-west alternatives to Canyon Road through the downtown.</p> <p>The City has included the alternative bikeway network in its Capital Improvement Plan and anticipates completion in 14/15.</p>

Downtown Accessibility Project

Public Comment	Agency Response
Two comments supported the project and one opposed the project because it	The City of Hillsboro will commence the Downtown Hillsboro Regional

would remove car lanes. People said that biking and walking in downtown Hillsboro is currently dangerous due to a lack of crosswalks. The project will improve access to and through downtown Hillsboro for cyclists and pedestrians and those accessing transit. One person suggested installing ADA compliant sidewalks and improved lighting.	Center: Oak and Baseline Study (funded in the previous RFFA cycle) in 2014 to look at the issues related to walking, cycling, access to transit, access to businesses in Oak Street and Baseline Street area. The problems and potential solutions will be identified and studied. There are no predetermined solutions going into the study; instead, the pros and cons of every solution will be carefully considered. Issues such as ADA and lighting will be included in the study.
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Beaverton Creek Trail Crescent Connection: Westside Trail to SW Hocken Avenue

Public Comment	Agency Response
Both comments supported the project, noting that it would allow for safer bicycle access in Beaverton, including into downtown Beaverton and to 158th. Suggestions were made to include benches and garbage and recycling facilities along the path.	As with all its trail projects, THPRD will include benches and garbage receptacles along the trail at key locations, such as intersections with streets, other trails, and points of interest. These locations are determined during the master planning and design development phases, which include the public involvement/outreach process. At this time, THPRD only include recycling facilities along its trails during special events.

Fanno Creek Trail: Woodard Park to Bonita Road and 85th Avenue to Tualatin River Bridge

Public Comment	Agency Response
One person suggested including benches along the trail, and another suggested keeping the trail at-grade as much as possible for ease of cycling.	Our intention is to design as much of the trail at-grade as possible, except where regulatory authorities require that it be elevated for environmental reasons. Benches are provided (memorial benches are often provided by citizens and organizations) along the current trail and we will continue to install benches along the newer trail sections.
One person suggested a safer crossing on the trail at the north end of Hall Blvd.	This crossing is in Beaverton, and is several miles north of the project area. The Tualatin Hills Parks and Recreation District is in the design phase of a project to improve this crossing.
Another person suggested expanding the project to create a connection between Bonita and the existing trail in Cook Park/Durham City Park.	This section of trail is planned as a future phase of trail construction. The project could be expanded to include it now, but we figured it would take more planning work and alternatives analysis to flesh it out to a level where we would be comfortable applying for funding.

Merlo/170th Complete Corridor Design Plan

Public Comment	Agency Response
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All comments supported the project, and supported widening the road to improve traffic flow. The narrowness of the road leads to lots of traffic congestion, and is unsafe for bicycles to ride on. People said that this project will increase bike and pedestrian safety and access to area schools, small businesses, and the MAX station. One person suggested phasing the project to resolve design conflicts.	These comments speak to the complex multi-modal challenges that exist along 170th Avenue and Merlo Road, and the variety of important destinations that surround the corridor. Phasing the project is one of the ideas we wish to explore through this design plan – in particular, building pedestrian/bicycle improvements first, and then determining at a later date if road widening is needed.
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Pedestrian Arterial Crossings

Public Comment	Agency Response
All comments supported the project. One suggested an improvement to the intersection of SW 185th and Alexander, and the other noted that pedestrian crossings should reach schools and important destinations. One person supported extending improvements to unincorporated areas of Washington County (such as the Aloha-Reedville area, which do not benefit from municipality funding.	It is very likely that SW 185th and Alexander will be studied as a potential crossing location, due to the cluster of business activity there, and Alexander's potential as a neighborhood bikeway. Reaching schools is another important consideration. For this reason, SW 170th Avenue was included in the vicinity of Aloha-Huber Park K-8 School. Students who live just east of the school across 170th Avenue are bused because of the difficulty of crossing 170th Avenue on foot. Regarding the comment about unincorporated Aloha-Reedville, three out of the five crossing corridors are located here: Baseline, 185th and 170th.

Green Economy and Freight

Clackamas County

Clackamas County ITS Project – Phase 2B

Public Comment	Agency Response
Two comments support the project and one comments opposes the project. Those in support felt that the project will make the area safer for cyclists. The one comment in opposition felt that there is too much traffic	Two of the public comments listed below address general traffic and bike safety issues in the OR 224 and OR 212/224 corridors and in the Wilsonville area without directly commenting on the Freight ITS Project or any of the project elements. The third comment restates the County support for this project. The Freight ITS project is intended to address the high volume traffic and freight movement issues on the regional freight routes and the local arterial and collector streets in the project areas. In addition the project intends improve traffic safety and accessibility for all travel mode in these employment areas.

City of Portland

South Rivergate Freight Project

Public Comment	Agency Response
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Five comments all support the project. Generally commenters felt that improvements are needed in the area to improve safety, and the speed and reliability of freight movement. Some commenters also felt that more money needs to be spent on freight movement efficiency and this project is a step in the right direction. This project has the support of the Portland Business Alliance, Columbia Corridor Association, and the Portland Freight Committee Chair.	This project will improve freight efficiency and safety by utilizing limited funding resources to implement freight improvements in the regionally significant South Rivergate Industrial District. The Portland Freight Committee identified the South Rivergate Freight Improvement project as their highest priority for Portland's anticipated share of Green Economy & Freight funding.
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Going to Swan Island Freight Project

Public Comment	Agency Response
Comments were split with one comment in opposition and one comment in support. One comment felt that the project will decrease safety in the area and the other comment felt that the project is needed to improve the safety, speed, and reliability of freight movement.	This project will improve safety by measuring the potential for conflicts between freight and other vehicles and all multimodal traffic. The safety improvements will be as a result of added traffic signal detection that will manage traffic effectively. The Portland Freight Committee endorsed this project and it is a project that is supported by the regional group TransPort.

St. Johns Truck Strategy – Phase 2

See Active Transportation and Complete Street section for this project

East Multnomah County

Hogan Road: Powell Boulevard to Rugg Road

See Active Transportation and Complete Street section for this project

Sandy Boulevard: NE 181st Avenue to East Gresham City Limits

See Active Transportation and Complete Street section for this project

Washington County

Concept Development for Highway 217 Overcrossing at Hunziker Street

Public Comment	Agency Response
Four comments support the project, four oppose, and one comment was neutral. Overall, those in support say that the project will improve safety and access in the area and those that oppose the project say that it will not specifically improve freight and that it is too expensive. Oregon Walks expressed support for the project.	No Response

Silicon Forest Green Signals

Public Comment	Agency Response
Seven comments all support the project. Generally people felt that the project will improve traffic flow, gas mileage, business access, freight speeds, and bike and pedestrian access and safety. Project has support from a member of the Washington County Board of Commissioners.	Staff agrees that the project will have all of these benefits. Recent adaptive signal work on an adjacent segment of Cornell Road has produced a 15% reduction in travel times, with the associated benefits of fuel efficiency and freight reliability. The Rock Creek Trail crossing element of the nomination would provide benefits to people walking and biking similar to those now experienced at the recently installed crossing of Evergreen Road along the same trail.

Tonquin Road/Grahams Ferry Road Intersection

Public Comment	Agency Response
11 comments all support the project. Many comments said that the project will improve safety for all users near the project area, as well as providing improved access to industrial areas. Project has support in Tualatin, including from the Chamber of Commerce, CIOs, CCIOs, and a member of the Washington County Board of Commissioners.	This high level of support speaks to the collaboration that took place among all of the stakeholders and jurisdictions during the Basalt Creek Transportation Refinement Plan. This project, along with other Basalt Creek infrastructure investments, will help advance economic development in this regionally-significant future employment area.

Regional Economic Opportunity Fund

Clackamas County

Sunrise System: Industrial Area Freight Access and Multimodal Project

Public Comment	Agency Response
Overall, comments on this project were split with six comments supporting the project, three comments opposing the project, and one neutral comment. Those that support the project felt that it would improve safety and provide needed connections for jobs and business. Those that were opposed to the project felt that the project isn't needed yet, money would be better spent elsewhere and that the project would increase the number of transportation disadvantaged people in the immediate area.	<p>The public comments on this project represent a variety of view points on the project – some support the project based on the benefits to the area to be served by it and some oppose the project based on the impacts of the project on the residents and businesses in the area.</p> <p>Four commenter's (Comments 1, 6, 9 and 10) support this project because the project will relieve congestion in the Clackamas Industrial Area. In addition some of the commenter's note that the project will improve vehicle, pedestrian and bike accessibility in this growing employment area. These improvements are also seen as improving air quality by allowing vehicle to mover more freely within the regional employment area.</p> <p>One commenter (Comment 1) raises the question of whether the funding for the entire Sunrise JTA project might be spent more effectively replacing the I-5 bridge over the Columbia or maintaining the Interstate System. The Sunrise JTA project funding is designated for the Sunrise Project Area by</p>

	<p>the Jobs and Transportation Act. This project supplements the original Sunrise JTA project and expands the benefits of the project to a more diverse group of users and leverage funding committed to the project by the State of Oregon.</p> <p>One commenter (Comment 2) suggests that the project should be modified to improve access to the Lawnfield Area businesses that are impacted by the projects closure of the Lawnfield Road rail crossing. The Sunrise System project enhances access to these businesses by reconstructing Lawnfield Road between 98th Court and 97th Avenue so that it can be used by trucks. This project also improves bike and pedestrian access from the east to this business area. The suggestion of an “underpass” to improve access to this employment area is infeasible do to the topography and the configuration of the facilities being constructed as part of the JTA project. One commenter (Comment 5) suggests that the project should be cancel because of it impacts on residential and business use. This project in an enhancement of the Sunrise JTA Project which recently began construction and will be completed in 2015. Canceling the enhancement to the Sunrise JTA will increase the impact on the residential and business uses in the project area.</p> <p>One commenter (Comment 5) suggests that the project not needed today but may be needed in the future. When this project is completed in a couple of years, it is expected that the Sunrise JTA Project and the Sunrise System Project will improve vehicle, pedestrian and bike accessibility in this growing employment area.</p> <p>One commenter (Comment 7) suggests that the vehicle component of this project be removed and that only the bike improvements be undertaken. This project in an enhancement of the Sunrise JTA Project, which recently began construction and which will be completed in 2015. Canceling the vehicle travel enhancements to the Sunrise JTA will increase the impact on the residential and business uses in the project area.</p> <p>One commenter (Comment 7) suggests that project will have mixed impact on the transportation disadvantage populations in the Clackamas Industrial Area - specifically the residents of the mobile home park located along the south boundary of the project. The Sunrise JTA project will construct a</p>
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	sound wall to shield the residents of the mobile home park from the largest potential impact – increase levels of noise – as a result of the new traffic along the northern boundary of the mobile home park. On the other hand, the extension of the multi-use trail along the alignment of the Sunrise JTA project will be a major extension of regional bike and pedestrian facilities into this major employment area. This should produce a positive impact on the transportation disadvantage populations in the Clackamas Industrial Area.
The project has support from Oregon State Representative Fagan, the Eagle Creek Barton CPO, and the Clackamas County Board of Commissioners	The following comments (Comment 3 from Clackamas County, Comment 4 from Eagle Creek Barton CPO and Comments 11 – through 22 from Representative Fagan) support this project based on the improved safety and accessibility provided by this project to the business in the Clackamas Industrial Area and areas along OR 212 and OR 224 to the east of I-205.

City of Portland

East Portland Access to Employment and Education Multimodal Project

Public Comment	Agency Response
Public comments were overwhelmingly positive for this project. The City and its partners have heard from constituents that the project area should be refined to take advantage of specific opportunities, including moving the boundary west to SE 82nd avenue; those comments came up during the public comment period as well.	At this time we're considering the merit of that idea, along with other East Portland In-Motion priorities, and discussing with our partners the best way to get each priority project built. Prior to submitting the final application we hope to have a refined scope that meets the intent of this application and clarifies where and when the funding will be allocated and how that leverages other investments in the area.

East Multnomah CountyNE 238th Drive: Halsey Street to Glisan Street Freight and Multimodal Project (PE Only)

Public Comment	Agency Response
11 comments support the project with one in opposition. Generally, the comments that support the project say that it has political and stakeholder support, and that it includes many safety improvements, especially for bikes. The one comment in opposition felt that money should only be spent on moving cars, not on moving bikes. This project has support from all cities in the East Metro area, local Chambers of Commerce, and the East Metro Economic Alliance.	The majority of comments are in support of the project, so the county has no additional responses to add.

I disagree with the need for bicycle facilities. This area is very steep and I doubt many bicyclists would choose this access to either Glisan or Halsey especially in winter. It should be primarily motor vehicle access. Have studies been done with bicyclists as to their projected use? Traffic has increased on this road over the years and will surely increase in the future so the improvement in the road as proposed is very welcome.	The NE 238th project was studied as part of and was identified as the top priority project of the East Metro Connections Plan (EMCP). The EMCP included studies that looked at regional mobility for all modes, including level-of-service for bikes and pedestrians. The NE 238th/242nd/Hogan Road is an identified key north-south connection and the improvements identified provide for safe travel for motor vehicles, bikes and pedestrians and address future needs as found in the EMCP.
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Troutdale Industrial Access Project

Public Comment	Agency Response
All comments supported the project. Generally people felt that the project is needed for job growth, access to industrial land and a needed tax base, as well as improved bike connections. This project has support from the City of Troutdale, City of Wood Village, East Metro Economic Alliance, the Columbia Corridor Association, the Portland Business Alliance, and the Gresham Area Chamber of Commerce.	Since all comments are in support of the project the Port of Portland has no additional response.

Washington County

US 26/Brookwood Interchange Industrial Access Project

Public Comment	Agency Response
One comment offers tentative support of the project saying that the project should only be funded if all nearby streets are not widened in the future.	The planned number of lanes for nearby streets are illustrated in the current Hillsboro Transportation System Plan (TSP). The City of Hillsboro continues to look for opportunities to create roadway connectivity, improve safety, complete the pedestrian and bicycle network, work with partner agencies to improve transit service; and only consider capacity increase (road widening) when they are absolutely necessary.

Regional Programs

The five regional programs: Regional Transportation System Management and Operations, Regional Travel Options, Transit Oriented Development, Corridor Planning, and Regional Planning did not receive any public comments

MAKING A
GREAT
PLACE



Public comment report

Regional flexible funds allocation
Proposed projects for 2016-2018
funding cycle

June 2013

About Metro

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

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

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About the Joint Policy Advisory Committee on Transportation (JPACT)

The Joint Policy Advisory Committee on Transportation is a 17-member committee of elected officials and representatives of agencies involved in transportation that make recommendations to the Metro Council on transportation needs in this region.

JPACT Members

Carlotta Collette, Metro Council, JPACT Chair	Charlie Hales, City of Portland	Rian Windsheimer, ODOT
Shirley Craddick, Metro Council, JPACT Vice Chair	Nick Fish, City of Portland	Nina DeConcini, DEQ
Kathryn Harrington, Metro Council	Donna Jordan, City of Lake Oswego	Andy Ginsburg, DEQ
Craig Dirksen, Metro Council	Tim Knapp, City of Wilsonville	Don Wagner, WSDOT
John Ludlow, Clackamas County	Shane Bemis, City of Gresham	Bart Gernhart, WSDOT
Paul Savas, Clackamas County	Lisa Barton-Mullins, City of Fairview	Bill Wyatt, Port of Portland
Diane McKeel, Multnomah County	Denny Doyle, City of Beaverton	Susie Lahsene, Port of Portland
Deborah Kafoury, Multnomah County	Jef Dalin, City of Cornelius	Tom Imeson, Port of Portland
Roy Rogers, Washington County	Neil McFarlane, TriMet	Jack Burkman, City of Vancouver
Andy Duyck, Washington County	Olivia Clark, TriMet	Dean Lookingbill, SW WQ RTC
	Dan Blocher, TriMet	Steve Stuart, Clark County
	Jason Tell, ODOT	Peter Capell, Clark County

Metro is the federally mandated metropolitan planning organization designated by the governor to develop an overall transportation plan and to allocate federal funds for the region. The Joint Policy Advisory Committee on Transportation (JPACT) is a 17-member committee that provides a forum for elected officials and representatives of agencies involved in transportation to evaluate transportation needs in the region and to make recommendations to the Metro Council. The established decision-making process assures a well-balanced regional transportation system and involves local elected officials directly in decisions that help the Metro Council develop regional transportation policies, including allocating federal transportation funds.

NONDISCRIMINATION NOTICE TO THE PUBLIC Metro hereby gives public notice that it is the policy of the Metro Council to assure full compliance with Title VI of the Civil Rights Act of 1964, the Civil Rights Restoration Act of 1987, Executive Order 12898 on Environmental Justice and related statutes and regulations in all programs and activities. Title VI requires that no person in the United States of America shall, on the grounds of race, color, sex, or national origin, be excluded from the participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity for which Metro receives federal financial assistance. Any person who believes they have been aggrieved by an unlawful discriminatory practice under Title VI has a right to file a formal complaint with Metro. Any such complaint must be in writing and filed with the Metro's Title VI Coordinator within one hundred eighty (180) days following the date of the alleged discriminatory occurrence. For more information, or to obtain a Title VI Discrimination Complaint Form, see the web site at www.oregonmetro.gov or call 503-797-1536.

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INTRODUCTION: THE FLEXIBLE FUNDS PROGRAM FOR 2016-18 AND PUBLIC INVOLVEMENT APPROACH

Background

Every two years, the Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Council decide how best to spend money from two federal funds: Congestion Mitigation Air Quality, and the Surface Transportation Program. As part of this process, Metro seeks feedback from the public to help shape projects proposed for funding. For the 2016-2018 Program Metro engaged in a collaborative process with local governments to nominate projects for 2016-2018 flexible funds. Local governments were asked to nominate projects which met the criteria of different competitive categories: 1) active transportation and 2) green economy and freight. The regional economic opportunity fund projects had been previously nominated by JPACT.

As an initial method to gain public feedback on projects, Metro publicized all the projects submitted for 2016-2018 flexible funds (29 projects along with five region-wide programs) for a 30-day public comment period that ran between May 8 and June 7, 2013. The purpose of this comment period was to ask the public how the proposed projects could be improved to meet community needs. Metro also held a public hearing on May 30 to collect oral comments.

Comments collected have been shared with the project applicant jurisdictions for review, response and project modification if appropriate.

Following the 30 day public comment process and project applicant review of comments, county coordinating committees and the Portland City Council will conduct their own public involvement process and prioritize among competing projects to nominate a “100 percent” list of projects to JPACT and the Metro for Council approval in October 2013.

OUTREACH APPROACH

The public comment outreach effort focused on notifying the communities that would be most impacted by the 29 proposed projects, with additional broader notification to the region as a whole. Staff reached out to local community groups, faith-based organizations, agencies and community media.

For this outreach effort, a web-based comment form was the primary tool used to receive public comments with comments also received via phone, email and letters. Metro held a public hearing to provide an opportunity for the public to give oral testimony before members of the Metro Council and JPACT.

The public hearing was held on May 30, 2013 starting at 5 p.m. in the Metro Council Chamber. Members of the public were invited to provide oral testimony and to submit written comments. All project materials at the hearing, including fact sheets, sign in sheets, testimony cards, and comment cards, were provided in English, Spanish, Chinese, Vietnamese, and Russian. Staff was trained to access a phone translation service to accommodate any participants requiring language translation. A total of 26 people participated in the public hearing; none requested language assistance.

Outreach to Limited-English Proficiency Populations

Metro sought to include all project area residents in the comment process, including those with limited-English proficiency (LEP). Metro used 2006-2010 ACS Census data to determine the languages spoken by at least five percent of the population or 1,000 persons within a one-half mile radius of each of the 29 proposed projects. Analysis showed that Spanish, Russian, Chinese and Vietnamese were spoken in the vicinity of several projects. Metro also looked at school district data and found that LEP speakers of these same languages lived in the vicinity of some projects.

Based on this data, Metro translated program background, introductory materials, and short project descriptions for the online comment tool in the four identified languages. In areas with higher percentages of non-English speakers, Metro translated longer, more detailed project descriptions into the appropriate language(s). Members of the public were encouraged to provide comments in any language via the online tool, email or a phone call (which would be assisted by a phone translation service). Metro also created fact sheets in the four identified languages for distribution to faith-based and non-profit organizations that work with non-native English speaking communities in project areas. In addition, Metro created bilingual advertisements to notify the public about the comment period in local newspapers in the project areas that had greater concentrations of non-English speakers. A full list of this outreach is available in Appendix B.

Notification of Comment Period

Metro's efforts to publicize the comment period and ways to comment included:

Email blasts – Metro announced the opening of the comment period to its interested persons list, which included approximately 1400 people, as well as to its local partners and coordinating committees. Local partners were encouraged to forward the email to their constituents and contacts. A second, third and fourth email reminded recipients about the comment period and announced the public hearing date.

Email to Councilors and Metro Chief Operating Officer – Metro announced the opening of the comment period and the public hearing date, and encouraged Councilors to forward the email to constituents and community contacts and include notice in their e-newsletters.

Newsfeeds – Metro encouraged public comments through several newsfeed stories, sent to media and interested parties and prominently placed on the Metro homepage. The newsfeed currently has 600 subscribers.

Multiple-language newspaper advertising – Advertising was placed in thirteen project area newspapers, encouraging readers to provide comments and attend the public hearing. Many of the ads were published in multiple languages, including Spanish, Vietnamese, Chinese, and Russian, based on the languages spoken in the area of newspaper distribution. A full list of newspaper advertising is included in appendix B.

Outreach to community leaders – Metro sent personalized emails to sixty Equity/Environmental Justice leaders in the Metro area. The emails encouraged recipients to forward the information to their contacts.

Providing tools for local jurisdictions and partners – Metro provided documents and tools to local jurisdictions and partners to help them invite members of the public to provide comments. This included an email template for email blasts, as well as translated materials for use in their own public meetings and hearings, translated fact sheets, sign in sheets and comment forms. Metro also offered to help jurisdictions financially in hiring interpreters, though no requests were made.

Outreach to bilingual faith-based communities – Metro distributed Spanish, Vietnamese, Chinese, and Russian language fact sheets to fourteen churches in the vicinity of Regional Flexible Funds projects. These churches were located primarily in the Hillsboro, Aloha, Beaverton, Gresham, and Southeast Portland areas. A full list of faith-based organizations that received fact sheets is included in Appendix B.

Media outreach – Metro sent a news release to media contacts announcing the public comment period and public hearing date. News releases were customized for local community media by highlighting local proposed projects. Media coverage about the process included an article in The Oregonian on May 22, available here: http://www.oregonlive.com/commuting/index.ssf/2013/05/metro_asks_public_to_help_spen.html

SUMMARY OF COMMENTS RECEIVED

Introduction

Metro received nearly 800 comments through the Regional Flexible Funds public comment process. The vast majority of these were received through the online web comment form (608). Additional comments came through email (30), letters (70), phone (1), and through oral testimony at the public hearing (26).

Summaries of comments for each of the 29 proposed projects are included below. The projects are organized in three categories: 1) Active Transportation & Complete Streets, 2) Regional Economic Opportunity Fund, and 3) Green Economy & Freight Initiatives. The online comment tool included a specific set of questions for projects within each of these categories. Several projects fall under more than one category, and have corresponding comment summaries based on questions asked about that category. These projects include St. Johns Truck Strategy, Phase 2; Hogan Road: Powell Boulevard to Rugg Road; and Sandy Boulevard: NE 181st Avenue to East Gresham City Limits.

No comments were received on the five region-wide programs.

The appendix to this report includes all comments submitted.

1) Active Transportation & Complete Streets: Project Comment Summaries (608 comments)

Clackamas County

Jennings Avenue: OR99E to Oatfield Road Sidewalk and Bike Lanes (35 comments)

People who commented on this project overwhelmingly supported it as a project to improve bicycling and pedestrian access, particularly for area school children and transit users. Many people noted that the community has been requesting this project for years, and the community is well-organized around and supportive of the project. All comments were in support of the project except one, who felt that road funds should be spent on road improvements, not cyclists.

People generally said that Jennings Avenue is currently unsafe for biking and walking due to a lack of sidewalks which forces people to compete with fast-moving auto traffic. Many people said that the project will allow for safe bicycle and pedestrian access to the Trolley Trail, to transit (specifically to bus transit on McLoughlin and Jennings Avenue), and to local shops. Many people said the project would improve safety for children attending area schools who cannot currently safely walk or bike to school. Several people noted that there are many apartments and multi-family dwellings in the area whose residents do not currently have safe access to transit on Jennings.

A number of people noted that Jennings Avenue is the main east/west connection in the area, and there are no good bike/ped routes going east or west. Jennings Avenue is most heavily used by bicyclists and pedestrians, so it is important that improvement be made. Nine people suggested extending the project to Webster Road on the east, and ten people suggested extending the project to River Road on the west. One person suggested a phased approach. There was also a suggestion to continue sidewalks on Jennings west of 99E to give better access to Jennings Lodge.

Additional suggestions to improve the project included installing a plant buffer between the street and sidewalk, and upgrading the storm water runoff system on Jennings Avenue. Another person suggested installing safe, continuous sidewalks and bike lanes at Addie Street and Boardman to improve access to transit and to the East Side Athletic Club. One person suggested two improvements to improve access for those with disabilities: reconfiguring the sidewalks on Hull Avenue and those corresponding to Trolley Trail, and installing talking crosswalk signals at the intersection of Jennings/99E. One person suggested adding a speed bump to Jennings Avenue. The organization Oregon Walks expressed support for this project.

Trolley Trail Historic Bridge Feasibility Study: Gladstone to Oregon City (53 comments)

People who commented on this project supported completing the Trolley Trail corridor to provide safe and scenic bicycle and pedestrian access between Gladstone and Oregon City. All comments supported the project except four. Of these, one person felt that park funds or a bike tax should be used to pay for the project; another felt that there are already enough bridges in the area and that Union Pacific should be mandated to remove this hazardous bridge; and the third was concerned about more taxes being levied on property owners for non-necessity projects. One person noted that the project only supports pedestrians and cyclists, and should instead focus on vehicles crossing to Highway 43/Kruse Woods employment areas.

Generally, people said that the project will provide a direct link for pedestrians and cyclists from Gladstone and Oregon City, and create a complete bike/ped network that will encourage more walking and biking, as well as improve health and livability. People supported extending the Trolley Trail to complete the corridor and supported rehabilitating and preserving the historic bridge as an alternative to creating a new structure. People noted that the current option of walking or biking along the OR 99E bridge is unappealing because of heavy traffic.

People supported the project because it will connect with the Springwater Corridor, creating a complete bike route. It will improve bicycle commuting to/from work. Several people felt that the project will help revitalize downtown Gladstone, and would improve businesses and the economy on both sides of the river. People noted that the project will improve access to existing trails, to area shopping (including the Oregon City Shopping Center), to transit and Amtrak, to the Willamette Falls Legacy Project, and to Clackamette

Park. A couple of people also felt that the project will prevent kids from hanging ropes from the bridge to swing into the river and other dangerous activities.

Several people suggested that the project could be improved by enhancing bike and pedestrian access on Portland Avenue, by installing better separation and signage, or designating Portland Avenue as a bike route with sharrows to encourage the connection between the Trolley Trail and Oregon City. Other suggestions included installing proper lighting and public access under the bridge, providing safe access for those with disabilities, and using red cedar instead of plastic. One person suggested putting fiber optics, power, phone, water, and sewer lines under the footbridge to better serve residents. One person suggested incorporating this project into the Regional 2040 Plan with updates to zoning and comprehensive plans between the City of Gladstone and the City of Oregon City. Another person suggested exploring ways in which the Lake Oswego-Tigard Water Project could contribute resources towards implementation of this project.

The Clackamas River Basin Council expressed support for the project, and especially supports assessment for any necessary stream bank restoration as well as structural inspections and analysis of the bridge, footings and abutments. They noted that financial support from Union Pacific Railroad and the Oregon Department of Transportation is available for any required rehabilitation work. Oregon Walks also supported the project.

SE 129th Avenue Bike Lane and Sidewalk Project *(96 comments)*

People overwhelmingly supported this project, with 91 comments in support and five comments opposed to the project. Overall, the majority of comments support the project because of the potential to improve bike and pedestrian safety in the area, including benefits to connectivity in Happy Valley. The comments in opposition generally support roadway improvements but felt that sidewalks and bike lanes are not needed, or were opposed to the cost of the project.

Suggestions for improving the project included putting a light at the bottom of Mountain Gate, adding a light or three-way stop at Mountain Gate and 122nd/129th, adding sidewalks to King Road, making improvements from Sunnyside to King, and adding landscaping maintenance for visibility. Some people also wanted to see the project extended north and south of the current proposed area. This project has the support of the City of Happy Valley, which has pledged matching funds. It is also supported by Oregon Walks.

Molalla Ave – Beavercreek Road to OR 213 *(36 comments)*

All comments supported the project except three. One person opposed adding medians and widening bike lanes or sidewalks because it would narrow the already congested Molalla Avenue. One person opposed using road money for bike improvements, and another noted that there are already bike lanes in the area.

People commented that the area in general is very unsafe for pedestrians due to heavy, fast-moving traffic on Molalla and it is unsafe to cross. People supported filling the sidewalk

gaps along Molalla Avenue. Generally, many people said that the project would improve bicycle and pedestrian access; improve safety for pedestrians, transit users, cyclists, and drivers; and would promote active transportation. The project would improve access to transit and to shopping, and to the post office. A couple of people said that the project would provide better bike/pedestrian options to the new businesses and housing in the booming Hilltop area, and improve the economy.

A number of people also noted that this project is needed for equity reasons. The project will benefit the many low-income and elderly households in the area who need safe access to transit and safe pedestrian facilities. It will also improve access for students attending Clackamas Community College. Some people noted that the sidewalks are not wide enough in areas, and utility poles make wheelchair use difficult.

A few people suggested extending the project to improve all of Molalla Avenue. Some also suggested making pedestrian/bike improvements from upper Oregon City to downtown lower Oregon City. There were also some suggestions to remove some business access points to improve driver and pedestrian safety. Some suggested synchronized traffic signals, as well as pedestrian-activated crossing lights in some intersections. One person suggested eliminating or restricting left-hand turns from parking lots, which are dangerous for both pedestrians and drivers. One person suggested improving the intersection and lights at Gaffney Lane and Molalla Avenue.

Other suggestions included: making crosswalks more visible; installing ADA upgrades; new asphalt surfacing or repaving; noting 35 mph on the asphalt; and boulevard lighting and better intersection lights. Oregon Walks expressed support for the project.

City of Portland

OR 99W: SW 19th Avenue to 26th (Portland) Barbur Boulevard Demonstration Project *(40 comments)*

People overwhelmingly supported the project as a means to fill in the sidewalks gaps along Barbur Boulevard. They noted that currently it is dangerous to walk along or cross Barbur due to poor pedestrian infrastructure and fast moving auto traffic. The segment of Barbur Boulevard between SW 19th and 26th is especially dangerous, and is a high crash corridor with a high rate of pedestrian/motor vehicle collisions. All comments made supported the project except one, who does not want more bike lanes.

People noted that sidewalks would promote safer pedestrian travel, transit access, and access to businesses along Barbur, as well as to the many area multi-family housing developments. The project would provide safe access to nearby schools and to the trail system in Marshall Park. A few people also noted that the project will serve the disadvantaged communities in the area. People liked that the project would fill in the bike lane gaps along Barbur, which is currently dangerous because bikes have to merge with

fast-moving traffic at various points. People noted that this would improve bike commuting, and encourage new bike commuters.

Two people noted that the project leverages two nearby funded active transportation improvements: sidewalk infill on SW 19th and SW Spring Garden; and Multnomah Boulevard cycle-tracks, sidewalks and stormwater improvements. The project is highly supported by nearby neighborhood associations and coalitions.

Many suggestions for improvement were made. These included:

- Add curb extensions with greenspace and trees.
- Add a northeast-bound bike lane on 99W through project area.
- Install pull-outs for buses to assist in smooth traffic flow.
- Bicycle improvements at the northbound Barbur Boulevard from Capitol Highway on-ramp.
- Expand the project to the north and south of proposed area; or from the Burlingame Fred Meyer to 30th Avenue.
- Create a better pedestrian infrastructure to knit together PSU, OHSU, Lair Hill and the South Waterfront.
- Extend project to include sharrows along SW 19th Avenue, Capitol Hill Road, and SW 26th Avenue.
- Enhance bus stops with seating and refuge, and especially enhance the bus stop in front of Tobacco Town.
- Provide improved access at the Headwaters area and the fire station.
- Install crossings with lighted road level strips which are controlled via the crosswalk signal button, longer crosswalk times with a dual choice button for longer cross walk time for those with disabilities, and well-lit, well-signed crossings at all proposed crossings.
- Improve drainage on the bridge over I-5 at 19th Avenue and Spring Garden, which currently pools, making walking near it dangerous.
- Install medians with trees in longer open stretches.
- Second phase of project should improve the old trestle fill segment of Barbur Boulevard. between SW Evans and SW 19th Avenue.

The following organizations expressed support for this project: City of Portland Pedestrian Advisory Committee, Willamette Pedestrian Coalition, Southwest Neighborhoods, Inc., TriMet, ODOT Region 1, Oregon Walks, and the City of Portland Bicycle Advisory Committee. They also noted that the project will fund portions of the approved Barbur Streetscape Plan. ODOT staff has also been in discussions with the City of Portland regarding the potential of including enhanced pedestrian crossings as part of the project, and will continue these

conversations. TriMet noted that its recently completed Pedestrian Network Analysis project identified high activity, need, and opportunity for pedestrian improvements in this area.

Portland Central City Multimodal Safety Project, Phase 2 *(6 comments)*

All comments supported the project, except one, which opposed using road funds for bicycle projects. People said that the project would improve cycling and pedestrian safety in the downtown area. Currently, the downtown area is a patchwork of bike lanes, and a comprehensive system is needed. One person suggested bike-focused traffic lights on Salmon at MLK and Grand, as well as a redesign of the 11th/12th couplet similar to the 86th Stark/Washington couplet to prevent traffic from cutting through to the neighborhood. The City of Portland Bicycle Advisory Committee expressed support for this project.

Southwest In Motion (SWIM) *(17 comments)*

All comments expressed support for the project, except one who would prefer to use funding to build existing plans, rather than continue with planning. People generally stated that currently, the only safe and efficient way to get around Southwest Portland is by car, because the area has been ignored in regards to installing comprehensive bicycle, pedestrian, and transit facilities. More investment in sidewalks and bike lanes are needed to make pedestrian and bicycle travel safe, and to encourage people to walk and bike instead of drive. One person supported providing high capacity transit to help the growth of businesses in the downtown corridor. One person suggested improving all of Vermont Street and Terwilliger for bikers and pedestrians.

People generally supported a comprehensive plan that will lead to construction of projects that fill in bike lane and sidewalk gaps. The project is supported by Southwest Neighborhoods, Inc., Oregon Walks, the City of Portland Pedestrian Advisory Committee, and the City of Portland Bicycle Advisory Committee.

Powell/Division Corridor Safety and Access to Transit *(22 comments)*

All comments supported the project. People said that the project is needed to improve bike and pedestrian safety in an area with very fast moving vehicles. They also noted that crossing Powell and Division currently feels very unsafe, and improvements are needed. The Trimet Frequent Service Transit lines along Powell and Division are very heavily used, and improvements are needed to improve transit access, particularly street crossings on Powell and Division. Current bike lanes in the area feel unsafe because they are too close to very fast-moving automobile traffic. There are also a number of schools and a retirement community in the area, so improvements are needed for the safety of children and seniors.

People supported adding sidewalks, especially along outer Powell, and even lowering the speed limits in areas that have no sidewalks, such as on 136th Avenue. People also supported the beautification of Powell and Division. A number of people noted the equity concerns that this project would address. East Portland has a very diverse population with

many low-income residents, and there is a huge disparity between pedestrian facilities in East Portland compared to other parts of town. The project would also benefit people with disabilities traveling in the area, especially by evening out sidewalks to make walking or traveling in a wheelchair safer.

A number of suggestions were made to improve the project. People suggested installing flashing pedestrian crossing lights at Division/168th, Division/SE 154th, Division/143rd, Division/157th, as well as near Cleveland High School (Powell/28th). Many children cross at 157th/Division from the apartments. One person noted that a traffic light at Powell/28th would allow for a seamless 20 mph greenway to be built from SE 27th and Hawthorne past Clinton south to Raymond pointing east. One person also suggested better coordinated traffic lights on Division to improve traffic flow, as well as building a park and ride there to reduce vehicle traffic.

Representative Vega Pederson, Representative Shemia Fagan, the Gresham Area Chamber of Commerce, Oregon Walks, the City of Portland Pedestrian Advisory Committee, and the City of Portland Bicycle Advisory Committee expressed support for the project.

Foster Rd: SE Powell Boulevard to SE 90th Avenue - Pedestrian/ Bicycle Phase 2 *(142 comments)*

All comments supported the project except two. People enthusiastically support the project first to provide much needed safety improvements, and second because it will help economic development and livability in the Foster area. People felt that the area is on the verge of having a vibrant heterogeneous business mix, and – with a little help - could become the next great neighborhood to live in. The project will motivate people to walk and bike, and stay in the area for services rather than just passing through. To this end, there was much support for streetscaping and lighting to help the area feel more inviting to people.

People said that wider sidewalks and crosswalks as well as bicycle improvements are needed to improve safety. The striped bike lanes are insufficient; instead, the project needs buffered bike lanes. Transit accessibility and safety are needed, including more bus shelters. People said that slower traffic speeds on Foster Road are a priority. Some comments noted that many children cross Foster Road to go to school, which is currently very dangerous. Comments generally supported reducing the number of travel lanes, though they were cautious about reducing street parking for businesses.

Commenters said that bike and pedestrian safety and accessibility improvements will incentivize walking, biking and transit use. They also said that encouraging more biking and walking will help economic development and livability, bringing more traffic to local businesses. Beautification of the area such as clean up and landscaping is also needed and

will also help bring more pedestrians. Suggestions for improvement of the proposed project include increase street trees and lighting, and extending the project east of 82nd Avenue.

Two comments in opposition to the project noted that there is not community or political consensus for this inequitable project. Another opposed reducing traffic lanes because it will increase congestion and pollution.

People noted that there is tremendous community support for Foster Road improvements as demonstrated by high turnouts at open houses hosted by the PDC. Representative Vega Pederson, OPAL Environmental Justice, the City of Portland Pedestrian Advisory Committee, and the City of Portland Bicycle Advisory Committee expressed support for the project.

St. Johns Truck Strategy, Phase 2 (73 comments)

The comments for the St. Johns Truck Strategy Phase 2 overwhelmingly support the project with only three of 73 comments in opposition. The comments in opposition felt that money should be spent improving Lombard before more money is spent on Fessenden and St. Louis, and that freight capacity should not be reduced.

Overall, those in support of the project felt that there are safety issues in the Fessenden corridor and this project will improve safety, especially for bikes and pedestrians. Many comments also noted that this project is fully supported by all stakeholders, including an advisory committee, neighbors, freight interests, and City Commissioner Novick. The project is also supported by Oregon Walks, the City of Portland Bicycle Advisory Committee, and the City of Portland Pedestrian Advisory Committee.

Many people felt that the project will greatly improve their neighborhood, improve livability, walkability and businesses. Many people also felt that the project was such a good idea that it should be expanded to other areas of St. Johns. Many were thankful that much of the illegal freight traffic had been moved off of Fessenden but felt that this project would further reduce freight through the neighborhood and, in turn, will lead to a more livable and safer neighborhood.

Some suggestions to improve the proposed project include adding a traffic light on Burr, adding a crosswalk at Oswego and Fessenden, installing red-light cameras to slow traffic, and adding greenstreet facilities to enhance beauty and slow down traffic. People want to see more street trees, better lighting, and bulb-outs and other beautification. One person suggested completing traffic calming before doing this project. Another person suggested more improvements to the designated truck route to make freight free of delays.

East Multnomah County

Hogan Road: Powell Boulevard to Rugg Road (16 comments)

All comments supported the project. The project area is currently very dangerous for cyclists and pedestrians, and people feel that adding sidewalks and bike lanes will improve

access for pedestrians and cyclists between Gresham and Damascus/North Clackamas County. They said that the project would provide safe access to businesses and to transit stops. People liked that the project would connect to the Springwater Corridor.

A few people noted that the project will reduce freight delays and improve freight access to the Springwater Industrial Area, and will help future development of the Springwater Development Plan. A couple of people suggested extending the project to Highway 212 in the future, extending it to south of the Clackamas County line to ensure access to the east metro area. One person noted that SE 242nd Avenue is currently used as an arterial road because it is the only way to get from Clackamas/Damascus to Gresham. Yet SE 242nd Avenue is too narrow to serve as an arterial and it needs safety improvements. The Gresham Area Chamber of Commerce and East Metro Economic Alliance expressed support for the project.

Sandy Boulevard: NE 181st Avenue to East Gresham City Limits (9 comments)

All comments supported the project. People generally noted that the project is needed for better bike and pedestrian access to the major employment and industrial area. Employers in the area encourage employees to seek alternative modes of transportation to work, and this project will help meet this goal. One person noted that vehicle congestion seems to be most severe at the NE 181st stop light.

One person suggested expanding the project to include all of Sandy Boulevard from 181st to 238th. Another person suggested expanding improvements to 185th, by putting a traffic signal at the 185th/Sandy Boulevard intersection, adding an additional lane on the south side of Sandy Boulevard from 181st to 185th, and moving the TriMet bus stop on the south side. One person also suggested an extension of the Gresham-Fairview trail north to Marine Drive to complement this project. The Gresham Area Chamber of Commerce expressed support for the project.

Washington County

Canyon Road Streetscape and Safety Project (27 comments)

People supported this because it will help Beaverton establish a truly walkable and livable downtown center and will improve safety for cyclists and pedestrians. All comments supported the project except two. One person wants no more bike lanes, and the other said that the neglected northern part of Canyon Road should get improvements before pursuing this project.

People overwhelmingly said that the project is needed to improve bike and pedestrian safety on the high-traffic Canyon Road. Improvements are needed to help pedestrians and cyclists cross Canyon Road. People felt that moving bike traffic off of Canyon Road and onto Millikan Way would improve bike safety and improve vehicle traffic flow on Canyon. People noted that the project will improve multi-modal access to the Beaverton Transit Center, which is currently difficult to access by walking or biking. The project would also help bring

the improvements suggested through the Beaverton Visioning process to reality, which specifically called out a need for traffic flow improvements on Canyon Road, as well as safer bicycle and pedestrian amenities. The project also has other potential funding sources, including City funding and a potential TIGER federal grant. Oregon Walks expressed support for the project.

Several people said the project would also make the area more attractive for new businesses, spurring economic development. Some people also felt that the project will improve the quality of life in Beaverton, improve aesthetics and provide a nice complement to other downtown development plans. A few of people suggested expanding the project to include more of Canyon Road to create a comprehensive bike/pedestrian corridor.

Some people suggested improved crosswalks and intersections at Watson and Hall. One person suggested putting a bus-only lane on Canyon Road to make bus transit more efficient. One person suggested that the project could also install alternative bike routes on lower-traffic parallel routes, which would include the wide shoulders of TV Highway or on Millikan to connect with existing path on 114th.

Downtown Hillsboro Accessibility Project *(6 comments)*

All comments supported the project except one who opposed the project because it would remove car lanes. People said that biking and walking in downtown Hillsboro is currently dangerous due to a lack of crosswalks. The project will improve access to and through downtown Hillsboro for cyclists and pedestrians and those accessing transit. One person suggested installing ADA-compliant sidewalks and improved lighting. The project is supported by Oregon Walks and the Greater Hillsboro Chamber of Commerce, who said that the project would provide much-needed crossing improvements to help residents safely reach bus stops, schools, shopping, and homes.

Beaverton Creek Trail Crescent Connection: Westside Trail to SW Hocken Avenue *(2 comments)*

Both comments supported the project, noting that it would allow for safer bicycle access in Beaverton, including into downtown Beaverton and to 158th. Suggestions were made to include benches and garbage and recycling facilities along the path.

Fanno Creek Trail: Woodward Park to Bonita Road and 85th Avenue to Tualatin Bridge *(9 comments)*

All comments supported the project. People said the project will close the existing trail gaps and provide a comprehensive trail with full access from Beaverton and downtown Tigard, with connections to Tualatin and Lake Oswego. This would improve bike commuting on off-street trails, and will provide people with a greater opportunity to choose bike commuting over automobile travel. It will also enhance health, wellness, and recreation opportunities. One person suggested including benches along the trail, and another suggested keeping the

trail at-grade as much as possible for ease of cycling. One person suggested a safer crossing on the trail at the north end of Hall Boulevard, and another suggested expanding the project to create a connection between Bonita and the existing trail in Cook Park/Durham City Park.

Merlo/170th Complete Corridor Design Plan *(7 comments)*

All comments supported the project, and supported widening the road to improve traffic flow. People said that the narrowness of 170th leads to lots of traffic congestion, and is unsafe for bicycles. 170th has very heavy traffic, and is near several area schools and low-income housing developments. People said that this project will increase bike and pedestrian safety and access to area schools, small businesses, and the MAX station. One person suggested phasing the project to resolve design conflicts. The project is supported by Oregon Walks and the Greater Hillsboro Chamber of Commerce, who said that the project will help determine practical solutions to safely move people by all modes in the corridor.

Washington County Arterial Pedestrian Crossings *(4 comments)*

All comments supported the project. One suggested an improvement to the intersection of SW 185th and Alexander, and the other noted that pedestrian crossings should reach schools and important destinations. One person supported extending improvements to unincorporated areas of Washington County (such as the Aloha-Reedville area) which do not benefit from municipality funding. Oregon Walks expressed support for this project.

2) Regional Economic Opportunity Fund: Project Comment Summaries *(59 comments)*

Clackamas County

Sunrise System: Industrial Area Freight Access and Multimodal Project *(10 comments)*

Overall, comments on this project were split with six comments supporting the project, three comments opposing the project, and one neutral comment. Those that support the project felt that it would improve safety and provide needed connections for jobs and business. Those that were opposed to the project felt that the project is not needed yet, money would be better spent elsewhere and that the project would increase the number of transportation disadvantaged people in the immediate area.

The project has support from Oregon State Representative Shemia Fagan, the Eagle Creek Barton CPO, and the Clackamas County Board of Commissioners.

City of Portland

East Portland Access to Employment and Education Multimodal Project (22 comments)

Twenty-one comments support the project with only one comment in opposition. Generally those that support the project stated a need for improvements in pedestrian and transit access; especially gaps in the sidewalk network are needed for ADA accessibility issues. Many comments noted that this area of Portland has been traditionally neglected and is in much need of safety improvements, especially sidewalks. Many people said that the project should be expanded to other areas because it will improve access for job opportunities and businesses. The one comment in opposition stated that roadway money should only be spent on roadways for cars.

Suggestions for specific improvements to the project included expanding the project to include SE Ellis from 82nd to 92nd, and expanding the project north of Sandy. One person suggested reducing speed limits in the area, another suggested adding playgrounds to green spaces, and another suggested more crossings on 82nd as well as on East Clinton Parkway.

The project has support from the Bicycle Advisory Committee, City of Portland Pedestrian Advisory Committee, Oregon State Representative Shemia Fagan, Representative Vega Pederson, and the Gresham Area Chamber of Commerce.

East Multnomah County

NE 238th Drive: Halsey Street to Glisan Street Freight and Multimodal Project (12 comments)

11 comments support the project with one in opposition. Generally, the comments that support the project say that it has political and stakeholder support, and that it includes many safety improvements, especially for bikes. The one comment in opposition felt that money should only be spent on moving cars, not on moving bikes. This project has support from all cities in the East Metro area, local Chambers of Commerce, and the East Metro Economic Alliance.

Troutdale Industrial Access Project (10 comments)

All comments supported the project. Generally people felt that the project is needed for job growth, access to industrial land and a needed tax base, as well as improved bike connections. This project has support from the City of Troutdale, City of Wood Village, East Metro Economic Alliance, the Columbia Corridor Association, the Portland Business Alliance, and the Gresham Area Chamber of Commerce.

Washington County

US 26/Brookwood Interchange Industrial Access Project (1 comment)

One comment offered tentative support of the project saying that the project should only be funded if all nearby streets are not widened in the future.

3) Green Economy and Freight Initiatives: Project Comment Summaries **(104 comments)**

Clackamas County

Clackamas County ITS Plan, Phase 2B (3 comments)

Two comments support the project and one comment opposes the project. Those in support felt that the project will make the area safer for cyclists. The one comment in opposition felt that there is too much traffic already. This project has support from the Clackamas County Board of Commissioners.

City of Portland

South Rivergate Freight Project (5 comments)

Five comments all support the project. Generally commenters felt that improvements are needed in the area to improve safety, and the speed and reliability of freight movement. Some commenters also felt that more money needs to be spent on freight movement efficiency and this project is a step in the right direction. This project has the support of the Portland Business Alliance, Columbia Corridor Association, and the Portland Freight Committee Chair.

N Going to the Island Freight Project (2 comments)

Comments were split with one comment in opposition and one comment in support. One comment felt that the project will decrease safety in the area and the other comment felt that the project is needed to improve the safety, speed, and reliability of freight movement. This project has support from the Portland Freight Committee Chair.

St Johns Truck Strategy, Phase 2 (45 comments)

Forty-three comments overwhelmingly support the project and two comments oppose the project. Generally, the comments discussed the unsafe barrier of Fessenden in the neighborhood saying that this project will improve the safety of the area. One member thought that "...the improvements proposed for N Fessenden, if funded, will slow still often speeding traffic, alert drivers to pedestrians, and make it easier for freight to not accidentally take the route. Most importantly though it will make the area feel like the great neighborhood it has the potential to be." Those in opposition did not like the increase of freight traffic on Lombard and that it will reduce freight operations. One opposition comment noted that no traffic calming is needed in the area and that the project has no neighborhood support. Many commenters pointed out that the project has support from all of the stakeholders, including an advisory committee, neighbors and freight interests. The

project has support from Oregon State Senator Chip Shields and the Portland Freight Committee Chair.

Other suggestions for improving the project include extending bike lanes northward along Lombard, installing a traffic signal or stop sign at Fesseden and Charleston, and installing a stop sign near Seneca. One person suggested investing in the Six Points area, and another suggested funding the bridge across Columbia Boulevard. One person suggested reducing the speed limit and including bulb-outs at crosswalks, and another suggested installing red light cameras. One person said that staff should study the results before implementation of Phase III.

East Multnomah County

Hogan Road: Powell Boulevard to Rugg Road (11 comments)

Eight comments support the project with three neutral comments. People noted that the project will help reduce delays and improve access to industrial lands so that the Springwater Industrial Area can be developed. The project will provide an alternative travel route for all types of travel—residential, commercial and freight, reducing overall traffic. One person suggested expanding the project to the Clackamas County line, and another suggested extending it to Hwy 212. This project has support from the East Metro Economic Alliance and Oregon State Representative Shemia Fagan.

Sandy Boulevard: NE 181st Avenue to East Gresham City Limits (8 comments)

Eight comments all support the project. People noted that the project will improve access and development potential which is important for job growth. Overall, many felt that the project will improve safety, connectivity, and travel times. An additional turn lane at 181st might help reduce travel times and improve safety. The project has support from various stakeholders, including consensus from local governments, the City of Wood Village and East Metro Economic Alliance.

Suggestions for improving the project included extending the project to 238th, and installing an additional turn lane at 181st to help reduce travel times and improve safety.

Washington County

Concept Development for Hwy 217 Overcrossing at Hunzicker Street (9 comments)

Four comments support the project, four oppose, and one comment was neutral. Overall, those in support say that the project will improve safety and access in the area and those that oppose the project say that it will not specifically improve freight and that it is too expensive. Oregon Walks expressed support for the project.

Silicon Forest Green Signals (10 comments)

All comments support the project. Generally people felt that the project will improve traffic flow, gas mileage, business access, freight speeds, and bike and pedestrian access and safety. People said that using technology to better coordinate traffic signals and adapt them to real-time traffic conditions would help to improve traffic flow. One person suggested that such signals be installed throughout Washington County, and another suggested improving all signals from Cornelius through 185th. This project has support from Washington County Commissioner Andy Duyck and the Greater Hillsboro Chamber of Commerce.

Tonquin Road/Grahams Ferry Rd Intersection Project (11 comments)

11 comments all support the project. Many comments said that the project will improve safety for all users near the project area, as well as providing improved access to industrial areas. The project has support in Tualatin, including from the Chamber of Commerce, CIOs, CCIOs, and Washington County Commissioner Andy Duyck.

4) Other Comments (14 comments)

Regional Freight Analysis and Project Development (3 comments)

The Portland Business Alliance, the Port of Portland, and the Metropolitan Policy Program of the Brookings Institution commented on the Regional Freight Analysis and Project Development through the Metropolitan Transportation Improvement Program.

They said that other regions around North America have already begun to invest in tools and data for freight analytical capabilities that we lack in this region to support decision making. The freight industry is very dynamic and the data to support local decision making is not always readily available. Commenters said that investing in this project will help ensure the region develops the necessary tools and projects to address future challenges and support the recovering economy. This will help ground plans in reality and will help support broader economic development by reducing congestion and expanding exports.

Funds could be used to develop tools and strategies to address and analyze a variety of freight issues, including environmental and community impacts of freight movement, management and operation of the freight system, and financing of freight infrastructure. Such tools could also help provide a better understanding of freight movements and impacts in the region through development of the next generation of truck/freight models and acquisition and analysis of truck GPS data

Equity and Environmental Justice Concerns (2 comments)

Housing Land Advocates (HLA) and OPAL Environmental Justice submitted letters regarding equity and environmental justice concerns of the RFFA process. HLA suggested

that Metro review block group data to analyze demographics at the tract level, and engage representatives of communities of color and underserved populations to establish a disparate impact methodology. It also noted that the RFFA process does not reflect how Metro meets the TIGER requirement that all projects include a cost-benefit analysis, including health effect impacts.

OPAL Environmental Justice commented that the RFFA process does not meet environmental justice requirements and that proposals that are predicated on vague or conclusory statements should be re-analyzed. There is not a clear indication of how proposals were developed to meet a demonstrated community need. Metro must directly engage low-income people and communities of color before doling out millions of federal dollars.

Other Projects *(9 comments)*

Some comments were made on other projects that are not related to the RFFA process. These included:

- French Prairie bike/pedestrian/emergency bridge in Wilsonville
- Light rail in Southwest Portland
- Highway 26 Sylvan overpass
- Intersection at SW Beaverton Hillsdale Highway and SW Oleson Road
- Suggestion to add a lane to east-bound I-84
- TriMet funding to restore daytime service on Route 51, Vista
- Right turn project at Union Mills and Highway 213
- Pedestrian sidewalk along SW 103rd Avenue, East Butte Heritage Park in Tigard
- Proposed apartment complex at SE 23rd Avenue and Tacoma Street

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.

The conditions of approval emerged from two avenues: 1) comments provided by Metro and ODOT staff; and 2) public comment received from the regional public comment period. Both public and staff comments were provided to the project applicants and Metro requested all project applicants respond to comments. Based on the responses, conditions of approval were developed.

There are two sets of conditions which apply to projects: 1) conditions which address all projects; and 2) project specific conditions. The conditions for all projects outline expectations for which projects the funds are to be used, acknowledgments, and guidelines for design. The project-specific conditions outline expectations to create the best project possible. Many of the proposed projects are at different stages of development (e.g. some are in planning phases while others are ready for construction), so some of the same conditions were applied to projects based on the project's stage in development.

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) The Intertwine Design Guidelines will be updated to be consistent with federal guidelines.
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) 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 21st 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 will coordinate the interface of OR 99E with ODOT.

City of Happy Valley – SE 129th 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 129th Avenue.

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

- a. The project shall add an additional \$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 19th Avenue to 26th Avenue – Barbur Boulevard Demonstration

- a. In effort to create a project that provides a safe and comfortable multi-modal environment and serves urban development in a growing community, the project will pursue a STA designation from ODOT and/or other means to provide long-term design flexibility, if deemed appropriate through collaborative consultation between the City of Portland, Metro and ODOT.
- b. The project scope will be revised to include an extension of bicycle sharrows along SW 19th Avenue, Capitol Hill Road, and SW 26th 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 to Powell 90th Pedestrian/Bicycle/Safety Phase II

- a. The project will install marked protected crosswalks with appropriate crossing treatments, such as improved lighting, median refuge islands with rapid flash beacons.
- b. The project will install marked protected crossing at intervals outlined in regional complete streets guideline, if feasible.
- c. 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.
- d. 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.
- e. 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.

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 181st 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.
- b. The project shall work with TriMet on the coordination and relocation of transit stops.

Washington County

City of Beaverton – Canyon Road Streetscape and Safety Project

- a. In effort to create a project that provides a safe and comfortable multi-modal environment and serves urban development in a growing community, the project will pursue a STA designation from ODOT and/or other means to provide long-term design flexibility, if deemed appropriate through collaborative consultation between the City of Beaverton, Metro and ODOT.
- 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 be constructed to an optimal trail width, taking into consideration applicable design guidelines, cost, environmental impacts, and right-of-way constraints, among other factors.
- 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 shall be constructed to an optimal trail width, taking into consideration applicable design guidelines, cost, environmental impacts, and right-of-way constraints, among other 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 185th and Alexander and along SW 170th 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 Sun 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 181st 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 238th 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 raised cycle track from Huffman Road-Brookwood Parkway to NW 253rd 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.



Steve
Novick
Commissioner

September 18, 2013

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

Leah Treat
Director

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

1120 SW Fifth Avenue, Suite 800 • Portland, OR 97204 • 503-823-5185
FAX 503-823-7576 • TTY 503-823-6868 • www.portlandoregon.gov/transportation



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 stylized, flowing script.

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

City of Portland - Regional Flexible Funds Allocation 2016-18			
Category	Grant Request	Match	Total Cost
Green Economy/Freight			
Rivergate/Lombard ITS	\$3,222,000	\$330,899	\$3,552,899
Swan Island ITS	\$500,000	\$51,350	\$551,350
Total Green Economy Freight RFFA	\$3,722,000	\$382,249	\$4,104,249
Active Transportation			
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
Total Active Transportation RFFA	\$10,230,000	\$1,384,601	\$11,079,534
Total RFFA Request	\$13,952,000	\$1,766,850	\$15,183,783
Regional Economic Opportunity Fund	Grant Request	Match	Total Cost
East Portland in Motion - Access to Employment and Education	\$8,267,000	\$849,021	\$9,116,021
Total MTIP Request	\$22,219,000	\$2,615,871	\$24,834,871

Exhibit B:

Help Provide Feedback on Portland's 2016-2018 Regional Flexible Fund Grant Requests

6-8 pm Thursday August 15, 2013
City of Portland Building
2nd Floor Auditorium, 1120 SW 5th Ave
Portland, OR

Come preview and provide your input on the City of Portland's Regional Flexible Fund grant request for FY 2016-18. Over the last few months, the City of Portland has worked with representatives from neighborhoods, businesses and our pedestrian, bicycle and freight advisory committees to develop a competitive group of grant applications to improve Portland's Transportation System.

Projects to be reviewed at the open house include:

- 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
- Southwest in Motion (SWIM)
- Foster Road: SE Powell Blvd to SE 90th Avenue: Pedestrian/Bicycle Phase 2
- N. Going to the Island Freight Project

Metro's Regional Flexible Funds program includes \$94 million in funds from three federal programs and is allocated every two to three years. A final decision on which projects to fund will occur this fall.

Please attend the meeting and provide your feedback or send your comments to Dan Bower at dan.bower@portlandoregon.gov or 1120 SW 5th, Suite 800, Portland, Oregon, 97204.

Grant Applications can be reviewed at <http://www.oregonmetro.gov/rffa>

City of Portland - Regional Flexible Funds Allocation 2016-18				Regional Flexible Funds Criteria (Scoring 1 - 5, 5 Highest)															
				Highest Priority (X-3)				Higher Priority (X-2)					Priority (X-1)					Total Score	
	Grant Request	Match	Total Cost	Reduces Freight Delay	Increases Freight Access to Industrial Lands, employment and rail facilities	Helps green the economy and offer economic opportunities for EJ/Underserved communities	Total - Highest Priority Criteria Weighted Score	Improves safety by removing conflicts with active transportation	Reduces air toxics or particulate matter	Reduces impacts to EJ communities	Increases freight reliability	Total - Higher Priority Criteria Weighted Score	May not get funding otherwise	Can leverage future funds	Reduces need for highway expansion	Multi-modal component	Total - Priority Criteria Weighted Score		
Green Economy/Freight																			
St. Johns Truck Strategy Phase 2	\$500,000	\$51,350	\$551,350	3	4	4	33	5	3	5	5	36	3	3	2	5	13	82	
Rivergate/Lombard ITS	\$3,222,000	\$330,899	\$3,552,899	5	5	5	45	3	5	3	5	32	5	3	2	3	13	90	
Swan Island ITS	\$500,000	\$51,350	\$551,350	5	5	5	45	3	5	4	5	34	4	3	2	5	14	93	
Total Green Economy Freight RFFA	\$3,722,000	\$382,249	\$4,104,249																

[illegible]

Regional Economic Opportunity Fund				Regional Economic Opportunity Funds Criteria (Scoring 1 - 5, 5 Highest)														
	Grant Request	Match	Total Cost	Primary Criteria (X -2)								Secondary Criteria (X -1)					Total Score	
				Good Repair	Economic Competiveness	Livability	Environmental Sustainability	Safety	Job Creation/Economic Stimulus	Implements Project for a Corridor Plan	Improves Access to Jobs and Essential Services for EJ/underserved communities	Total - Higher Priority Criteria Weighted Score	Innovation	Partnership	Can leverage private sector funds	Takes a system wide approach	Total - Secondary Criteria	
East Portland Access to Employment and Education	\$8,267,000	\$849,021	\$9,116,021	4	4	5	5	5	4	4	5	72	5	4	3	5	17	89



WASHINGTON COUNTY OREGON

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

Board of County Commissioners

155 North First Avenue, Suite 300, MS 22, Hillsboro, OR 97124-3072
Phone: (503) 846-8681 · FAX: (503) 846-4545



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">Scored well for improving access to high priority destinations and transitLeverages other funding and economic development opportunitiesCompletes Phase 2 of a 4-phase projectMoves the City closer to the vision established through a public process.	\$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">Converts \$4.2 million construction project to project developmentSupports continued development of Beaverton Creek Trail and positions THPRD to be 'project ready' for other funding in 2018Improves access to regional town center and employment areasScored well for improving safety and the user experience	\$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">Serves multiple destinations as a critical north-south trail corridorScored well for improving safety and the user experienceCompletes a regionally significant trail that has been under planning and development for a long time	\$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 th Avenue.	To be determined	<ul style="list-style-type: none">Converts \$3.9 million construction project to project developmentSupports continued development of mid-block crossings on major arterials and positions the county to be 'project ready' for other funding in 2018Serves traditionally underserved communitiesScored well for improving safety and the user experienceAddresses need in Aloha Reedville, and complements Westside Transit Service	\$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"> • Serves existing and future industrial access in Basalt Creek area, helping catalyze economic development in areas brought into UGB in 2004 • Improves safety for truck and multi-modal operations that exist today • Has strong collaborative support, emerging from lengthy public process • Public comments document truck/freight needs • Will leverage future public and private investment • Can be delivered within federally required timeframe with County match 	\$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 rd Avenue, as a new 5-lane road. NW Huffman Road, from NW 253 rd Avenue to NW Sewell Road, as a new 3-lane road. NW 253rd Avenue, from NW Evergreen Pkwy to NW Meek Road, as a new 3-lane road, and NW 264th 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"> • Supports larger-scale projects that support job creation • Prioritized for submission to the TIGER funding program, which also matched up with the REOF criteria 	\$8,267,000

Department of Land Use & Transportation · Office of the Director

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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

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

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



Regional Flexible Funds, 2016-18
PUBLIC OPEN HOUSE: 5:00-7:00 p.m., August 13, 2013
SIGN-IN FOR VISITORS

Name	Mailing Address	E-mail (please print)
Elaine Woods	759 NW 175 th Place 97006	ela ine woods90@ymail.com
HAL BERGSMAN	—	—
Marilyn McWilliams		jonmarilynm@yahoo.com
Jon McWilliams	1620 SW Huntington Ave Portland 97225	mcwfamily4@comcast.net
Donna Stuhr	18750 SW Honeywood Dr. Beaverton, OR 97006	DONNASTUHR@YAHOO.COM
JOHN GRUHER	12285 NW MARSHALL PORTLAND, OR 97229	JRGRUHER@YAHOO.COM
Deena Platman	600 NE Grand Ave Portland 97232	deena.platman@oregonmetro.gov
GARY ALFSON	800 SW Third Portland	gary.alfson@otak.com
Joe B. Lowers	2050 SW 78th Ave 97225	jblowers@thprd.org
ERIC LINDSTROM	6801 SW CANYON CREST DRIVE PORTLAND 97225	el.lindstrom@comcast.net



Regional Flexible Funds, 2016-18
PUBLIC OPEN HOUSE: 5:00-7:00 p.m., August 13, 2013
SIGN-IN FOR VISITORS

Name	Mailing Address	E-mail (please print)
Kathryn Harrington	on file - Metro	on file - Metro
Fred Meyer	4861 NW 162 nd Ter Port 97229	meyerfg@gmail.com
Steve Silver	9194 SW Hill St. Tigard 97223	silver.steve.j@gmail.com
Jody Wisel	5550 NW Roanoke Ln PDX 97229	jodywisel@gmail.com
Don Odermott	City of Hillsboro	Don.Odermott@hillsboro-oregon.gov
Thier Nguyen		thier.d.nguyen@odot.state.or.us
Martha Swan	10955 SW Meadavook Dr. #13 Tigard 97224	swainmartha13@gmail.com
Adam Bless	8208 SW Brookridge St Portland 97225	adambmwk75@gmail.com
Les Johns	538 Pearl St Oregon City 97045	lesjohns@centurylink.net
Millie Scott	8375 SW Indian Hill Ln, Beaverton, OR 97008	MLSCOTT@easystreet.net



Regional Flexible Funds, 2016-18
PUBLIC OPEN HOUSE: 5:00-7:00 p.m., August 13, 2013
SIGN-IN FOR VISITORS

Name	Mailing Address	E-mail (please print)
Scott Richman	David Evans and Associates, Inc. 2100 SW River Pkwy Portland 97201	csr@dea-inc.com
Ken Retms	WHPACIFIC 9755 SW BARNES RD. PORTLAND 97225	KRETMS@WHPACIFIC.COM
Lori Manthey-Waldo	14603 NW Dawnwood Dr Portland, OR 97229	waldopdx@gmail.com
Tracy Love-Silver	Westside Transportation Alliance on file	tracy@wta-tma.org
Petra Badica	14745 N.W. Ridgeway Ct Beaverton OR 97006	apBadica@yahoo.com.
Nathan Monger		ndmonger2@hotmail.com.
Shelley Ford	6230 SW HALL BLVD-BEAVERTON	Shelleysmikey@yahoo.com
Amanda Legernes	11615 SW Butner Rd #1 Rld 97225	Amandaskater@frontier.com
Mira Vowles	7535 SW Onnag Ct, Tigard	Mura2006@netzero.com
Michael Espin	1560 NW Murray Rd Beaverton OR	espinme@gmail.com



Regional Flexible Funds, 2016-18
PUBLIC OPEN HOUSE: 5:00-7:00 p.m., August 13, 2013
SIGN-IN FOR VISITORS

Name	Mailing Address	E-mail (please print)
Pam Farris	Bvtn 97008 9916 SW Cone Senestoga Dr. #234	pfarris1@juno.com
Tom SLATEN	LO- PO Box 1499 97035	tomslaten@gmail.com
Kimi Sloop	2533 NW 93rd Pl. Portland, OR 97229	aksloop@comcast.net
Trevor Poulsen	11605 SW Butner Rd Portland 97225	mutualcredit@gmail.com
John C. Ratliff	855 NW Winged Foot Terrace Beaverton 97006	j.ratliff5@Frontier.com

Regional Flexible Fund Allocation Public Comment Questionnaire Responses: August 30, 2013

#	Name	Support WCCC rec.	If not, why?	Other projects	Other thoughts
1	John	Yes			
2	Donna	Yes			Beaverton Creek Trail is my priority
3	Ken	Yes		Roy Rogers widening, westside bypass, South Cooper Mountain arterial roads widening, Hwy 217	
4	Tom		I particularly support Beaverton Creek Trail Crescent Connection. Also, Merlo 170th, Fanno Creek 4 segments and Canyon Safety are worthy.		Beaverton Creek-first phase of a much needed E.W regional trail
5	Lori	No	Because there is a great need to service the communities N of 26	Road A in Bethany to include the bridge, Saltzman Road Realignment and extension to Springville. Green economy& Freight enhancement Cornell Road to Hwy 30	Adaptive Signals along Cornell Rd & Barnes Rd North of 26. All regional trails N. of 26. Light Rail to serve Hwy 26 corridor west of Murray road
6	Fred	No		Complete build out of Road 'A' from Springville Rd to 185th. Realignment of Saltzman Rd and complete build to Springville Rd. Adaptive Signals on NW/ SW Barnes & NW Cornell North of Hwy 26. Improve Cornelius Pass Rd through to Hwy 30. Light rail service to Hwy 26 corridor west of Murray	
7	Joe	yes			
8	Amanda	Yes			
9	Marilyn	Yes		Highway 8 Corridor Safety& access to Transit for safety	We need to enable people to use mass transit to limit traffic.
10	Jon	Yes		Develop Hwy 8 Corridor Safety and Access Transit	
11	Mira	Yes			More Fanno Creek Trail improvements I will use every day to connect to WES.
12	John	Yes	I support all these projects, and hope all get fully funded		I have used bike paths and trails for years and consider them vital to the health of our community

#	Name	Support WCCC rec.	If not, why?	Other projects	Other thoughts
13	Adam	Yes		I strongly support the Merlo 170th.	We need more safe North- South routes between Farmington and Baseline, especially north of Jenkins estate.
14	William	Yes		Not at this time	Tonquin/ Grahams Ferry Rd intersection Improvement will be a tremendous help to the trucking community
15	Tina	Yes			Ped arterial crossings help my neighborhood the most, but Canyon Road probably needed the most.
16	Concerned Trucker	No	I do support the Tonquin/Grahams Ferry Intersection, I do not think we should spend so much of this limited source of funds on trails and major arterial crossings		
17	Paul	Yes			Please fund the important safety improvements to the Tonquin/Grahams Ferry Road Intersection! This is a well traveled pedestrian corridor and this improvement is critical.
18	Bryan and Kristin	Yes			Please fund the important safety improvements to the Tonquin/Grahams Ferry Road Intersection!
19	Trevor		I support projects that encourage bicycle transportation and lessen the outflow of energy dollars from our county. To do that, we need to make bicycle use practical. We don't need more bicycle paths on dangerous roads. For example, Clinton St in SE Portland is a wonderful area for bicyclists because it is a slow street with relaxed zoning. Likewise, if Beaverton dedicates a street (such as Millikan) as a bicycle boulevard we can achieve the necessary critical mass. Please don't force bicyclists onto Canyon Rd.		
20	Thomas	No	Downtown Accessibility Project - difficult and dangerous corridor for pedestrians, cyclists, and those relying on mobility devices - Too few protected crossings, none for bikes southbound, no bike paths through heavy motor-vehicle corridor	None	Recommended projects seem very heavy on the Beaverton side!

#	Name	Support WCCC rec.	If not, why?	Other projects	Other thoughts
21	Ben	Yes		I am so glad you are looking at a little project for freight. Next time it would be great if we could spend a little more on freight and economy versus trails. I guess the trails can be used by those that are unemployed.	I am concerned about the Pedestrian Arterial Crossings project. It seems like there are plenty of signals for people to cross at. Why do we continue to slow down freight?
22	Bonnie	Yes			Please fund the important safety improvements to the Tonquin/Grahams Ferry Road Intersection!
23	Annee	Yes	US 26/ Brookwood Interchange Industrial Access project to open up new industrial land. Funding should be allocated instead to safe bike/ped access between rural & urban areas. Instead of increasing the pollution & threat to farmlands, meet/increase the demand for local, healthy food to fuel a healthy lifestyle. Savings to public health, law enforcement, & emergency services will further enhance our community.	Any projects that enhance connectivity of existing trails, & projects to enhance safe rural access.	

August 21, 2013

Facsimile (503) 846-4412
via email: lutdir@co.washington.or.us

Mr. Andrew Singelakis
Director
Washington County Land Use and Transportation
155 N First Avenue, Suite 350-14
Hillsboro, OR 97124

Re: Washington County Proposed Transportation Improvements

Dear Mr. Singelakis:

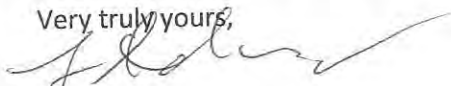
We are writing to you in advance of the upcoming public meeting of the Washington County Coordinating Committee (WCCC) on September 9, 2013. First, on behalf of Genentech, we would like to take this opportunity to applaud your regional commitment to transportation improvements. We are very encouraged to see the County's focus on strengthening the roadway infrastructure so key to supporting recent development trends and our Hillsboro Technical Operations (HTO) site.

Thank you for this opportunity to provide comments on the following two projects of impact to our Hillsboro site:

- 1) "Silicon Forest Green Signals" Project— Our HTO site still requires a traffic signal at the site entrance/exit on Brookwood Parkway. We would like to formalize our concerns about site access, safety of our employees and visitors, as well as the trucks coming into and out of our site. Installation of a traffic light will significantly reduce speeding traffic on Brookwood Parkway, minimize the possibility of accidents and ease roadway access; and
- 2) "US 26/Brookwood Interchange Industrial Access Road" ---Genentech would like to request an easement from the County be included in future entitlements on adjacent land parcels from the planned extension off Huffman Road to our campus to allow access to our site. We understand the Department is supportive of this initiative.

Genentech is very proud to be a part of the continuing growth of the Washington County and Hillsboro area and look forward to working together in partnership with you and your staff. Should you wish to discuss these comments in more detail, please feel free to contact our Genentech Government Affairs Director, Christine Tejada, at (650) 467-9528.

Very truly yours,



Larry Sanders
Vice President and General Manager
Hillsboro Technical Operations
Genentech, Inc. a Member of the Roche Group of Companies
Cc: Christine Tejada

Regional Flexible Funding Allocation, 2016-2018

Comment Form

Name: _____ Date: _____
 Street address: _____ City: _____ State: _____ Zip: _____
 Email address: _____

Do you support funding the projects recommended by Washington County Coordinating Committee (shown at the bottom of this page)?

Yes _____ No _____

If not, which project(s) do you support, and why?

Are there other projects not nominated that should be considered next time?

Other thoughts?

Candidate Projects

Pedestrian Arterial Crossings ☒



Beaverton Creek Trail Crescent Connection ☒



Canyon Road Safety & Complete Street Project ☒



Fanno Creek Trail 4 segments ☒



Merlo/170th Complete Corridor Design Plan



Downtown Accessibility Project



Drop comment forms in the comment box or you can:

- Fax to 503-846-4412
- Mail comments to
Planning and Development Services,
155 N. 1st Avenue Suite 350-14,
Hillsboro, OR 97124
- Send e-mail to
Dyami_valentine@co.washington.or.us

☒ Projects with check marks show the preliminary recommendation by the Washington County Coordinating Committee to receive funding

Tonquin / Grahams Ferry Rd Intersection Improvements ☒



Silicon Forest Green Signals



Hwy 217 Overcrossing at Hunziker Concept Development



☐ Active Transportation and Complete streets
☐ Green Economy and Freight

From: Dyami Valentine
Sent: Friday, August 02, 2013 12:00 PM
To: Dyami Valentine
Subject: Proposed Transportation Improvements – Public Comment Period and Open House

Dear WCCC Members, TAC Members and Interested Parties:

At the July 29 meeting Washington County Coordinating Committee (WCCC) members voted unanimously to support the WCCC Transportation Advisory Committee's (TAC) recommendation of which projects should receive funding through Metro's 2016-2018 allocation cycle of Regional Flexible Funds and released the recommendation for public comment. The recommendation, brief project descriptions and an opportunity for public comment are available on the WCCC webpage (click [here](#) to view). **The public comment period ends August 22.**

Candidate projects are sponsored by Washington County, the Tualatin Hills Park and Recreation District (THPRD), and the cities of Beaverton, Hillsboro and Tigard. Complete project applications are online at www.oregonmetro.gov/rffa.

You're invited to attend an open house on August 13 from 5 to 7 p.m. at the Beaverton Library to review and comment on the candidate projects and WCCC's preliminary recommendation (see attached flyer). Agency staff will be on hand at the open house to provide additional information and answer questions. Anyone who would like to comment but is not able to attend the open house can download a [comment form](#) and send to Washington County Senior Planner Dyami Valentine at dyami_valentine@co.washington.or.us or 155 N First Avenue, Suite 350-14, Hillsboro, OR 97124.

The [Washington County Coordinating Committee](#) (WCCC) will make a final recommendation on projects in Washington County at its September 9 meeting. Opportunity will be given for public comment at the September 9 WCCC meeting. The regional [Joint Policy Advisory Committee on Transportation](#) and Metro Council will make final decisions on project funding this fall.

The Regional Flexible Funds program combines funds from three federal programs. The funds are allocated by Metro every two to three years. During the upcoming three-year cycle (2016-2018), approximately \$95 million is available for projects ranging from regional trails to major road improvements throughout the Portland metropolitan area.

Dyami Valentine
Senior Planner | Planning and Development Services
Washington County Department of Land Use & Transportation
503.846.3821
dyami_valentine@co.washington.or.us



WASHINGTON COUNTY OREGON

June 24, 2013

To: WCCC Transportation Advisory Committee

From: Dyami Valentine, Senior Planner

Subject: **Regional Flex Fund Allocation Draft Project Evaluations**

REQUEST

Please review the attached draft evaluation matrix and supplemental materials before the June 27, 2013, WCCC TAC meeting and be prepared to discuss the draft evaluations. The technical evaluation is a tool to help inform the discussion and narrow the projects for consideration by the WCCC as potential candidates for funding through the Regional Flexible Fund Allocation (RFFA).

BACKGROUND

As a reminder, the RFFA process set targets of \$8.671 million for Active Transportation/Complete Streets projects and \$2.132 million for Green Economy/Freight Initiatives projects for Washington County. The minimum individual project cost is \$3 million for an Active Transportation/Complete Streets construction project and \$1 million for a Green Economy/Freight Initiatives construction project. Minimum project development cost for Freight is \$200,000 and \$500,000 for Active Transportation.

EVALUATION OF CANDIDATES

Staff completed an initial project evaluation using the Metro criteria as outlined in the evaluation methodology distributed to the WCCC TAC at its May 30, 2013 meeting (Attachment 1). The evaluation matrices are attached to this memo.¹ The draft evaluations were reviewed by project leads prior to distribution.

In general, all the projects score well. Metro's RFF Task Force categorized criteria into three priority tiers: highest priority, high priority, and priority. Staff took this into consideration and scored the criteria using a weighting factor for the categorized prioritization.² The intent of illustrating the numerical values of the evaluation is to easily identify projects that respond well to the prioritized criteria. With or without the weighted scoring the relative order remains the same. However, the scoring should not be the sole basis for project selection or elimination. The project

¹ Projects scored high (scored as 3), medium (2), or low (1) under each criterion.

² Highest priority criteria, indicated by an (H) in the matrix, received a weighting multiplier (x3). High priority criteria, indicated by (M) in the matrix, received a weighting multiplier (x2). Priority criteria, indicated by (L) in the matrix, received a weighting multiplier (x1).

evaluation matrices are intended to help inform the discussion and provide a comparison between the projects.

As part of your review, please consider what questions or other factors may need to be considered to help the WCCC narrow the number of potential candidates recommended to the public and Metro Council. In preparation for the July 18th TAC meeting, in which the TAC will take action on recommending a narrowed project list to the WCCC, the following questions should be addressed:

1. Is the evaluation fairly and consistently applied?
2. Is there an opportunity to supplement the application material to support a revised evaluation?
3. How will public comments be addressed and considered in the process?
4. To what extent are projects scalable?
5. What other qualitative factors bear consideration?

Significant qualitative discussion about the evaluation, the merits, benefits and trade-offs associated with each project should be considered prior to forwarding a recommendation to the WCCC.

Please note that there may be other qualitative factors beyond these scores that may determine which projects are best to advance. These qualitative factors may include:

- Local priority.
- Geographic Equity.
- Multi-jurisdictional benefit.

Since project information may be refined and evolve, especially in response to public comment, we expect modifications to the evaluation over the next couple of weeks. Any revisions the spreadsheet will be distributed prior to the July 18 TAC meeting.

Attachments

- Draft Active Transportation and Complete Streets Project Evaluation
- Draft Green Economy and Freight Project Evaluation
- Regional Flexible Funding Proposed Evaluation Methodology

Regional Flexible Funds

Active Transportation and Complete Streets Project Evaluation - Draft

Evaluation²

Project	Jurisdiction	Project Description	Project Extent	Request	Est. Cost ³	Improves Access to/from High Priority Destinations (H)	Improves Safety (H)	Serves Traditionally Underserved (H)	Conducted Outreach to Underserved (M)	Mitigates Conflict between Freight/Bike (M)	Completes Last Mile Connection (M)	Improves user experience (M)	Serves High Density or Projected High Growth Area (M)	Leverages Funds (L)	Reduces Need for HWY Expansion (L)	Score ¹
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.	Hocken to 117th Ave	\$3,525,000	\$3,885,000	3	3	3	3	2	3	2	3	3	2	58
Downtown Accessibility Project	Hillsboro	The project will be based on the outcome and findings of the Downtown Hillsboro Accessibility study.	Adams to 10th Ave	\$3.0M	\$4.7million - 9.0 million (scalable)	3	2	3	2	1	3	2	3	2	2	50
BCT Crescent Connection: Westside Trail	THPRD	The project will design and construct a 1.4-mile multiuse off-street trail. The 10-foot wide asphalt trail will parallel Beaverton Creek at the east end and parallel the TriMet light rail line on the west end.	Hocken to Tualatin Nature Park	\$4,247,649	\$4,733,812	3	3	2	1	3	3	3	3	2	2	54
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 Bonita Road and 85th Avenue to Tualatin River Bridge	\$3.7M	\$4,600,000	3	3	2	2	3	2	3	3	3	3	56
Merlo/170th Complete Corridor Design Plan	Washington County	The project will create a design plan for two adjacent corridors: SW 170th Avenue from Tualatin Valley ("TV") Highway to Baseline Road and SW Merlo Road / 158th Avenue from 170th Avenue to Jenkins Road.	Baseline to TV Hwy	\$445,000	\$500,000	2	3	3	3	2	3	2	2	1	1	50
Pedestrian Arterial Crossings	Washington County	The project will look at specific roadway segments to enhance existing and create new designated arterial crossings along Walker Road, Baseline Road, Cornell Road, 185th Avenue, and 170th.	Walker Road (Murray to Cedar Hills Blvd), Baseline Road (Cornelius Pass Rd to 185th), Cornell Road (Aloclek to John Olson), 185th Avenue (Baseline to Alexander), and 170th (Merlo to Farmington).	\$3,585,000	\$3,979,350	3	3	3	3	2	3	2	3	1	2	56

Notes:

¹ Criteria weighted by RFF Task Force as Highest Priority indicated by (H) is scored with a weighting factor (x3), High Priority indicated by (M) is scored with a weighting factor (x2) or Priority indicated by (L) is scored with a weighting factor (x1)

² Scored as high (3), medium (2) or low (1). Refer to evaluation methodology memo distributed to TAC May 30, 2013.

³ Minimum construction project cost is \$3 million; minimum project development cost is \$500,000

Regional Flexible Funds

Green Economy and Freight Project Evaluation - Draft

						Evaluation ²											Score ¹
Project	Jurisdiction	Project Description	Project Extent	Request	Est. Cost ³	Reduces Freight Delay (H)	Access (H)	Green Economy and Economic Opportunity (H)	Mitigates Conflict between Freight/Bike (M)	Reduces Air Toxics/Particulate Matter (M)	Reduces Impacts to EJ Community (M)	Increases Freight Reliability (M)	Innovation (L)	Leverage (L)	Reduces Need for HWY Expansion (L)	Includes Multi-Modal Element (L)	
Concept Development for Hwy 217 Overcrossing at Hunziker Street	Tigard	The project will begin concept development for realignment of Hunziker Road to cross over OR 217, connecting with Hampton Street on the east side of the highway and the closure of Hunziker at 72nd Avenue. Potential design elements may include: widening of 72nd Avenue; intersection improvements; complete street elements such as pedestrian, bicycle, and auto connections between the Tigard Triangle and Tigard Town Center; and a potential high capacity transit alignment. The project will also identify impacts or opportunities related to the interchange of 72nd Avenue and OR 217, such as changes in ramp or ramp intersection configuration.	Overcrossing of Hwy 217 between Hunziker Road to Hampton Street at 72nd Avenue	\$800,000	\$900,000	2	3	2	2	3	2	2	1	2	2	3	47
Silicon Forest Green Signals	Washington County	The project extends adaptive signal control along county-maintained arterial roadways : 1) Cornelius Pass Road from the Sunset Highway (US 26) interchange north to West Union Road; 2) Cornelius Pass Road from Baseline Road south to, but not including, Tualatin Valley Highway (OR 8); 3) Baseline Road west of Cornelius Pass Road to Borwick Street (2 intersections); 4) Cornell Road from east of Cornelius Pass Road east to 185th Avenue. The project also constructs one signalized mid-block crossing at the Rock Creek Trail intersection with Cornell Road.	1) Cornelius Pass Road from the US 26 interchange north to West Union Road; 2) Cornelius Pass Road from Baseline Road south to, but not including, TV Hwy; 3) Baseline Road to Borwick Street; 4) Cornell Road from east of Cornelius Pass Road to 185th Avenue	\$1,895,700	\$2,130,000	3	3	1	2	3	1	3	1	2	3	3	48
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	\$2,132,000	\$3,350,000	2	3	1	2	2	1	2	1	3	2	3	41

Notes:

¹ Criteria weighted by RFF Task Force as Highest Priority indicated by (H) is scored with a weighting factor (x3), High Priority indicated by (M) is scored with a weighting factor (x2) or Priority indicated by (L) is scored with a weighting factor (x1)

² Scored as high (3), medium (2) or low (1). Refer to evaluation methodology memo distributed to TAC May 30, 2013.

³ Minimum construction project cost is \$1 million; minimum project development cost is \$200,000



WASHINGTON COUNTY OREGON

Memorandum

To: WCCC Transportation Advisory Committee
From: Dyami Valentine, Associate Planner
Date: May 24, 2013
Re: Regional Flexible Funding Proposed Evaluation Methodology

The WCCC TAC will take action on a recommendation to the WCCC on a 100% project list for both Active Transportation/Complete Streets and Green Economy/Freight candidates at the July 18 meeting. In preparation of that recommendation a technical evaluation of the candidate projects based on Metro's criteria will occur in June. Washington County staff will take the lead on providing an initial evaluation of the Active Transportation/Complete Streets applications. Washington County staff and Tigard staff will evaluate the Green Economy/Freight applications together, as there are only two applicants. The evaluations will be reviewed with the TAC at the June 27 meeting.

The purpose of the May 30 WCCC TAC discussion is to agree upon how the projects will be evaluated as well as a common understanding of some of the more subjective criteria. For example, what is an effective approach to determine whether a project helps green the economy and/or offers economic opportunities for EJ/underserved communities?

Some readily available mapped data may be used to help inform the evaluation. However, the applications should already make the case of how the projects address each criterion. Each criterion below includes a proposed methodology for evaluating the candidate projects in a way that attempts to be clear and objective. Please review and come prepared to discuss at the May 30 WCCC TAC meeting.

Relative priority established by Metro RFF Task Force is indicated as follows:

- Highest Priority (H),
- High Priority (M), and
- Priority (L)

Active Transportation / Complete Streets Criteria

Access (H)

Improves access to priority destinations, including mixed use centers, large employment areas, schools, and essential services for EJ/underserved communities.

Proposed methodology: Measure proximity to and density of existing priority destinations using mapped data. High, medium and low scores based on land use suitability map, related to number and size of priority destinations. Mapped data includes:

- Population density
- Major employment centers
- Schools
- Parks
- Social service and civic centers

- Commercial centers (includes grocery stores)

Safety (H)

Improves safety

- Proposed methodology: Evaluate candidate projects using safety indicators like bicycle and pedestrian involved crashes, traffic volume, traffic speed, and freight conflicts, and that the proposed project would separate or otherwise address the conflict
- High score indicates all of the following characteristics exist on or parallel to the proposed improvement and the project addresses the conflict:
 1. bicycle or pedestrian involved crash within last 3 years of available data,
 2. high daily volume and average speed, and
 3. freight route.
 - Medium score indicates two of the above characteristics are present and the project addresses the conflict.
 - Low score indicates one of the above characteristics is present and the project addresses the conflict.

Equity (H)

Serves traditionally underserved (minority, low-income, limited English speaking, youth, elderly, disabled) communities.

- Proposed methodology: Evaluate whether the candidate project will serve traditionally underserved communities based on Metro's mapped EJ data:
- High score indicates the candidate project **directly** serves an area of **significantly above average** minority, low-income, limited English speaking, youth, elderly, disabled
 - Medium score indicates the candidate project **directly** serves an area of **above average** minority, low-income, limited English speaking, youth, elderly, disabled
 - Low score indicates the candidate project **indirectly** serves an area of **significantly above average or above average** minority, low-income, limited English speaking, youth, elderly, disabled

Outreach (M)

Outreach has been conducted with EJ/underserved communities.

- Proposed methodology: Evaluate previous outreach efforts
- High score demonstrates that the candidate project is
 1. the result of a previous study,
 2. on the RTP project list, or
 3. on the TSP project list/other local project list, and
 4. included direct outreach to underserved communities.
 - Medium score demonstrates that the candidate project is
 1. the result of a previous study, with low income or minority community involved as part of study
 2. on the RTP project list, or
 3. on the TSP/other local project list,
 - Low score did not have outreach conducted.

Mitigates mode conflict (M)

Addresses or mitigates conflicts between freight and active transportation.

- Proposed methodology: Evaluate the level in which the proposal addresses or mitigates conflict.
- High score indicates a **significant reduction** of conflict between modes, including physical separation of ped/bike facilities from vehicular traffic.
 - Medium score indicates **moderate reduction** of conflict between modes
 - Low score indicates a **minimal reduction** of conflict between modes

Last Mile (M)

Includes last mile connections to transit.

- Proposed methodology: Evaluates whether the candidate project improves access to transit.
- High score means the project addresses a need identified by TriMet's Pedestrian Network Analysis, and/or directly benefits a transit stop **within ¼ mile**.
 - Medium score means the candidate project indirectly benefits a transit stop **within ½ mile**.
 - Low score means the candidate project is not within close proximity to a transit stop **beyond ½ mile**.

User experience (M)

Will lead to an increase in non-auto trips through improvements to the user experience.

- Proposed methodology: Evaluate whether candidate project will likely result in improved transportation options for non-auto trips by including design elements like access to nature for off-street trails, vegetative buffers for on-street routes, noise buffers, avoids steep terrain, minimizes interaction with traffic, provides the most direct route possible, provides way-finding and signage, and bicycle storage at transit stops.
- High score incorporates five or more elements
 - Medium score incorporates 2-4 elements
 - Low score incorporates 0-1 elements

Density and growth (M)

Serves a high density or projected high growth area.

- Proposed methodology: Evaluate whether the candidate project is located in an existing high density residential or high growth area.
- High score indicates an average existing or zoned residential density in excess of 15 units per acre within ¼ mile buffer or an area forecast for employment growth
 - Medium score indicates an average existing or zoned residential density between range of 7-15 units per acre within ¼ mile buffer, or near an area forecast for employment growth
 - Low score indicates existing or zoned residential density less than 7 units per acre within ¼ mile buffer, and not near an employment growth area

Will include outreach/education/engagement element (L)

- All candidate projects score yes.

Leverages other funds or investments (L)

Proposed methodology: Evaluate the relative level in which the proposal improves upon an existing and/or committed investment or has a greater level of local match.

- High score indicates the candidate project improves upon an existing and/or committed investment or has a relative high level of local match
- Medium score indicates the candidate project has a relative medium level of local match
- Low score indicates the candidate project has a relative low level of local match

May help reduce the need for road and highway expansion (L)

- Score as a yes, if a candidate project increases connectivity in an area that lacks alternative routes

Green Economy / Freight Criteria**Reduces freight delay (H)**

Proposed methodology: Evaluate the relative level in which the proposal reduces freight delay. Considerations may include whether the project is on a freight route and/or high freight volumes are experienced on the route.

- High score indicates project will **significantly reduce delay** on an identified freight route.
- Medium score indicates project will **moderately reduce delay** on an identified freight route.
- Low score indicates project will **serve freight movement indirectly**

Access (H)

Increases freight access to industrial lands, employment centers & local businesses, and/or rail facilities for regional shippers.

Proposed methodology: Measure proximity to existing industrial lands, employments centers & local businesses and/or rail facilities priority land use using mapped data.

- High score indicates the candidate project is located within and/or directly serves **more than one priority land use** as defined in the RTP.
- Medium score indicates the candidate project is located within and/or directly serves **one priority land use**
- Low score indicates the candidate project **is not located within** and/or **indirectly serves one priority land use**

Green Economy and Economic Opportunity (H)

Helps to green the economy and offer economic opportunities to Environmental Justice / underserved communities.

- Proposed methodology: Measure proximity to mapped Environmental Justice / underserved community data. *Need assistance with defining how a project greens the economy or offers economic opportunities.*
- High score indicates the candidate project is located within and/or directly serves an area with **significantly above average EJ concentration**
 - Medium score indicates the candidate project is located within and/or directly serves an area with **above average EJ concentration**
 - Low score indicates the candidate project is **not located within and/or indirectly serves significantly above average or above average EJ concentration**

Mitigates freight / active transportation conflicts (M)

Addresses or mitigates conflicts between freight and active transportation.

- Proposed methodology: Evaluate the relative level in which the proposal addresses or mitigates conflict.
- High score indicates a **significant** reduction of conflict between modes, and inclusion of separated ped/bike/transit facilities.
 - Medium score indicates **moderate** reduction of conflict between modes
 - Low score indicates a **minimal** reduction of conflict between modes

Reduces air toxics or particulate matter (M)

- Proposed methodology: Evaluate whether the project addresses an area where congestion is observed, and the relative level in which the proposal reduces congestion and/or idling time of cars and freight.
- High score indicates the candidate project will **significantly reduce congestion and delay**
 - Medium score indicates the candidate project will **moderately reduce congestion and delay**
 - Low score indicates the candidate project will **minimally reduce congestion and delay**

Reduce Impacts (M)

Helps reduce impacts, such as noise, land use conflicts, emissions, etc. to Environmental Justice communities.

- Proposed methodology: Evaluate the relative level in which the proposal reduces impacts to Environmental Justice communities.
- High score indicates the candidate project is located within and/or directly impacts an EJ community and **significantly reduces** impacts of freight
 - Medium score indicates the candidate project is located within and/or directly impacts an EJ community and **moderately reduces** impacts of freight

- Low score indicates the candidate project is located within and/or directly impacts an EJ community and **minimally reduces** impacts of freight or is not within close proximity to EJ community

Increases freight reliability (M)

- Proposed methodology: Evaluate the relative level in which the proposal increases freight reliability.
- High score indicates the candidate project is located on a freight route and **significantly increases** freight reliability
 - Medium score indicates the candidate project is located on a freight route and **moderately increases** freight reliability
 - Low score indicates the candidate project is located on a freight route and **minimally increases** freight reliability

Innovation (L)

Is of an innovative or unique nature such that it is not eligible or typically funded with large, traditional transportation funding sources.

- Score as yes, if it is innovative or unique in nature

Leverage (L)

Leverages other funds or prepares project to compete for discretionary funding that may not otherwise come to the region.

- Proposed methodology: Evaluate the relative level in which the proposal improves upon an existing and/or committed investment, has a greater level of local match and/or leverage private development.
- High score indicates the candidate project improves upon an existing and/or committed investment, has a relative high level of local match, and/or will leverage significant private development
 - Medium score indicates the candidate project has a relative medium level of local match, and/or will leverage moderate private development
 - Low score indicates the candidate project has a relative low level of local match, and/or will leverage low private development

Reduce need for highway expansion (L)

May help reduce the need for highway expansion.

- Score as a yes, if a candidate project increases connectivity in an area that lacks alternative routes

Includes multi-modal elements (L)

- Score as a yes, if a candidate project includes multi-modal elements

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 181st Avenue and east City of Gresham limits City of Gresham's application for improvements along Sandy Boulevard between 181st 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 238th 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: Councilor Lisa Barton Mullins, Fairview
Councilor Josh Fuhrer, Gresham
Mayor Doug Daoust, Troutdale
Councilor 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 181st 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.

Input Sought On East Multnomah County Transportation Projects

WEIGH IN ON TRANSPORTATION PROJECTS IN YOUR COMMUNITY

Do you have thoughts on how to improve transportation in your community? Help us decide which bike, pedestrian, road and freight projects to fund for East County. Through the Regional Flexible Funds program, staff from Multnomah County and the Cities of Fairview, Gresham, Troutdale and Wood Village have proposed projects and we want to hear from you. Which projects meet the needs of your community? How could the projects be improved?

We will be taking comments through July 31, 2013 to help make a decision on which local projects to fund. You can participate by sending in your comments or by providing your comments at a Public Meeting that will be held on July 29th at Gresham City Hall. An open house will be held prior to the meeting. The East Multnomah County Transportation Committee (EMCTC) will convene the meeting.

PUBLIC OPEN HOUSE AND MEETING WITH EMCTC

Wednesday, July 29, 2013
 Open House: 4:30pm-5:30pm
 Public Meeting: 5:30pm-6:00pm
 Gresham City Hall-
 Oregon Trail/Springwater Rooms
 1333 NW Eastman Parkway
 Gresham, OR 97030

OR SEND YOUR COMMENTS TO

EMCTC
 1600 SE 190th Ave
 Portland, OR 97233
 Email: joanna.valencia@multco.us
 Fax: (503)988-3389
 Phone: (503)988-3043 ext. 29637

For more information on projects: <https://multco.us/transportation-planning/rff>

Project descriptions are provided in Spanish, Vietnamese, Chinese and Russian at the following website: www.oregonmetro.gov/rffa

Projects in East County include:

- Sandy Boulevard: NE 181st Avenue to East Gresham City Limits- Construct new multimodal facilities and improve safety for all modes.
- Hogan Road: Powell Boulevard to Rugg Road- Engineering/Design of multimodal access along Hogan Road.
- NE 238th Dr: Halsey St to Glisan St- Engineering/Design of freight and bike/pedestrian improvements.
- Troutdale Industrial Access Project – Construct access improvements to the Troutdale Reynolds Industrial Park, and improve sidewalk connections in the area.

The Regional Flexible Funds program includes funds from three federal programs and is allocated every two to three years. A final decision on which projects to fund will occur this fall.

Input sought on East Multnomah County transportation projects

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COLUMBIA SLOUGH WATERSHED COUNCIL

7040 NE 47TH AVE, PORTLAND OR 97218

503-281-1132

WWW.COLUMBIASLOUGH.ORG



24th of July, 2013

Commissioner Diane McKeel
Multnomah County
501 SE Hawthorne, Suite 600
Portland, OR 97214

Dear Commissioner McKeel:

On behalf of the Columbia Slough Watershed Council, I am writing to express support for the City of Gresham's request for Regional Flexible Funds to pay for improvements along Sandy Boulevard between 185th and 201st Avenues.

The Columbia Slough is an urban watershed that has been heavily polluted by highway runoff. The Slough runs east to west about 1,000 feet north of Sandy Boulevard in this area. The project includes new drainage systems and street trees that will prevent and capture stormwater runoff from Sandy Boulevard before the runoff reaches the Slough. The scope and scale of this project supports the Council's mission to foster actions that protect, enhance, restore and revitalize the slough and its watershed.

The bicycle and pedestrian facilities will provide new multimodal transportation options and new recreational opportunities for the public. These improvements will also provide access to the newly installed trail at the Columbia Slough Water Quality Facility.

Thank you for your consideration. We look forward to the development of the project.

Sincerely,

Jane A. Van Dyke
Executive Director

Administrative Office

2154 N.E. Broadway, Suite 200 * Portland, Oregon 97232-1590
Mailing Address: P.O. Box 12127 * Portland, Oregon 97212-0127
Phone 503-284-9005 Fax 503-284-5458
E-Mail: jweston@apmportland.com

July 9, 2013

East Multnomah County Transportation Committee
C/o Commissioner Diane McKeel, Committee Chair
1600 SE 190th Avenue
Portland, Oregon 97232

To Whom It May Concern:

I am writing to extend support for the City of Gresham's application for Regional Flexible Funds to support multimodal improvements on US Highway 30/Sandy Boulevard between 181st and 201st Avenues. This funding is essential for improved access and circulation on US 30/Sandy Boulevard, thereby supporting industrial development and job creation in East County.

My company owns property directly adjacent to the proposed project at 190th, which we are actively marketing for industrial development and has the State of Oregon industrial site certification (#304-4) for immediate development. In the last 24 months Weston Investment Co. LLC has expended considerable sums of money preparing the site for immediate development. The work that has been completed is the stripping of the excess debris, years ago the site had agricultural buildings, removing the foundations, clearing and leveling the site, relocating the overhead power line that served the City of Gresham facility to the north, having the State of Oregon, Department of Environmental Quality (DEQ) certify the decommissioned monitoring wells on the site. We are now in the process of bringing in, under proper permit, engineer fill so the site can be put to productive use the benefits that occur with this certification. Transportation improvements to Sandy will enhance the development potential of that entire area.

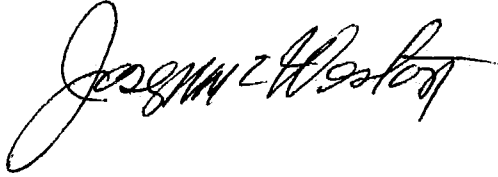
When the north side of Sandy Blvd. is improved I am confident that the site will be sold and industrial development will take place, thus creating good paying jobs for the area, which are desperately needed. While we have had interest in the site by industrial users, there has been hesitancy to move forward because of the uncertainty of when Sandy Blvd. will be brought up to City and State standards.

The south side of Sandy, in the immediate area, has been improved as well as the area to the immediate west, thus when the work is completed it will give a completed finish look to NE Sandy.

The industrial area in north Gresham and the East Metro region is critical to sustaining the vitality of existing industrial enterprises and for creating new jobs in the region. The physical improvements proposed with this project will bring Sandy up to a standard that will help the area develop sooner rather than later, and will make sure that the transportation infrastructure in that area supports full build-out and accommodates freight, workers, and others for years to come.

Thank you for your attention to this request and if you have any questions please do not hesitate to contact me.

Yours truly,
Weston Investment Co. LLC

A handwritten signature in black ink, appearing to read "Joseph E. Weston". The signature is fluid and cursive, with the first name "Joseph" being more prominent and the last name "Weston" following in a similar style.

Joseph E. Weston

JW/ts

CC: Katherine Kelly, City of Gresham, Transportation Planning Manager, 1333 NW Eastman Parkway, Gresham, OR 97030



**City of Gresham
Citizen Transportation Advisory Subcommittee**

July 11, 2013

East Multnomah County Transportation Committee
c/o Commissioner Diane McKeel, Committee Chair
1600 SE 190th Avenue
Portland, OR 97232

Re: Regional Flexible Funds Project on N.E. Sandy Boulevard – N.E. 181st Avenue to near 201st Avenue

Dear EMCTC Members:

The Gresham Transportation Subcommittee met on July 11, 2013 and took formal action to endorse the City of Gresham's application for US 30/Sandy Boulevard improvements to be funded through the Regional Flexible Funds (RFF) process. This letter is in addition to a letter of support submitted March 7, 2013 as part of the Metro comment period for RFF projects.

This projects meet the criteria developed for both the Active Transportation and Freight/Green Economy components of the RFF program. The Subcommittee agrees that primary merits of both projects include multi-modal access and safety improvements to an under-developed industrial area that will create jobs for a large population within East Multnomah County and the region.

Without funding through the RFF program it is highly unlikely that these improvements will be possible in the near future and would be a lost opportunity for jobs and multimodal access improvements. Therefore, the Committee strongly urges funding for this critically important transportation improvement project.

Sincerely,

A handwritten signature in black ink, appearing to read "Greg Olson", written over a light blue circular stamp.

Greg Olson, Chair
Gresham Transportation Subcommittee

cc: Katherine Kelly, City of Gresham

GRESHAM

REDEVELOPMENT COMMISSION

Exhibit C

July 2, 2013

East Multnomah County Transportation Committee
C/O Commissioner Diane McKeel, Committee Chair
1600 SE 190th Avenue
Portland, OR 97232

Dear Chair McKeel,

I am writing to express support for the City of Gresham's application for Regional Flexible Funds to support multimodal improvements on US Highway 30/Sandy Boulevard between 181st and 201st Avenues. This funding is essential for promoting industrial development in Rockwood, keeping employees and freight moving through the region, and helping nearby Rockwood residents access jobs and recreational opportunities.

The proposed improvements to Sandy are the Gresham Redevelopment Commission's highest priorities in the industrial area of Rockwood. We believe that these infrastructure improvements will spur investment in Rockwood sooner rather than later, and not just to properties directly along Sandy: by enhancing capacity on this critical corridor, particularly as it connects with 201st, 181st/Airport Way, and 185th Avenue, the street improvements are meant to promote industrial development throughout the industrial are of Rockwood between Marine Drive and Halsey.

This project is also important for more than cars and trucks using Sandy. Many employees already use active transportation to get to work in this area, and improving the pedestrian & bicycle amenities (including a new signalized intersection at 185th) can only make taking the bus or bicycling to work a safer and more attractive choice.

The project also makes an important connection in the short term between the Gresham-Fairview Trail and Marine drive via Sandy, which is a significant benefit to users of those key regional trails. With the final alignment of the last phase of the Gresham-Fairview trail likely several years from completion, this project gives low-income families in Rockwood a safe, pleasant route to Blue Lake and the Marine Drive trail that significantly diminishes exposure to the busy traffic along Sandy.

Thank you for your attention to this request. We hope you'll agree that this project is a notable step forward in making sure that transportation infrastructure in that area supports full build-out and accommodates freight, workers, and others for years to come.

Sincerely,



Shane T. Bemis
Mayor

cc: Katherine Kelly, City of Gresham Transportation Planning Manager

July 8, 2013

The Honorable Diane McKeel
Multnomah County Commission
Chair, East Multnomah County Transportation Committee
1600 SE 190th Avenue
Portland, OR 97232

RE: Regional Flexible Funds – US 30/Sandy Boulevard

Dear Commissioner McKeel:

I am writing on behalf of the Boeing Company to express our support for the City of Gresham's application for Regional Flexible Funds to support multimodal improvements on US Highway 30/Sandy Boulevard between 181st and 201st Avenues. This funding is essential for improved access and circulation on US 30/Sandy Boulevard, thereby supporting development of industrial activity in the north Metro region.

The Boeing Company employs approximately 1,800 people at our Gresham facility who often move off and on the site every day. In addition, our company has many vendors and suppliers using the roads leading to and from our property, often with large freight deliveries.

While we have completed improvements on the frontage in front of our property, the proposed improvements for the rest of the road are necessary in order for the area's traffic to truly function effectively.

The industrial area in north Gresham and the East Metro region is essential to sustaining the vitality of existing industrial enterprises such as Boeing, and of those living and working in the region. The physical improvements proposed with this project will achieve these goals by making the area more attractive for new development and economic activity in the area.

Thank you for your attention to this request.

Sincerely,



Richard A. White
State & Local Government Relations, Northwest Region

cc: The Honorable Shane Bemis, Mayor, City of Gresham
Katherine Kelly, Transportation Planning Manager, City of Gresham



July 23, 2013

East Multnomah County Transportation Committee
c/o Commissioner Diane McKeel, Committee Chair
1600 SE 190th Avenue
Portland, OR 97232

Re: Regional Flexible Funds Project on N.E. Sandy Boulevard – 181st Avenue to 201st Avenue

Dear Commissioner McKeel:

I am writing in support of the City of Gresham's proposal to fund improvements on Sandy Boulevard through the Metro Regional Flexible Funds program.


This shovel-ready project to construct 5,750 feet of improvements along US Highway 30 and Sandy Blvd. will encourage active transportation and increase safety for all users.

- New intersection turn lanes and realignment of existing travel lanes will create continuous connections and improve capacity for motor vehicles;
- New sidewalks, a multi-use trail, and bike lanes will encourage more pedestrian and bicycle movement by providing safer facilities for these modes;
- New streetlights, median islands for pedestrian crossings, upgrading of a traffic signal at I-84/Sandy Boulevard/181st Avenue interchange, and a new signal at 185th Avenue and Sandy Boulevard will allow planned industrial development to occur without sacrificing safety or accessibility;
- Street trees and rain gardens along the alignment will improve the management of a critical watershed.

As representative to EMCTC for the City of Gresham, understanding how investments in a transportation network that serves all users can enhance the local economy and create a more livable community, I strongly advocate support this project.

I urge you to give this application full and fair consideration.

Sincerely,

A handwritten signature in blue ink, appearing to read "J. Fuhrer", with a stylized flourish at the end.

Josh Fuhrer
Gresham City Councilor

East Multnomah County Active Transportation Projects				Total Funds Allocated for Multnomah County: \$2.578M												Project Criteria															
				Highest Priority Criteria												High Priority Criteria												Priority Criteria			
				Construction or Project Development	RFF Request	Improves access to and from priority destinations (mixed-use centers, large employment areas (8 of jobs), schools, essential services for EJ and underserved communities)	H-M-L Score	Improves Safety-Addresses site issues documented in Blimped crash data and/or separates Blimped traffic	H-M-L Score	Serves Underserved Communities	H-M-L Score	Improves safety by removing conflicts with freight and/or provides adequate mitigation for any potential conflicts	H-M-L Score	Increases use/ridership by providing a good user experience (refer to Active transportation design elements)	H-M-L Score	Services high density/projected high growth areas	H-M-L Score	Includes outreach, education, engagement component	H-M-L Score	Can leverage funds	H-M-L Score	Reduces need for highway expansion	H-M-L Score								
Project Name	Lead Agency	Project description																													

East Multnomah County Freight/Green Economy Projects						Total Funds Allocated for Multnomah County: \$1.066M																		
Discussion Draft						Highest Priority Criteria						High Priority Criteria						Priority Criteria						
Project Name	Lead Agency	Project Description	Construction or Project Development	Estimated Cost	RFF Request	Reduces freight delay	H-M-L Score	Increases freight access to industrial lands, employment centers and local businesses and/or rail facilities for regional shippers	H-M-L Score	Contributes to the "greening the economy" and offer economic opportunities to Env. Justice/underserved communities.	H-M-L Score	Reduces air toxics or particulate matter	H-M-L Score	Reduces impacts to EJ communities (e.g., reduced noise, land use conflict, emissions)	H-M-L Score	Increases freight reliability	H-M-L Score	May not get funding otherwise	H-M-L Score	Can leverage (or prepare for) future funds	H-M-L Score	H-M-L Score		
Hogan Road Improvements from Powell Blvd. to South City Limit	City of Gresham	This project is on SE Hogan Road/242nd Avenue between SE Powell Boulevard and SE Rugg Road. The purpose of this project is to improve multimodal access between the Gresham Regional Center and the Springwater Plan Area along Hogan Road. It is intended to begin implementation of a priority project recently identified in the Metro region's East Metro Connections Plan (EMCP) that will support development of the Springwater Plan Area, a planned and regionally significant employment zone that envisions 15,000 industrial or industrial-related jobs and a new residential community built around a village center.	Project Development		\$1.066M of Freight/Green Economy Subregional Cost Target of Multnomah County (Total=\$3.644M)	Travel data on the regional freight roadway network shows that speeds along this corridor are in the 25-35 MPH range in the AM and Mid-	H	Hogan Road is a primary corridor serving the Springwater Plan Area, an important employment area in the Regional 2040 Plan. This project will provide freight and multimodal connections to that industrial lands and employment area from the Gresham Downtown Regional Center.	M	Enhanced access and mobility provided by this project will incentivize development along this corridor to its planned potential. This will "green" the economy by creating a more balanced jobs-housing ratio in this area. The Gresham Regional Center contains a workforce population with an "above average" concentration of EJ/underserved persons.	M	The provision of new multimodal facilities to increase mode split and reduced freight delay will help reduce air toxics and particulate matter.	H	The project will help reduce impacts to the EJ communities primarily by reducing emissions. New multimodal facilities to access employment, new residential, schools, and recreational facilities (Gradin Sports Park and the Springwater Corridor Trail in particular) will increase mode split and reduce vehicular conflicts to enhance mobility along the corridor.	H	Travel reliability on the regional freight roadway network shows that this corridor is "less reliable" in the 2hr AM, mid-day, and PM peak hours. This project will construct safer and more efficient access through full build-out of Hogan Road to arterial standards between Downtown and Springwater areas as well as to US 26/Powell Boulevard and I-84.	H/M	The project would not be funded by the mechanisms noted in this question. (state trust fund pass through to local agencies, local bridge program, or large state funding programs) It is too expensive for the City to construct using its share of state trust fund pass through and would not be eligible for local bridge funding.	H	This project leverages other East Multnomah County top priority projects along the Hogan corridor, namely improvements on 238th/Hogan Drive	M	M		
US 30/Sandy Boulevard Improvements from 181st Avenue to Gresham East City Limit	City of Gresham	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. The purpose of this project is to improve multimodal access and mobility in a regionally significant industrial employment area. This project will enhance safety and provide new multimodal facilities along US 30/Sandy Boulevard (hereafter referred to as "Sandy Boulevard"), a regionally significant active transportation and freight route. Demographic data show that Sandy Boulevard directly serves "above average" concentrations of EJ and underserved persons. It also falls within the Rockwood Urban Renewal Area (URA) which includes a "significantly above average" concentration of EJ and undeserved persons. This project will provide those communities more attractive, direct, non-auto travel options to access transit, employment, and social services.	Construction and Project Development		\$1.066M of Freight/Green Economy Subregional Cost Target of Multnomah County (Total=\$3.644M)	Sandy Boulevard is a critical part of the north and east Portland region freight transportation network in two primary ways: 1) it diverts traffic off of I-84, an already congested corridor, and 2) it allows access to business and industry in the north	H	This project is located in a regionally significant industrial district with a high concentration of industrial-sector opportunity in the region.	H	Constructing improvements fronting approximately 19 acres of vacant, state certified industrial land will support environmentally-conscious 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. Enhancing site frontages and completing the auto, bicycle, and pedestrian network along this corridor will attract new businesses and therefore new employment opportunities. Due to the corridor's proximity to "above average" concentrations of EJ/underserved populations it will greatly enhance connections from those communities to jobs.	H	The project will manage traffic mobility for existing and projected traffic demands that will not be met under current conditions, thereby alleviating excessive motorist delays as employment densities continue to increase in this industrial area. These improvements will create efficiencies in the reduction of freight delay and thereby help alleviate greenhouse gas and particulate emissions.	H	Land uses in the project area are primarily industrial. Residential populations that would be impacted by noise, land use conflicts, or emissions are geographically removed so that this project does not negatively impact them.	M	Existing conditions of the roadway are such that it is not built to full arterial standards and left-turn lanes are not provided along its entire length. Some widening of US 30/Sandy Boulevard has been accomplished through private development, with widening of site frontages. However, this is not consistent throughout the corridor and thus there is a patchwork of lane additions and lane drops. This project will align curbs and restripe travel lanes to eliminate any minor delay experienced by freight vehicles along the corridor due to these inconsistencies.	H	The project would not be funded by the mechanisms noted in this question. It is too expensive for the City to construct using a share of state trust fund pass through and would not be eligible for local bridge funding.	H	This nomination will leverage existing private and public investments along Sandy Boulevard as described in the project narrative. It was identified as a priority project by the City of Gresham because it will leverage public investments to attract	H	H		



BOARD OF COUNTY COMMISSIONERS

September 5, 2013

PUBLIC SERVICES BUILDING
2051 KAEN ROAD | OREGON CITY, OR 97045

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
Regional Economic Opportunity Fund 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
Green Economy Freight Initiatives 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, Pleasant 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/Elligsen Road/Boones Ferry Road/95th Ave, Wilsonville Road, and Sunnybrook Road/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	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 will 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	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 ½-mile upriver from the 99E/McLoughlin Boulevard Bridge and ¾-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	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	50.06%
TOTAL				\$4,588,000		
Molalla Ave - Beavercreek 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.

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.

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 129th 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 129th 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.

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 129th 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 129th 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.



2016-18 Regional Flexible Funds Allocation

Technical Evaluation

August 2013

Clackamas County jurisdictions proposed six projects to be considered for regional flexible funds allocation in 2016-18.

- One project was submitted by Clackamas County for the Regional Economic Opportunity Fund Category.
- One project was submitted by Clackamas County for the Green Economy / Freight Category.
- Four projects were proposed (one each by Clackamas County and the cities of Gladstone, Happy Valley and Oregon City) for the Active Transportation Category.

The technical evaluation completed by the Clackamas County Coordinating Committee (C4) Transportation Advisory Committee (CTAC) is described below.

Technical Evaluation Approach

Two types of technical analysis were completed for the 2016-2018 Regional Flexible Funds projects:

- Since there was only one application each for the Regional Economic Opportunity Fund and the Green Economy / Freight Initiatives categories, these applications were reviewed to make sure they met all of the criteria. The information developed during the TIGER application process and gathered during the initial JPACT direction in December 2012 provided additional information for the Regional Economic Opportunity Fund project. It was determined that both projects met the criteria for their respective categories.
- The details of the technical analysis for the Active Transportation projects is described below.

Active Transportation Technical Evaluation

The technical evaluation for the active transportation projects was done through the following steps.

- Each project was reviewed per the criteria and initially evaluated using the data provided by Metro and the information provided by the applicants.
- CTAC discussed each project in relationship to the criteria then the project criteria were scored with a “high” “medium” or “low” for how well they met the criteria. A numerical value was assigned to the rating.

Priority Criteria Rating	Value
High	3
Medium	2
Low	1

- CTAC reviewed the project evaluation and applied a scoring factor to each criteria based on the guidance in the Regional Flexible Fund Allocation packet.

Relative Priority	Value
Highest Priority	3
High Priority	2
Priority Criteria	1

- The rating was multiplied by the relative priority to develop a score for the criteria, then all of the scores were added to arrive at a total score.
- At its final meeting, CTAC reviewed the scoring and confirmed its recommendation to fund the Oregon City project that had the highest total score, as well as the feasibility study proposed by Gladstone.

Attached are the summary of the technical evaluation and a summary of the meeting notes of three CTAC meetings where the technical evaluations were discussed.

TABLE A - Regional Flexible Funds Technical Evaluation: Active Transportation							
	Jurisdiction	Project limits	Project Description	Estimated Cost	Grant Funds Requested	Jurisdictional Match	Percent Match
Trolley Trail Historic Bridge Feasibility Study	Gladstone	Gladstone to Oregon City - Over Clackamas River	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 ½-mile upriver from the 99E/McLoughlin Boulevard Bridge and ¾-mile downriver from the I-205 bridge.	\$225,000	\$201,892	\$23,108	10.27%
Molalla Ave - Beavercreek Rd to Hwy 213	Oregon City	Beavercreek Road to Hwy 213	The project provides substantial community and transportation service benefits such as: safety, access, bus stop, and transit operations improvements. Molalla Avenue is a key route for all travel modes connecting the Oregon City Transit Center with Clackamas Community College. As shown in Map 1 - Vicinity Map, the east side of the Molalla Avenue corridor includes commercial development where much of Oregon City’s services are provided. Fred Meyer, Goodwill, and Wells Fargo are just samples of the service providers that reside on the east side of Molalla Avenue. Across the street to the west, are 90 acres of high to medium density residential, including seven multifamily residential developments	\$7,266,322	\$4,588,000	\$2,687,322	36.98%
Jennings Ave: Sidewalk and Bike lanes Improvements	Clackamas County	OR 99E to Oatfield	Jennings Ave is a minor arterial in a densely populated residential area and is a high priority infrastructure project in Clackamas County. The existing street lacks bicycle and pedestrian facilities that are needed to connect local residents to nearby businesses and transportation options. These bicycle and pedestrian improvements will also provide safe routes and important connections to two schools in the immediate area with a total combined student body of approximately 1,460. The project is located in a low to moderate income area and the project is a critical infrastructure project needed to enhance the livability and vitality of the area. Without the proposed improvements, the current state of Jennings Ave will not enable it to meet the needs of the community	\$3,806,673	\$3,415,728	\$390,945	10.27%
SE 129th Ave: Bike lanes and Sidewalk Improvements	Happy Valley	SE Mountain Gate Rd to SE Scott Creek Lane	The project will provide safe connectivity for pedestrians and bicyclists along SE 129th Avenue, which is one of the few major thoroughfares leading into a more established area of the City developed with single family homes, Happy Valley Elementary/Middle Schools, a fire station, police station, several churches and a regional park (Happy Valley Park). SE 129th Avenue also provides direct access to Spring Mountain Elementary School and the commercial center at the intersection of SE 122nd Ave. (Minor Arterial) and SE Sunnyside Road (Major Arterial and Transit Route). This section of improvements will be the "last mile" connection for pedestrians and bikes on the east side of SE 129th Avenue. Because there are so few ways into this established area, there are no nearby alternatives for pedestrian or bicycle traffic.	\$3,105,644	\$2,720,644	\$385,500	12.41%

TABLE A - Regional Flexible Funds Technical Evaluation: Active Transportation												
		Highest Priority Criteria (X 3)			High Priority Criteria (X 2)				Priority Criteria (x 1)			
	Jurisdiction	1. Access - Score	2. Improves Safety Score	3. EJ Community Score	4. Improves Safety by removing conflicts with Freight	4. Completes Last Mile Score	5. Improves User Experience Score	6. Serves Higher Density / Growth Areas	7. Outreach Element Score	8. Leverage Funds Score	9. Reduces Need for Hwy Expansion - Score	Total Score
Trolley Trail Historic Bridge Feasibility Study	Gladstone	M (3*2 = 6)	M (3*2 = 6)	M (3*2 = 6)	H (2*3 = 6)	H (2*3 = 6)	M (2*2 = 4)	M (2*2 = 4)	M (1*2 = 2)	L (1*1 = 1)	M (1*2 = 2)	
		6	6	6	6	6	4	4	2	1	2	43
Molalla Ave - Beavercreek Rd to Hwy 213	Oregon City	H (3*3 = 9)	H (3*3 = 9)	M (3*2 = 6)	M (2*2 = 4)	H (2*3 = 6)	H (2*3 = 6)	H (2*3 = 6)	M (1*2 = 2)	H (1*3 = 3)	M (1*2 = 2)	
		9	9	6	4	6	6	6	2	3	2	53
Jennings Ave: Sidewalk and Bike lanes Improvements	Clackamas County	M (3*2 = 6)	H (3*3 = 9)	M (3*2 = 6)	M (2*2 = 4)	H (2*3 = 6)	H (2*3 = 6)	M (2*2 = 4)	M (1*2 = 2)	L (1*1 = 1)	M (1*2 = 2)	
		6	9	6	4	6	6	4	2	1	2	46
SE 129th Ave: Bike lanes and Sidewalk Improvements	Happy Valley	M (3*2 = 6)	H (3*3 = 9)	L (3*1 = 3)	M (2*2 = 4)	H (2*3 = 6)	H (2*3 = 6)	M (2*2 = 4)	M (1*2 = 2)	M (1*2 = 2)	M (1*2 = 2)	
		6	9	3	4	6	6	4	2	2	2	44

**Clackamas County Coordinating Committee Technical Advisory Committee (CTAC)
Summary of Regional Flexible Funds Allocation (RFFA) Project Prioritization Discussions**

July 23, 2013 Meeting Attendees: Amanda Owings (Lake Oswego), Eric Wahrgren (Oregon City), John Lewis (Oregon City), Ben Bryant (Tualatin), Michael Tuck (Happy Valley), Dan Kaempff (Metro), Jason Rice (Milwaukie), Gail Curtis (ODOT), Lance Calvert (West Linn), Tammy Stempel (Gladstone), Larry Conrad (Clackamas County), Karen Buehrig (Clackamas County), Nancy Kraushaar (City of Wilsonville), Josh Naramare (Metro) and Lake McTigue (Metro).

June 25, 2013 Meeting Attendees: Erica Rooney (Lake Oswego), Eric Wahrgren (Oregon City), John Lewis (Oregon City), Dayna Webb (Tualatin), Jason Tuck (Happy Valley), Caroline Earle (Happy Valley), Dan Kaempff (Metro), Jason Rice (Milwaukie), Gail Curtis (ODOT), Erich Lais (West Linn), Steve Kautz (TriMet), Stephan Lashbrook (Wilsonville), Tammy Stempel (Gladstone), Robert Spurlock (Metro), Larry Conrad (Clackamas County), Lori Mastrantonio (Clackamas County), Karen Buehrig (Clackamas County), Nancy Kraushaar (City of Wilsonville).

May 28, 2013 Meeting Attendees: Amanda Owing (Lake Oswego), Michael Walters (Happy Valley), Dan Kaempff (Metro), Gail Curtis (ODOT), Lance Calvert (West Linn), Steve Kautz (TriMet), Larry Conrad (Clackamas County), Lori Mastrantonio (Clackamas County), Mike Bezner (Clackamas County), Karen Buehrig (Clackamas County)

CTAC RECOMMENDATION RELATED TO TECHNICAL EVALUATION

At the June 25th meeting, CTAC members voted to recommend fully funding the Molalla Ave project at \$4.588 million. It was acknowledged by Oregon City that they may be able to accept a slightly lower amount if the C4 Metro Subcommittee was interested also funding the Trolley Trail Bridge feasibility study.

Each city and the county had one vote. The agencies (ODOT, Metro and TriMet) did not vote. Five jurisdictions supported the recommendation to fully fund the Molalla project with the potential for funding the Trolley trail Bridge; three jurisdictions supported funding SE 129th and the Trolley Trail Bridge and follow up on what would happen with the undesignated funds.

The recommendation from the CTAC, the C4 Metro Subcommittee Technical Advisory Committee, is that the Molalla Ave project more strongly meets the criteria and that it should be funded by the Regional Flexible Funds during the 2016-18 funding cycle. See the attached Table A for a summary of the technical evaluation.

The below meeting notes describe the factors and discussion that provided the basis for the recommendation.

INTRODUCTION

Discussion about Regional Flexible Funds – Active Transportation projects took place at three CTAC meetings. Each jurisdiction shared information about their projects at the meetings and CTAC members discussed how well the projects met the priority criteria.

The committee used the following prioritization criteria (from the application instructions) to rank and score the projects as shown in Table A:

Highest Priority:

- Improves access to and from priority destinations
 - o mixed-use centers
 - o large employment areas
 - o schools
 - o essential services for economic justice (EJ)/underserved communities
- Improves safety
 - o documented in pedestrian/bike crash data or
 - o separates pedestrian/bike traffic from freight and/or vehicular conflicts
- Serves underserved communities

High Priority:

- Improves safety by removing conflicts with freight and/or provides safety mitigation for any potential freight conflicts
- Completes the “last mile”
- Increase in use/ridership by providing a good user experience (refer to Active Transportation design elements)
- Serves high density or projected high growth areas

Priority Criteria:

- Includes outreach/education/engagement component
- Can leverage funds
- Reduces need for highway expansion

JULY 23, 2013 CTAC MEETING DISCUSSION

The discussion at this meeting focused on reviewing the scores that were applied to the projects for the technical analysis. Five scores were revised based on the discussion. The changes to the scores did not change the overall project funding recommendation.

1. The Molalla Ave – Beaver Creek Road project “Improves safety score” was increased to high to reflect all of the safety elements in the project.
2. The SE 129th Ave Environmental Justice score was reduced to low in recognition of the fact that there are fewer environmental justice communities in Happy Valley.

3. The Molalla Ave – Beavercreek Road project “Improves user experience” score was increased to high to reflect the number of users on the facility and the importance of completing existing facilities.
4. The Trolley Trail Bridge and Jennings Ave projects' scores for “Leverage local funds” were reduced to low since both of these projects were only contributing the minimal match required.

JUNE 25, 2013 CTAC MEETING DISCUSSION

The committee agreed that all of the projects are important and they meet the criteria in different ways. The discussion focused on the following categories:

1. Access and Serving Higher Densities
2. Improves Safety and Improves User Experience

The Molalla Ave project is located on the major arterial and transit corridor that provides access to a multitude of services and destinations. It also has multi-family and senior housing within the project area. The SE 129th and Jennings projects are both located on minor arterials in residential areas, but do provide access to services such as schools, neighborhoods and commercial areas. Ultimately, the Molalla Ave project emerged as the strongest in this category.

There was much discussion about the improvement to safety and user experience. The 129th Ave and Jennings Ave projects made a more dramatic impact on safety because they add a sidewalk facility where there isn't one now. The Molalla project improves the experience by filling in gaps, adding signalized crosswalks, and buffering pedestrians from traffic using swales and landscaping. The lack of right-of-way and topographic issues were discussed as constraints to providing a pedestrian buffer for the 129th and Jennings projects.

With respect to the leveraging funds category, the Molalla Ave project stood out because of the significant match that will be provided by Oregon City.

In addition to the discussion about the criteria, it was noted that Clackamas County had two projects in categories where there is no competition. With that in mind, CTAC prioritized the SE 129th Ave project over the Jennings Ave project.

Two recommendations were considered

- A. Fully fund the Molalla Ave project at \$4.588 million. Oregon City acknowledged that they may be able to accept a slightly lower amount if the C4 Metro Subcommittee was interested in also funding the Trolley Trail Bridge Feasibility Study.
- B. Fund the SE 129th Ave project at the \$2,720,644 requested amount AND the Trolley Trail Bridge Feasibility Study at the requested amount of \$201,892, for a total of \$2,922,536. This leaves \$1,665,464 of unidentified funding. Staff was to check on how the “unidentified” amount would be handled.

Each city and the county had one vote. The agencies (ODOT, Metro and TriMet) did not vote. Five jurisdictions supported Recommendation A – fully fund the Molalla project with the potential for funding the Trolley Trail Bridge Feasibility Study; three jurisdictions supported Recommendation B – Fund SE 129th and the Trolley Trail Bridge Feasibility and follow up on what would happen with the undesignated funds.

The recommendation from CTAC, the C4 Metro Subcommittee Technical Advisory Committee, is that the Molalla Ave project more strongly meets the criteria and that it should be funded by the Regional Flexible Funds during the 2016-18 funding cycle.

ADDITIONAL INFORMATION FROM MAY 28 AND JUNE 25 CTAC MEETINGS

Below are notes that relate to the criteria and the category rating (high, medium or Low) that was assigned after the discussion to reflect the relative scoring of the criteria (See Table A)

1. **Improves Access to/from High Priority Destinations** – Difficult to use Metro data because it does not show differences in services. All improve access to services. The Trolley Trail project requires relatively little money. 129th provides one of a few north / south connections east of I-205. The 129th Ave project and the Jennings project provide access to schools, bus stops, neighborhoods, commercial services along the ends; the Trolley trail Bridge Project provides access to commercial services and neighborhoods. The Molalla Ave Project provides access to commercial, health, medium density housing, State and County social services, and community college and employment areas.
 - Since the Molalla Ave project provides access to the greatest number and diversity in services it was ranked the highest for this category, with the other projects receiving a medium score.
2. **Improves Safety** – All projects address places with crashes. The biggest problems are at intersections. The Trolley Trail bridge may have the least immediate impact since it is only a study. 129th Ave and Jennings projects have the greatest chance of change due to current lack of facilities. The Molalla Ave project will increase safety by filling in gaps, adding safe pedestrian crossings, and adding a landscape buffer strip.
 - The 129th Ave and Jennings projects received the highest scores in this category because the change from going from no sidewalk to sidewalks has the potential for more significant improvement in the safety for pedestrians in these areas. It will separate pedestrians from vehicles where there isn't a separation now. The other two projects received medium scores.
3. **Serves EJ Community**. Looking at regional maps it is difficult to discern significant differences. Molalla is an important transit corridor and this project will directly improve access to transit. 129th and Jennings projects would all people to get to transit at intersecting streets (Sunnyside

and McLoughlin). Since transit service was cut along 129th, sidewalks and bike lanes are an important to enhance travel options in the areas.

- All of the projects were scored equally in this category.

4. **Improves Safety by removing conflicts with freight**

This category was not discussed in detail at CTAC. None of the projects are located in industrial areas. The Trolley Trail Bridge project would allow for an alternative to crossing the Clackamas River on 99E, which is a freight route. While not a designated freight route, the trucks do use Molalla Ave to access employment land. Both 129th Ave and Jennings Ave could be reducing conflict with freight at the ends of their projects. 129th Ave is one of the few north/south routes in the Happy Valley area.

- The Trolley Trail Bridge project was given the highest score in this category, with the other three projects receiving a medium score.

5. **Completes Last Mile.** No significant differences, all serve last mile in their own way.

- All projects were given the highest score.

6. **Increases Use/Ridership by Good Experience.** All projects improve use and user experience. Molalla project includes a green street element, pedestrian buffer, and improved pedestrian access along a transit corridor. The 129th Ave and Jennings Ave projects make significant changes to conditions for pedestrians and cyclists so both definitely improve experience.

- The 129th Ave project and the Jennings projects received the highest scores in this category because the potential for increased usage because to the more dramatic change in conditions going from no sidewalk to sidewalks has the potential for more significant improvement in the safety for pedestrians in these areas. The other two projects received medium scores.

7. **Serves High Density or Growth Areas.** Hard to evaluate. The Molalla Ave project serves the highest number of commercial uses, government services, higher density residential and a community college. The 129th Ave and Jennings projects serve neighborhoods and schools. Trolley Trail Bridge provides access to downtown Gladstone.

- The Molalla Ave project received the highest score in this category and the remaining three projects received a medium score.

8. **Includes Outreach/Education Element:** All projects include an outreach element.

- All scored equally.
9. **Leverages Funds:** Molalla project leverages the largest amount of matching funds, but would take all of the funds. The 129th Ave project provides above the required 10.27%. If the 129th or Jennings projects were selected a portion of another projects could be completed, leveraging funds to get a project “development ready”. Also, the Trolley Trail project may be timely because it could leverage the private resources of the bridge donation.
- The Molalla Ave project received the highest score in this category because of the significant local match.
10. **Reduces Need for Hwy Expansion:** Not discussed in detail at CTAC. No projects rose above the rest in this category.
- All were scored the same.

Green Economy and Freight Initiatives

Clackamas County ITS Plan, Phase 2B

The proposed project meets all of the priority criteria outlined in the RFFA solicitation packet for this category. The project application sufficiently addressed each of the criteria below.

- Reduces freight vehicle delay
- Increases freight access to:
 - Industrial lands
 - Employment centers & local businesses
 - Rail facilities for regional shippers
- Helps green the economy and offers economic opportunities for EJ/underserved communities
- Improves safety by removing conflicts with active transportation and/or provides adequate mitigation for any potential conflicts
- Reduces air toxics or particulate matter
- Reduces impacts to EJ communities – for example, reduced noise, land use conflict, emissions
- Increases freight reliability
- May not receive funding otherwise
- Can leverage (or prepare for) future funds
- Reduces need for highway expansion
- Multi-modal component

Regional Economic Opportunity Fund Project

Sunrise System: Industrial Area Freight Access and Multi-Modal Improvements

The proposed project meets all of the priority criteria outlined in the RFFA solicitation packet. The background information for this review includes the information submitted at the December JPACT meeting and the TIGER IV application for this project.

Regional Flexible Funds Priority Criteria – All Met by This Project

- *Economic Competitiveness*: Contribute to long-term productivity of US and Metro region economy.
- *Livability*: Further Partnership for Sustainable Communities principles.
- *Environmental Sustainability*: Promote environmentally sustainable transportation system.
- *Safety*: Improve safety of the transportation system.
- *Job Creation and Economic Stimulus*: Creation or preservation of jobs.
- *Innovation*: Use of innovative technology, system management and project delivery techniques.
- *Partnership*: Jurisdiction and stakeholder collaboration, and disciplinary (non-transportation agency) integration.

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

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. Three 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 75/25 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 modeled on those of the U.S. DOT Transportation Investment Generating Economic Recovery (TIGER) program with some modifications.

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, the region's multi-year commitment of flexible funds to regional high capacity transit, and a carryover program from the 2014-2015 regional flexible fund allocation cycle for regional freight analysis and project development. 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 \$500,000 was identified from the Green Economy and Freight Initiatives category to fund a freight analysis and project development program. 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. 13-4467.

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.

More 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 sub-regional coordinating committees and the City of Portland 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. Per the project applicants responses to comments, a set of conditions for approval were developed, which can be found in Exhibit D to this Staff Report.

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.

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. 13-4467.



City of Tualatin

www.tualatinoregon.gov

September 27, 2013

Carlotta Collette, Chair
Joint Policy Advisory Committee on Transportation (JPACT)
600 NE Grand Avenue
Portland, OR 97232

RE: Southwest Corridor Resolution

Dear Chair Collette and Members of the Committee,

As the Mayor of Tualatin, and a Southwest Corridor Steering Committee Member, I would like to express my support for the resolution to acknowledge the Southwest Corridor Plan and Shared Investment Strategy. On October 14, 2013, the Tualatin City Council will consider a similar resolution.

My support for this resolution stems from the inclusion of the local service planning efforts. Not only does this resolution direct staff members to continue refining the high-capacity transit options in the corridor, it instructs the development and participation in the Southwest Service Enhancement Plan to identify nearer-term transit service improvements. Local bus improvements are an essential first step to meet the existing transit demands in Tualatin and establish credibility with the public.

Throughout the last year and a half, the Tualatin City Council received regular updates on the plan, as did our Planning Commission and Transportation Task Force. Based on the feedback from Tualatin's advisory committees, the Tualatin City Council expressed support for the recommendation on July 8, 2013, at a work session meeting.

Finally, I would like to thank Metro and all of the project partners who helped get us to this milestone. I commend TriMet for devoting the resources to begin the Southwest Service Enhancement process ahead of schedule to coincide with the next phases of refining the Corridor Plan and Shared Investment Strategy.

Sincerely,

A handwritten signature in black ink, appearing to be "Lou Ogden".

Lou Ogden
Mayor, Tualatin

Oregon's Priorities for Reauthorization of MAP-21

Developed by ODOT, AOC and LOC

Executive Summary

Increase revenue flowing into the Highway Trust Fund: To avoid deep cuts in surface transportation funding and provide adequate levels of federal investment, sustainable long-term revenue will be needed in both the Highway Account and the Mass Transit Account.

Diversify the Highway Trust Fund's revenues and explore replacements for the gas tax: With vehicles becoming more fuel efficient, the gas tax will no longer be a sustainable funding source for transportation. Congress will need to look beyond the fuels tax to diversify and broaden the revenue available for transportation and start the process of transitioning to a replacement for the gas tax, such as a per-mile road use charge.

Preserve Oregon's share of highway and transit funding: Oregon's congressional delegation should ensure that Oregon maintains or increases its current share of funding under the surface transportation programs.

Improve transportation safety: Ongoing funding and federal leadership will be needed to continue driving down the number of fatalities and serious injuries on the surface transportation system.

Focus resources on preserving and rebuilding the existing system: The federal government should adopt a "fix it first" policy and serve as a strong partner in helping states and local governments preserve and rebuild critical transportation assets.

Invest in multimodal solutions to the challenges of freight mobility: To ensure economic vitality, Congress should dedicate funding for freight, providing for strategic investments based on the policy framework created in MAP-21.

Improve public transportation: High gas prices, an aging population, high levels of congestion, and growing concern over global climate change require greater federal investment in all forms of public transportation.

Restore active transportation funding: Congress should reverse the deep cuts MAP-21 made to bicycle and pedestrian programs that help reduce demand on overburdened roads, encourage healthy lifestyles, and reduce emissions.

Preserve funding for federal lands transportation programs: With timber-dependent communities in Oregon struggling, Congress should continue the federal government's role in funding transportation projects that provide access to federal lands.

Updated September 23, 2013 to reflect suggestions from OMPOC, AOC, others

Build on MAP-21's flexible and outcome-based approach: The federal surface transportation program should focus on outcomes, with significant flexibility for states and local governments combined with accountability for achieving outcomes through appropriate performance measures.

Streamline federal processes and requirements to encourage cost-effective project delivery: Congress should focus on green outcomes and minimize red tape by streamlining project delivery processes without lowering the bar on environmental protection.

Introduction

In today's global economy, having a strong and efficient transportation system is critical to remaining competitive. As a traded sector state that relies heavily on exports from our farms, forests and factories to create jobs, Oregon is particularly dependent on a good transportation system to move products to national and international markets and get workers to their jobs.

America's surface transportation system, long the envy of the world and a major factor in the nation's economic dynamism, is at a crossroads. The system built in the 20th century is coming under growing strains, and the need for greater investment by all levels of government is becoming increasingly clear.

The World Economic Forum's Global Competitiveness Report recently ranked the United States' infrastructure 25th in the world—behind Portugal and Oman. And the American Society of Civil Engineers 2013 Report Card for America's Infrastructure gave America a D for both its roads and transit systems—though bridges managed to get a passing grade with a C+. The U.S. may have reached the point when its transportation system has gone from a source of economic growth to a drag on our competitiveness. Even as we face this need for increased investment, however, the available resources are flat or declining.

Increased investment is only part of the answer, however; additional resources must be combined with changes in how we do things. The 20th century's transportation system, which served a growing nation so well, is shifting to one that meets the needs of the 21st century. Our approaches to addressing transportation challenges are changing as well.

This is a pivotal moment for the surface transportation system, an inflection point when new vehicle technology require a change in how we pay for transportation; when demographic changes shift investment priorities; and when the aging of the transportation system requires major investments in rebuilding the nation's infrastructure. With these issues looming, the nation must choose whether it will muster the political will to rededicate its substantial resources to maintaining and improving the transportation system in order to enhance economic competitiveness and our quality of life.

MAP-21's Benefits to Oregon

The latest federal transportation act, Moving Ahead for Progress in the 21st Century (MAP-21), reauthorizes highway, transit, and safety programs through the end of fiscal year 2014. MAP-21 made significant changes to transportation policy and programs that will benefit Oregon and the nation as a whole. In addition to increasing Oregon's share of both highway and transit funding, MAP-21 created a more flexible and outcome-based approach while developing a federal freight policy framework and streamlining environmental and regulatory processes.

- **Flexibility:** MAP-21 consolidated the numerous highway and transit programs that sprang up over the years. In doing so, it simplified transportation funding and increased flexibility for states and local governments to invest resources in their key priorities.
- **Freight policy:** MAP-21 will establish a national freight policy, including designating a national freight network and developing a national freight strategic plan—though no money was dedicated to implement this policy framework.
- **Streamlined project delivery:** MAP-21 modifies the environmental review and permitting process for transportation projects. The paperwork burden on many projects should be reduced, cutting project costs and speeding up their delivery.
- **Accountability:** While increasing flexibility, MAP-21 introduced greater accountability for outcomes through a performance management system. Under this system, the U.S. Department of Transportation will establish performance measures, and states and metropolitan planning organizations will set performance targets and report on their progress.

While MAP-21 made important policy and program reforms and managed to avoid cutting transportation funding, it didn't deal with the long-term fiscal challenges facing the Highway Trust Fund. Rather than generating adequate, long-term, sustainable revenue for surface transportation, MAP-21 dodged deep cuts through an infusion from the general fund.

The Need for Federal Investment

The federal government has played an important role in building the nation's transportation system, from facilitating building the transcontinental railroads to funding construction of the Interstate and helping develop transit systems in urban and rural regions. Today, America faces the same need for a strong federal role in transportation, particularly to rebuild the aging transportation system. Without continued federal investment, states and local governments will find it difficult to preserve their roads, transit systems and bike paths, much less improve the transportation system to meet the needs of the future.

In Oregon, the need to invest in the transportation system is significant. Rapid population growth has left the transportation system struggling to accommodate demand in many areas. Increased volumes of freight have strained existing modes and impacted competitiveness. Inadequate public transportation options and underdeveloped bicycle and pedestrian networks also call out for greater investment by all levels of government. And the need to invest in rebuilding aging infrastructure is massive, particularly because much of which was built a half century or more ago and has now reached the end of its useful life. Without continued strong levels of investment by all levels of government, Oregon's economy and quality of life will deteriorate.

In Oregon, the state together with cities and counties, are stepping up to address these challenges and build a transportation network that functions as an integrated system across different modes and jurisdictions. The Oregon legislature has made numerous investments in the state's transportation system in recent years, from the Oregon Transportation Investment Acts to *ConnectOregon* and the Jobs and Transportation Act. And local governments are stepping up as well, passing their own transportation funding measures to preserve and improve their infrastructure. But states and local governments can't tackle these challenges on their own—they need a strong federal partner.

Federal Funding Challenges

Even as Oregon and the nation face a significant need for transportation investment, major financial challenges face the federal surface transportation program.

- **Flat fuel taxes:** Federal taxes on gas and diesel, which provide the vast majority of the funding flowing into the Highway Trust Fund, have not been raised since 1993. As a result, federal gas tax receipts have stagnated.
- **Increased fuel efficiency:** The new federal CAFE standards require significant increases in fuel efficiency: by 2025 the average new passenger vehicle will be required to get more than 50 miles per gallon. As a result, states and the federal government will collect less gas tax revenue for every mile people drive, and the ability of the gas tax to fund transportation will be compromised.
- **Exhaustion of the Highway Trust Fund's balances:** With revenues stagnant, the Highway Trust Fund has exhausted its balances four times since 2008, requiring transfers from the general fund totaling \$54 billion. While these actions have yielded much needed revenue to keep the Trust Fund whole, they are not sustainable and have moved transportation away from the "user pays" principle. Going forward, the Highway Trust Fund faces an annual shortfall of about \$15 billion. When the Trust Fund's balances are once again exhausted at the end of 2014, Congress will have to find additional resources or cut highway and transit funding deeply— by about 30 percent for the long-term.

Until Congress addresses these challenges, the ability of the federal government to play a constructive role in investing in the transportation system will be severely limited.

In order to build strong communities and enhance the nation's competitiveness, America needs a strong federal infrastructure program that will fix what we already have, make the system safer for all users, and invest in strategic improvements that will help grow the economy. Just as states and local governments have stepped up, the time has come for Congress to address the challenge of long-term sustainable funding for transportation.

Priorities for Authorization

Increase revenue flowing into the Highway Trust Fund

Most of the revenue flowing into the Highway Trust Fund comes from gas and diesel tax revenues, with a small portion derived from excise taxes on the purchase of heavy truck equipment. Both of these sources were hit hard by the economic downturn, which has cut into fuels tax revenues due to reduced driving and also significantly reduced investment in truck fleets. As a result, the Trust Fund has run short of cash multiple times, leading Congress to transfer more than \$50 billion of general fund resources into the Trust Fund through four separate infusions.

Both the Highway Account and the Mass Transit Account of the Highway Trust Fund are expected to run short of resources again around the time MAP-21 expires at the end of federal fiscal year 2014. At that point, about \$15 billion in additional annual funding will be needed to avoid cuts in highway and transit funding. Without additional resources, surface transportation funding would have to be cut by about 30 percent. Congress should provide long-term, sustainable and adequate revenue for the surface transportation program to ensure robust investment levels.

Diversify the Highway Trust Fund's revenues and explore replacements for the gas tax

In the short term, increasing the fuels tax is the most effective way of raising resources for the Highway Trust Fund. However, the Trust Fund is over-reliant on fuels taxes, which provide nearly 90 percent of ~~the~~ its revenue. Under new federal fuel efficiency standards, by 2025 the average new vehicle will be required to get more than 50 miles per gallon. As vehicles become more fuel efficient, the amount of revenue generated by the gas tax for every mile traveled will decline, and the gas tax will no longer be a sustainable funding source for transportation.

Congress should diversify the trust fund's revenue base by looking beyond the fuels tax for other sources that can provide additional resources. [A number of sources could be considered.](#)

- ~~For example,~~ Oregon requires large trucks to pay their fair share for the disproportionate wear and tear they cause to the state's highways, but at the federal level the largest trucks pay only about half of their fair share. Congress could consider increasing fees already levied on large trucks or creating new user fees that would rectify this imbalance and dedicate these new funds to freight projects that would benefit the trucking industry.

- [Fees on the movement of goods—such as Customs duties or new freight fees—could be deposited in the Highway Trust Fund and dedicated toward freight projects.](#)
- [States collect significant revenue from driver and vehicle fees, including vehicle registration fees. The federal government could create similar fees.](#)

The next authorization bill should follow the lead of innovative states and explore transitioning to a new revenue mechanism by funding research and implementation activities for a replacement for the gas tax. Oregon is developing a per-mile road use charge that would ensure that all users pay for the system and would prevent revenue from falling due to improvements in fuel efficiency. Numerous blue ribbon panels and policy groups have endorsed moving toward a per mile fee.

Preserve Oregon's share of highway and transit funding

Thanks to formulas included in MAP-21, Oregon's share of federal highway formula funding increased by .07 percent compared to SAFETEA-LU. This small change increased Oregon's federal highway formula funding by about \$27 million per year. Similarly, Oregon's share of federal transit funding also increased. Oregon's congressional delegation should pay close attention to the distributional formulas included in the next authorization bill to ensure that Oregon maintains or increases its current share of funding under the surface transportation programs.

Improve transportation safety

In recent years America has made significant progress in reducing the number of fatalities and serious injuries caused by motor vehicle crashes. The number of fatalities declined by about a quarter in just six years, from 43,510 in 2005 to 32,367 in 2011—though the numbers rose slightly in 2012. This decline is a result of successful efforts in the “4 E's” of traffic safety: *engineering* of vehicles and roads, *enforcement* of traffic laws, *education* of drivers, and *emergency medical services* to treat those who have been in a crash.

Despite this progress, this is still far too great a toll in deaths and injuries on America's roads, and the federal government needs to continue playing a key leadership role in pushing for improved safety outcomes. Congress should continue improving safety of the nation's transportation system by providing strong levels of investment across all modes, including funding for the FHWA Highway Safety Improvement Program, which focuses on correcting roadway deficiencies, the National Highway Traffic Safety Administration's programs focused on driver behavior, and the Federal Motor Carrier Safety Administration's programs focused on heavy trucks. Under MAP-21, these programs are now more strategic and performance-based, and Congress should continue pushing for better outcomes.

The federal government will need to show continued leadership in areas like driving under the influence of intoxicants (DUI) as well as in emerging issues like distracted driving. While it is appropriate for the federal government to encourage states to adopt certain laws that have been proven to improve safety, Congress should focus on using the carrots of funding incentives to encourage adoption of laws rather than the stick of penalizing states through loss of highway funding for failure to comply. In addition,

Congress should focus on improving safety outcomes rather than requiring adoption of specific legal provisions in state law to encourage rather than impede innovative approaches. Oregon state law, for example, fails to comply with the precise letter of federal requirements related to repeat DUII offenders and thus the state is subject to penalties that transfer federal highway funding to safety programs—even though Oregon’s record with repeat DUII offenders is better than the national average.

Focus resources on preserving and rebuilding the existing system

The mounting needs of Oregon’s aging infrastructure have led ODOT and many local governments to implement “fix it first” policies that focus limited resources on preserving and rebuilding existing roads and bridges that are vital to the state’s economy and quality of life. While Oregon’s infrastructure is in relatively good condition due to significant investments of state and federal resources over the past decade, inadequate funding in the future will lead the state’s roads and bridges to deteriorate over time, which will cause significant impacts to the state’s trade-dependent economy. [What’s more, the state has identified a need for a \\$1.8 billion investment in strengthening a network of key “lifeline routes” for resilience in the face of a massive Cascadia Subduction Zone earthquake in order to limit loss of life and aid recovery, and additional resources will be needed to make the entire system resilient in the face of other hazards like terrorism, flooding and climate change.](#) The next authorization legislation should take up the challenge of our nation’s aging infrastructure with an increased and sustained commitment to preserving and rebuilding our critical transportation assets.

Invest in multimodal solutions to the challenges of freight mobility

Dealing with increasing volumes of freight calls out for federal attention because freight often crosses state lines. MAP-21 made significant efforts to focus the federal surface transportation program on efficient movement of freight with the development of a national strategic freight plan and designation of a National Freight Network. With this policy framework in place, the next authorization bill should provide funding for strategic investments in goods movement.

- *Provide dedicated funding for freight projects across all modes:* Congress should consider creating a multimodal Freight Account of the Highway Trust Fund or some other mechanism that would dedicate revenues from new or increased user fees to freight projects. For example, Congress could raise user fees paid by the trucking industry and put these revenues into a Freight Account to pay for highway freight-related projects. Other sources such as Customs duties or new freight fees could be tapped to provide public investment in rail, port, and intermodal projects.
- *Fund the Projects of National and Regional Significance Program:* Many large highway projects that address freight bottlenecks have significant national or regional benefits but are too large for a single state to finance. Congress should fund the Projects of National and Regional Significance (PNRS) program to provide large discretionary grants for projects that meet rigorous criteria, including improved freight mobility. MAP-21 reauthorized the PNRS program but did not provide funding for the program.
- *Create a formula program to fund MAP-21’s freight network:* A number of highway corridors connecting gateway areas and large urban centers, such as Interstate 5, face particularly high

freight volumes and will be increasingly strained by future growth in truck traffic. MAP-21 created a National Freight Network of key highway routes but didn't dedicate resources to preserve and improve freight mobility on this network. The next authorization bill should include formula funding for states for strategic investments to the National Freight Network, particularly the Primary Freight Network of high-volume freight routes that carry most goods.

Improve public transportation

High gas prices, an aging population, high levels of congestion, the high costs of building and maintaining new roads, and growing concern over global climate change all point to the need for greater investment in public transportation. The federal government should invest additional resources to preserve current services and build new capacity in both urban and rural areas [to make transit convenient and a viable alternative to driving, including helping struggling transit providers cover the cost of operating service.](#)

- *Urban area transportation:* Public transportation plays a major role in mobility in urban areas, and effective transit can create denser urban areas that reduce reliance on automobiles and reduce emissions. Congress should significantly increase transit funding flowing to urban areas so public transportation can play a more significant role in solving challenges within America's cities.
- *Intercity public transportation:* Public transportation service between major urban centers remains underdeveloped, in part because there is little federal support. Congress should help states and local governments expand public transportation between communities in order to provide additional transportation options, increase capacity on key corridors, and reduce emissions. This includes funding to operate and improve intercity passenger rail such as the Cascades [Amtrak](#) service that connects Eugene, Portland, Seattle, and Vancouver, British Columbia.
- *Rural public transportation:* People living in small towns and rural areas need public transportation for basic needs such as access to medical care, jobs, shopping and educational opportunities. The majority of rural Oregonians live in communities with minimal or no public transportation. Congress should expand the federal government's support for rural public transportation to offer additional travel options in smaller communities.
- *Senior and disabled transit service:* The aging of America will require a significant federal investment in transit service for seniors and the disabled to reap the economic and social benefits of keeping seniors independent and productive while allowing them to "age in place" in their communities. Transit systems around the country face rapidly growing demand for federally-mandated paratransit service for people with disabilities, and without additional federal support the cost of this service competes for scarce resources with fixed-route service.
- *Transit operations:* [Transit agencies are increasingly struggling with covering the costs of operating transit service, and service is likely to decline without additional resources. Federal rules that limit use of funds for operating service should be loosened, particularly where increasing transit service can offer a cost-effective transportation solution.](#)

- ~~Transit information technology: The federal government should invest in new technologies and tools that can improve coordination of systems and provide instant access to schedules and travel information, making transit easier to use and increasing the efficiency of the system.~~

Restore active transportation funding

Oregon is leading the way in promoting active modes of transportation like biking and walking. These modes have many benefits: they help reduce demand on overburdened roads, encourage healthy lifestyles that ~~decrease-reduce~~ the nation's health care costs, [provide low-cost transportation options for the working poor](#), and lower greenhouse gas emissions. Many Oregon communities—particularly the Portland metro region, Eugene/Springfield, and Corvallis—are among the most bicycle-friendly cities in the nation, ~~and t~~ They have proven that a significant number of trips can be taken by active modes [when biking and walking are made safe and convenient, in some cases saving money on costly highway expansion projects](#). Unfortunately, MAP-21 cut funding for the main active transportation program, the Transportation Alternatives Program (TAP), by more than a third compared to SAFETEA-LU levels of funding. While Oregon has continued to invest more than the amount provided under TAP, Congress should reverse these cuts to provide a strong level of investment in active transportation across the nation.

Preserve funding for federal lands transportation programs

Providing access to Oregon's vast expanses of federal lands imposes large costs on state and local governments that derive very little revenue from these lands. The federal transportation program recognizes federal lands as a national responsibility, and Oregon annually receives an allocation of money under the Federal Lands Access Program that provides a portion of the funding needed to preserve and improve roads and transit services that are on or provide access to federal lands. Congress should preserve this program, which is particularly critical for Oregon counties facing declining county timber payments. [The program is also important for Oregon's tourism industry, improving access to many of Oregon's top recreation destinations for motor vehicles, bicyclists and those on foot.](#) The new MAP-21 requirement to provide a non-federal match should be eliminated. Counties which have lost significant amounts of timber receipts, with high percentages of federal non-tax paying land, are having difficulty paying the local match for projects which provide access to federal lands.

Build on MAP-21's flexible and outcome-based approach

MAP-21 began an important shift in the federal surface transportation program toward a more flexible and outcome-based approach. The bill consolidated dozens of federal programs, providing more flexibility for states and local governments to invest resources in their top priorities, while holding them accountable for outcomes through a performance management system. The next surface transportation bill should preserve this approach and build on it whenever possible. [Depending on rulemaking by the U.S. Department of Transportation,](#) ~~T~~he performance management system created by MAP-21 may need to be refined to ensure that it encourages good investments, [and metropolitan planning](#)

[organizations \(MPOs\) will likely need additional financial resources to meet the increased workload associated with implementing the new federal performance-based planning requirements.](#)

Furthermore, rules that prevent states from investing their resources effectively should be revised. For example, the off-system bridge setaside requires investing in low-volume bridges, reducing the money available for local governments to invest in more pressing needs. More flexibility is needed to allow local governments to work with states to develop goal driven bridge management systems for the selection of bridge projects. Similarly, federal policies should use a flexible and outcome-based approach to design standards that allows for the highest-value investments, particularly in safety infrastructure, rather than applying a “one-size-fits-all” approach.

Streamline federal processes and requirements to encourage cost-effective project delivery

Federal environmental laws contain rigorous protections that ensure transportation projects minimize and mitigate harm to the built and natural environment. While these laws provide important protections, too often the processes used to implement them add significant time and cost to projects without resulting in environmental outcomes that exceed those on non-federal projects. As a result, states and local governments are often reluctant to use federal highway funding to avoid federal-aid highway design standards, procedures, and environmental processes that slow project delivery and increase costs without delivering corresponding benefits. In the next reauthorization legislation, Congress should focus on achieving green outcomes without red tape. Minimizing project costs without lowering the bar on environmental protection can be accomplished by continuing to streamline the federal-aid highway program’s requirements and simplifying the environmental compliance process.

Congress should seek to advance a number of principles:

- Focus on accountability for overall environmental and project outcomes, and move the Federal Highway Administration (FHWA) from a permitting role to a quality assurance role at a programmatic level. This would involve the federal government programmatically monitoring environmental and other outcomes and minimizing project-by-project authorization and regulation. [This effort to shift FHWA from the role of regulator to a stronger partner in delivering projects is consistent with FHWA’s “Every Day Counts” Initiative to save time and money while delivering better outcomes.-](#)
- Encourage use of programmatic agreements that allow projects to follow a set process for addressing impacts rather than having to negotiate each project separately, and allow programmatic approaches used in one state to be easily tailored for adoption in other states.
- Reduce federal oversight and requirements for small-scale projects that use only a minimal amount of federal funds and those that have limited community and environmental impacts. This would eliminate the need to document the lack of environmental impacts for projects that, by their very nature, would not result in significant environmental impacts.
- Have the various US DOT modal administrations adopt similar approaches to NEPA and other federal requirements (such as historic preservation) so transportation agencies face one

predictable set of requirements regardless of the modes the project involves rather than navigating multiple and inconsistent processes for each involved agency.

- Encourage processes for early interagency coordination that bring involved agencies into major project development as early as practicable to build trust, streamline reviews, reduce risk, increase predictability, and optimize and balance environmental and transportation outcomes.

Materials following this page were distributed at the meeting.

Rail~Volution

Building Livable Communities with Transit

October 20-23, 2013

Seattle, Washington



BLAZE NEW TRAILS

**Four days, 80+ workshops,
1,200 people dedicated to transit,
development and livable communities.**

"The Puget Sound region has a knack for generating big ideas and forging new frontiers. In 2013, our innovation is the driving force behind a new set of transportation investments – investments that help citizens connect with families, jobs and recreation in more sustainable ways. Come to the Pacific Northwest to see first-hand the transportation investments that are enhancing our quality of life, keeping our communities vibrant, and preserving the incredible natural wonder around us."

– PAT MCCARTHY
Sound Transit Board Chair
and Pierce County Executive

This year Rail~Volution travels to stunning Seattle, a true frontier city from its geography to its imagination. Join us as we explore communities around Puget Sound. Underneath a laid-back exterior, the region bustles with innovation. Its creative DNA is alive in our every day – our desktops, our coffee cups, our travel.

Come together with citizen activists, developers, non profit and business leaders, planners, local elected officials, community advocates, transit operators and government officials. Put complex ideas into context through a learning-lab experience. Share expertise and practical lessons. Immerse yourself in inventive, pathbreaking solutions. Explore new possibilities in community, transit projects and transit-oriented development.

With 1.2 million people expected to move to the Puget Sound region by 2030, growth and innovation are driving smart investments in transportation infrastructure and land use. The region is transforming itself – with cutting edge projects relevant to us all. Guided by Washington State's Growth Management Act, the area is designating urban growth centers and building transportation infrastructure to support dense growth patterns. Sound Transit is adding 30+ miles of light rail. The 60-year-old Alaskan Way Viaduct and the SR 520 floating bridge are being replaced. Bike and pedestrian amenities are being aggressively and creatively developed. Equitable development is becoming a reality. Visit this transit-rich, livable frontier. Seattle: a place where change is always possible!



Rail~Volution

PIONEER CHANGE

**Workshops, networking events and toolbox sessions
to inspire, partner, equip and connect.**

What is Rail~Volution 2013?

As a learning network, Rail~Volution brings together people, like you, who are passionate about building livable communities with transit. At Rail~Volution 2013, we'll come from more than 300 communities, towns and regions of all sizes and shapes, ready to engage in thoughtful discussions, to share ideas and breakthroughs, frustrations and inspiration.

Perspective. Collaboration. Partnership. Rail~Volution is non-partisan and mode agnostic. Workshops and toolbox sessions dig down to the nuts and bolts of innovation. Networking events broaden your web. Three plenary sessions energize with provocative thought leaders. How does our living environment affect our brain? How do we stimulate change in a complex system? How does sustainability relate to transit and development? At Rail~Volution 2013, we'll look at the Puget Sound region, and our nation in context. We'll talk about the steps Rail~Volution is taking to grow the movement. At each plenary session, we'll come together to illuminate and challenge our thinking.

What's in it for you?

At Rail~Volution you'll be exposed to some of the best minds on livability in the country and the world. In this learning lab, you'll hear concrete examples that illustrate the rediscovery of community that is sweeping the country. You'll have a chance to ask hard questions and explore cutting edge ideas in more than 80 workshops, networking events, toolbox sessions and, of course, our signature mobile workshops.

Rail~Volution is the intersection of transit, livable communities and transit-oriented development. Whether an established expert or a new professional, attend Rail~Volution if you're ready to be transformed: **Jumpstart your project** with fresh ideas for both public and private sectors. **Engage your community** with useful tools for advocates and elected officials. **Expand your horizons** by meeting new clients or earning AICP CM credits. **Shape the future** with new contacts, skills, perspectives and concepts. **Energize your career.**

You'll come away with knowledge, direction and a renewed passion for creating vibrant, sustainable, livable places.

A MOVEMENT.
A NETWORK.
AN EVENT. **We envision
America's cities and regions
transformed into livable
places – healthy, economically
vibrant, socially equitable and
environmentally sustainable –
where people have transportation
choices.**

Check

**www.railvolution.org
for complete listings
and workshop updates.**

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ELEVATE

the conversation

Fun and energizing exchanges and creative problem-solving, grounded in best practices.

Share your insights. Expand your network. Refine your ideas. Mix and match sessions to fit your passion and perspective.

Variety and quality are key to Rail~Volution's rich curriculum. More than 80 workshops address a vast range of topics, project scales, disciplines, partnership models and modes: streetcars, high-speed rail, bus rapid transit, pedestrians, bikes, streets, light rail, multimodal. You'll hear about failures, as well as successes. Before, during and after sessions, you'll share real experiences, debate controversial ideas and build enduring networks.

Workshops will engage you with a variety of formats: Pecha Kucha, talkshows, roundtables, fishbowls, panels, presentations and open idea exchanges. Whether you're looking for a session that puts you at ease – or you're more interested in breaking out of your comfort zone – there's something for you.

Rail~Volution workshops are also geared to all levels of expertise. Established expert or new professional, there's something to challenge you.

The Fundamentals. These core workshops about building livable communities with transit are a must for first-time attendees and everyone who wants to strengthen their knowledge about concepts that form and guide the livability movement. Featuring original examples, they cover a spectrum of topics: principles of finance, design guidelines, station area planning, effective advocacy, community engagement, integrated transportation, public-private partnerships and more.

Further Exploration. These in-depth workshops go far beyond the basics, delving deep into urgent topics, such as job creation, equitable development, performance measures, communications and collaboration – even some challenges we have not yet imagined. Sessions highlight real-life examples, exploring them from many perspectives and crafting successful implementation strategies.

Advanced Analysis. Select sessions are designed to push the envelope of even the most advanced practitioners. These sessions dig deeper into the nuances of specific issues and promise to advance the knowledge in practical, yet forward-looking ways. In these sessions, veteran practitioners explore how changes affect their areas of expertise, how policy is emerging, and how sustainable development is breaking through boundaries.

Rail~Volution's workshops are carefully designed to explore an exceptional range of topics and disciplines around transit and livability:

- PLANNING INTO THE FUTURE** ■ Beyond the station box ■ Responding to changing demographics ■ Reclaiming land for better opportunities ■ Regionalism
- Sustainability + Equity ■ Community engagement
- FINANCIAL TOOLS** ■ Equitable TOD ■ Economic game changers
- Value capture ■ MAP 21
- PARTNERSHIPS** ■ Developing successful regional approaches
- Influencing advocacy ■ Diverse planning partnerships
- Cross-sector leadership models
- LAND USE TACTICS** ■ Defining mode within corridors ■ Parking innovations
- Complete streets ■ Infill and refill ■ Suburbs
- BEYOND TOD** ■ Integrating modes ■ Last mile ■ Active communities
- Bike-sharing ■ Employment TOD ■ Communication ■ Public health
- EQUITABLE DEVELOPMENT** ■ Affordable housing ■ Corridor-wide strategy
- Funder collaboration ■ Community development

EXPLORE

RAIL~VOLUTION 101

Monday, October 21, 10:00 am - 12:00 pm

Rev up your knowledge of the critical tenets and fundamental principles of livable communities. Learn the secrets of creating mixed-use, higher-density communities. See how transit-oriented design can be a catalyst for positive solutions to community improvement, energy and environmental challenges. Engage in topics such as reducing trip and energy usage (and carbon footprints) and promoting long-term sustainable economic growth in our neighborhoods.

**Rail~Volution's network of people and institutions is our greatest asset.
Tap into the network at these events.**

PRE-CONFERENCE EVENTS

Sunset Cruise

Saturday, October 19, 6:30 pm – 9:30 pm

Perched between Lake Washington and Puget Sound, Seattle's past, present and future fortunes are inextricably bound to all things maritime. Meet other attendees on this cruise around Seattle's iconic bodies of water. Take in the views while you learn how evolving waterways reshaped development. Disembark in one of Seattle's new, vibrant neighborhoods, just a few streetcar stops from your hotel. *Cost \$30.*

Exploring Vancouver's Urban Rails: Then and Now

Saturday, October 19, 8:00 am – Sunday, October 20, 4:30 pm

Head north to Vancouver, British Columbia, for this pre-conference tour. City planners, transit agency leaders and developers will show you Vancouver's SkyTrain, including its Richmond, New Westminster and Brentwood stations. Plus, travel back in time on a bus tour of historic streetcar lines. Price includes round-trip bus between Seattle and Vancouver and one group lunch. Details at www.railvolution.org. *Cost: US \$110. Passports required for border crossing.*

AT THE CONFERENCE

Welcome Reception

Sunday, October 20, 7:00 pm – 9:00 pm

Seaplanes above. Wooden boats next door. Floating homes across the water. Your Seattle welcome is so ... Seattle! Join us at the Museum of History & Industry (MOHAI) on busy Lake Union in the heart of the city. Just last year this former naval armory was repurposed to house and display some 100,000 objects from Pacific Northwest history and culture. Bring your camera and your appetite. The scenery – and the foodie fare – are just a streetcar ride away. Spouses, partners and guests welcome! www.mohai.org

CONNECT

New Starts Symposium

Sunday, October 20, 2:00 pm – 5:00 pm

New information for your New Starts or Small Starts project. Hear straight talk from the Federal Transit Administration about modifications to the environmental review process, MAP-21, NEPA and more.

Developers Roundtable

Monday, October 21, 2:00 pm – 5:00 pm

Want to gain an "insider's view" of what the development world is considering these days? Spend time with a pre-eminent panel of developers at our annual Developers Roundtable. First hear a roundtable discussion by experienced developers who have worked locally and regionally, as well as nationally and internationally. Then take the opportunity to ask your own questions and receive feedback from our panel of developers during the moderated Q&A sessions.

Trade Show Reception

Tuesday, October 22, 5:30 pm – 7:00 pm

Meet the firms who are making a difference in the livability and sustainability movement. Ask questions, share plans and mingle with knowledgeable representatives from across industries. Exhibits, booths, hors d'oeuvres and beverages – in one relaxing environment.

Pecha Kucha Slam

Tuesday, October 22, 7:30 pm – 9:30 pm

Grab a drink and pay attention because every second counts at our Pecha Kucha Slam. Cutting-edge ideas presented rapid-fire. 20 slides x 20 seconds = less than 7 minutes per topic! Guaranteed to keep you at the edge of your seat.

SEATTLE SHAPING THE NEW FRONTIER*

**Wednesday, October 23
2:00 pm – 5:00 pm**

Shape growth. Build equitable communities. Increase sustainability. Investment in the Seattle region's high-capacity transit system opens the door to unprecedented opportunities. Join local leaders, advocates and decision makers in three relevant, lively discussions.

Spreading Success Around with TOD

What does successful transit-oriented development mean to the developer, the transit agency and the community? Join leading real estate developers and policy experts in a look at projects that worked for a wide variety of partners.

Making Funding Sustainable

As traditional sources of funding – gas tax, sales tax, excise fees – become less reliable, we need sustainable ways to finance, maintain and operate systems. Public, private or joint funding for streetcars? Car-tab-financed local projects? Regionally funded high-capacity transit? Learn about options with regional leaders and national experts.

Shattering Silos in Regional Equity Strategy

Thanks to the federal Partnership for Sustainable Communities, stakeholders are implementing transportation projects that hold equity as a core value and outcome. Hear from local and national grantees, non-profit funders and health practitioners. Hear how they reach out and keep their communities' needs at the center.

**No additional fee, but preregistration is required at www.railvolution.org.*

www.railvolution.org

Capture the Pacific Northwest sense of
adventure, innovation and sustainability.



MOBILE WORKSHOPS

Puget Sound. Mt. Rainier and the Cascades. The Olympic Mountains.
Surrounded by natural beauty, you'll want to head outside and explore.
Travel by cycle or light rail, foot or ferry, double-decker bus or BRT –
even via Ferris wheel! Go local and ignore the weather. No business suits.
No heels. All you need is a layer of Gore-Tex and your spirit of adventure.
Our unique Mobile Workshops tour the region, highlighting local projects
relevant to all.

Online registration is required at www.railvolution.org. Attendees are limited to two mobile workshops each. These workshops require additional fees. Tours may overlap with other workshops and conference sessions, so please select carefully.

SUNDAY WORKSHOPS



1 Future of Flight: Boeing Everett Plant Tour

Sunday, October 20, 8:00 am – 12:00 pm  

Boeing employs more than 85,000 people in Washington state. Travel by bus, 30 miles north, to Boeing's Everett campus, where 747s, 767s, 777s and 787s are assembled in the world's largest building. Hear from company representatives and city and transit planners about balancing service – including buses and 90+ van pools – with the needs of this major manufacturing center, while meeting regional livable community goals. Tour the factory and visit the Future of Flight Aviation Center to learn about this important regional industry. *Cost: \$60.*



2 Bainbridge Island: TOD with PNW Style




Sunday, October 20, 8:30 am – 1:30 pm  

Bainbridge Island used to mean get-away summer cabins and strawberry fields. Today about half the population commutes by ferry each day. Hear from area leaders how this rural island community is committed to green building and infrastructure, affordable housing and a vibrant arts and local food scene. After



your 35-minute ferry ride across Puget Sound (with views of Seattle, the Cascade and Olympic Mountains, and possibly Orca whales) enjoy a walking tour of the transit-oriented community. Stay for a no-host lunch or head back on an earlier ferry. *Walking: 3 easy miles. Cost: \$45.*



3 Meet Seattle's [Growing] Streetcar Network

Sunday, October 20, 9:00 am – 12:00 pm   

Meet Seattle's streetcars! Begin with a short ride on the South Lake Union Streetcar, then tour the nearly-completed First Hill Streetcar line. Follow the alignment via shuttle and on foot as it transitions from high-density Capitol Hill into First Hill, a 24-hour employment center of hospitals and universities. Continue the tour along the future extension of the line through the International District and into the historic Pioneer Square area. Learn about design innovations, placemaking features and associated redevelopment opportunities along the alignment. *Cost: \$45.*



4 Voices and Visions from Seattle's Rainier Valley

Sunday, October 20, 9:00 am – 1:30 pm  

Visit the stations of the Central Link light rail in Southeast Seattle's Rainier Valley and see some of the most ethnically and economically diverse neighborhoods in the country. Discuss equitable transit-oriented development: how to build light rail and plan station areas that sustain the existing businesses, character and communities. Hear from the Seattle Housing Authority's New Holly and Rainier Vista neighborhoods; the Community Development Fund community partnership; the Community Cornerstones project (funded by a HUD Sustainable Communities grant), and project veterans from the City of Seattle and Sound Transit. *Cost: \$45, includes lunch.*



MOBILE WORKSHOP TRANSPORTATION MODES



www.railvolution.org

SUNDAY WORKSHOPS

5 Capitol Hill: An Urbanist's Paradise

Sunday, October 20, 9:00 am – 2:00 pm

Take the bus to Capitol Hill, a diverse community that will soon host a light rail station, a streetcar line, a cycle track, additional local bus routes and many transit-oriented development projects – including the redevelopment of property above the underground light rail station. Hear how representatives from the community, City and transit agencies shape transit-oriented development. Lunch at the Broadway Farmers Market or a café, then join local leaders on a one-hour walking tour of recent transit, redevelopment and revitalization projects. Option: Go early with the locals for a latte on the Hill! *Cost: \$45, lunch not included.*



6 Urban Conservation Meets Light Rail

Sunday, October 20, 11:00 am – 2:30 pm

The future East Link light rail extension will connect Seattle and communities eastward across Lake Washington and will run along the 320-acre Mercer Slough Nature Park. Tour Bellevue's LEED Gold certified Mercer Slough Environmental Education Center (MSEEC) and hear about some of the low-impact design elements used to build the MSEEC, as well as how local jurisdictions are designing

transit facilities with sustainable features. Enjoy a lunch presentation about the East Link and, weather permitting, walk the rail alignment along the edge of Mercer Slough.

Cost: \$45, includes lunch.



7 Ride and Learn: Seattle's Bicycle Master Plan

Sunday, October 20, 12:30 pm – 4:00 pm

Join City staff and bicyclist community leaders for a cycle tour of Seattle's bicycle infrastructure, including two new amenities: cycle tracks and neighborhood greenways. Seattle has significantly updated its Bicycle Master Plan and is implementing a Bike Share program.

Hear about key issues and challenges addressed as Seattle builds a world-class bicycle network in a topography- and weather-challenged environment.

Bicycling: 8 moderate miles. Cost: \$60.



8 Surf and Turf: Water Taxi and BRT

Sunday, October 20, 12:30 pm – 5:00 pm

Start in downtown Seattle on King County's arterial BRT system, RapidRide. Travel the C Line to West Seattle's "Triangle" to visit recently completed multifamily developments and hear about the Urban Land Institute Northwest's BRTOD research project. Stop by the Fauntleroy Ferry dock for a presentation by Washington State Ferries, then move on to an easy bike ride along the Alki Waterfront. End with a ride on the West Seattle Water Taxi with an onboard discussion en route to the downtown Seattle waterfront. *Distance: 2 easy bicycling miles. Cost: \$45.*



9 Art and Walkable Neighborhoods

Sunday, October 20, 1:00 pm – 4:00 pm

Experience STart, Sound Transit's art program. Ride the Link light rail system from Westlake Station to Sea-Tac Airport. We'll stop along the way to see how integrating art into the system fosters a sense of place, community pride and walkability. Learn about working with artists: commissioning artwork, hiring, incorporating artwork and ideas into transportation projects. Features artwork by Christian Moeller, Roger Shimomura, Dan Corson, and Norie Sato, to name a few. Wear walking shoes! *Cost: \$45.*



10 Seattle's Waterfront by Land, Sea and Sky + Ferris Wheel!


Sunday, October 20, 1:00 pm – 4:30 pm

Explore Seattle's central waterfront by land, sea and sky! On foot: Learn how the world's largest tunnel-boring machine is transforming the city. By boat: aboard a harbor cruise boat, imagine how the waterfront will change with the removal of the Alaskan Way Viaduct and replacement of the Elliott Bay Seawall. From above: Ride the Great Wheel (a 175-foot enclosed Ferris wheel) and look down on a future urban street that will accommodate all modes of travel and connect with the city's transportation system. *Cost: \$60.*



MONDAY WORKSHOPS



11 South Lake Union: Rebirth of a Neighborhood

Monday, October 21, 10:00 am – 12:30 pm  

Urban homes. Biotech research. Amazon headquarters. Once an industrial warehouse district, Seattle's South Lake Union neighborhood is a key part of the city's growth management plan. A new streetcar connection to downtown, a world-renowned cancer research center and a private developer assembling land were all key assets. Still, stakeholders grappled with change. Explore how affordable and workforce housing, increased density and historic preservation, as well as public-private partnerships, played important roles in this transition. *Cost: \$45.*





12 Destination East Link

Monday, October 21, 12:30 pm – 5:00 pm  

The 14-mile East Link light rail extension across Lake Washington will connect downtown Seattle, Mercer Island, Bellevue and Redmond. The project faced many challenges: alignment, cost sharing, land use regulation, integration into city and developer TOD plans, and transit needs of some 35,000 Microsoft employees. Take a bus tour of the alignment and a walking tour of downtown Bellevue. Hear from Sound Transit, the Cities of Redmond and Bellevue, TOD developers and Microsoft about the process, challenges, compromises and paths to successful resolution. *Cost: \$45.*

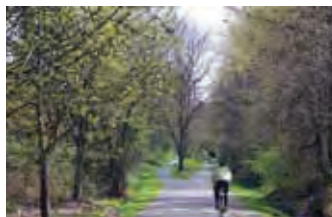


13 Bike the Burke





Monday, October 21, 12:30 pm – 5:00 pm  

Bike the Burke Gilman Trail to see how area organizations promote transit, walking and bicycling. First stop: the University of Washington's safe and convenient campus connections; covered and secure bicycle parking; mixed-use housing and commercial buildings; and future light rail station and pedestrian/bicycle bridge. Second stop: Seattle Children's Hospital, whose work includes constructing cycle tracks, neighborhood greenways and safer crossings at major arterials. Third stop: a separated two-way cycle track connecting the Burke Gilman Trail to Magnuson Park, a major employment and recreation center.

Bicycling: 10 (occasionally strenuous) miles. Cost: \$60.



14 Downtown Tacoma Revitalization


Monday, October 21, 1:00 pm – 6:00 pm    

Streetcars and an interurban rail line once connected downtown Tacoma to surrounding neighborhoods and the region. Today, Sound Transit is reinvesting in rail within the downtown core and reconnecting Tacoma by regional commuter rail and express bus. See for yourself! Ride the Regional Express bus 50 minutes south to Tacoma. Tour public and private projects in downtown. Return via Sounder Commuter Rail. Hear the successes and challenges of this revitalization from the perspectives of city planners, the Tacoma Chamber, and the University of Washington-Tacoma. *Walking: includes stairs. Cost: \$45.*



TUESDAY WORKSHOPS

15 Transit Innovations: Double Tall and Swift BRT

Tuesday, October 22, 10:00 am – 2:00 pm 

Ride a Double Tall, one of Community Transit's double-decker buses, to Everett Station, a multimodal transportation center and civic facility 45 minutes north of Seattle. Tour the station's local, regional and interstate modal services, as well as local employment services, community space and city offices. Over lunch, learn about Swift Bus Rapid Transit (BRT). This joint partnership project between Community Transit and Everett Transit is shaping land use and TOD development. Ride the Swift to experience this service and return to Seattle by Double Tall. *Cost: \$45, includes lunch.*





16 Bicycle Capital of the Northwest: Redmond by Bike

Tuesday, October 22, 12:30 pm – 5:00 pm  

From bicycle races a century ago to high-profile bicycle and pedestrian improvements and a commitment to compact, sustainable development – Redmond has earned its nickname. Redmond combines urban centers, residential neighborhoods, major employment areas, and a network of transit and nonmotorized connections. Tour public-private non-motorized improvements on the Microsoft campus; the 2012 National Public Works Project of the Year; the urban rail-to-trail Redmond Central Connector; and transit-oriented development in downtown Redmond. *Two 30-minute bus rides. 6 easy bicycling miles. One great downhill coast. Cost \$60.*



17 Light Rail Across the I-90 Floating Bridge?

Tuesday, October 22, 1:00 pm – 3:30 pm  

Thirty years ago, area representatives partnered to build a highway across Lake Washington with a bike/pedestrian path and a separate roadway for high-capacity transit to connect Seattle, Mercer Island and Bellevue – someday in the future. “Someday” is now. Visit a classroom where engineers address the challenges of installing track and running trains across a 5,811-foot-long floating bridge. Learn about yaw, pitch and pontoons. Then walk half a mile through a tunnel to an overlook of the entire bridge. *Covered, even terrain, so don't worry about rain! Cost: \$45.*



18 Planes and Trains

Tuesday, October 22, 1:00 pm – 5:00 pm  

Take light rail to a major destination: Seattle-Tacoma International Airport. Join Sea-Tac officials to go behind the scenes of the nation's 15th largest airport. Operated by the Port of Seattle, Sea-Tac (SEA, KSEA) served more than 33 million passengers in 2012. With a regional economic impact of more than \$13.2 billion in business revenue, Sea-Tac generates more than 161,000 jobs (89,902 direct jobs) representing more than \$2.2 billion in direct earnings and \$412.4 million in state and local taxes. Twenty-eight airlines serve 76 non-stop domestic destinations and 22 international cities. *Cost: \$45.*



19 Northgate: From America's First Mall to Urban Center Redevelopment Model



Tuesday, October 22, 1:00 pm – 5:00 pm  

Fifty years ago, Northgate was a model for how we “should” live: shopping malls, automobiles and parking lots. With light rail arriving in 2021, Northgate is recreating itself into a complete, compact and connected community. Ride a Metro bus to Northgate. From your vantage point on top of a shared-use parking garage, learn about the history and future of Northgate. Next, enjoy an hour-long walking tour with partner agencies and advocates who are working together to transform Northgate into a desirable transit-oriented neighborhood. *Walking: 1.5 miles.*

Cost: \$45.



20 Bicycle Greenways: Community Values & Infrastructure



Wednesday, October 23, 7:30 am – 11:00 am  

Explore South Seattle. Ride light rail to Beacon Hill station, located in the continent's deepest mined glacial till tunnel. Hear from community leaders instrumental in developing greenways and bicycle infrastructure and from Sound Transit about bike parking at transit centers. Next, bike the Chief Sealth Trail – a light rail mitigation project – through the Rainier Valley. You'll see redeveloped WWII-era housing, hear about New Holly's community catalyzing efforts and visit one of Seattle's largest P-Patch gardens. Return via light rail from the Rainier Beach station.

Bicycling: 6 miles, with some mildly strenuous hills. Cost: \$60.



21 Union and King Street Stations: Transit Hub Transformed

Wednesday, October 23, 8:00 am – 11:00 am  

Seattle's historic Union and King Street stations have been transformed into a city and regional transit hub that's catalyzing redevelopment in the surrounding neighborhoods. Pioneer Square and the Chinatown/International District are nationally registered historic districts. SODO is home to major league stadiums and industry. Hear from project proponents and neighborhood stakeholders

about integrating multiple transit modes within a constrained, built environment and plans for revitalizing the surrounding neighborhoods while keeping their culture and character.

Cost: \$45.



MOBILE WORKSHOP TRANSPORTATION MODES



Light Rail



Walk



Bicycle



Bus



Commuter Rail



Ferry



Streetcar



Shuttle



Water Taxi

www.railvolution.org

CONFERENCE AT A GLANCE

SATURDAY, OCTOBER 19

DEPART 10/19 8:00 am **Exploring Vancouver's Urban Rails:
Then and Now** (2-day tour)

6:30 pm – 9:30 pm **Sunset Cruise**

SUNDAY, OCTOBER 20

8:00 am – 12:00 pm **MW 1** Future of Flight:
Boeing Everett Plant Tour

8:30 am – 1:30 pm **MW 2** Bainbridge Island: TOD with PNW Style

9:00 am – 12:00 pm **MW 3** Meet Seattle's [Growing]
Streetcar Network

9:00 am – 1:30 pm **MW 4** Voices and Visions from
Seattle's Rainier Valley

9:00 am – 2:00 pm **MW 5** Capitol Hill: An Urbanist's Paradise

11:00 am – 2:30 pm **MW 6** Urban Conservation Meets Light Rail

12:30 pm – 4:00 pm **MW 7** Ride and Learn: Seattle's Bicycle
Master Plan

12:30 pm – 5:00 pm **MW 8** Surf and Turf: Water Taxi and BRT

1:00 pm – 4:00 pm **MW 9** Art and Walkable Neighborhoods

1:00 pm – 4:30 pm **MW 10** Seattle's Waterfront by Land,
Sea and Sky

2:00 pm – 5:00 pm **New Starts Symposium**

7:00 pm – 9:00 pm **Welcome Reception**

MONDAY, OCTOBER 21

8:00 am – 9:30 am **Plenary Session**

10:00 am – 11:30 am **8 CONCURRENT WORKSHOPS**

10:00 am – 12:00 pm **Rail~Volution 101**

10:00 am – 12:30 pm **MW 11** South Lake Union: Rebirth of
a Neighborhood

12:00 pm – 1:30 pm **Lunchtime Opportunities**

12:30 pm – 5:00 pm **MW 12** Destination East Link

12:30 pm – 5:00 pm **MW 13** Bike the Burke

1:00 pm – 6:00 pm **MW 14** Downtown Tacoma Revitalization

2:00 pm – 3:30 pm **8 CONCURRENT WORKSHOPS**

2:00 pm – 5:00 pm **Developers Roundtable**

4:00 pm – 5:30 pm **8 CONCURRENT WORKSHOPS**

TUESDAY, OCTOBER 22

8:00 am – 9:30 am **Plenary Session**

10:00 am – 11:30 am **8 CONCURRENT WORKSHOPS**

10:00 am – 2:00 pm **MW 15** Transit Innovations: Double Tall
and Swift BRT

12:00 pm – 1:30 pm **Idea Exchanges**

12:30 pm – 5:00 pm **MW 16** Bicycle Capital of the Northwest:
Redmond by Bike

1:00 pm – 3:30 pm **MW 17** Light Rail Across the I-90 Floating Bridge?

1:00 pm – 5:00 pm **MW 18** Planes and Trains

1:00 pm – 5:00 pm **MW 19** Northgate: From America's First Mall to
Urban Center Redevelopment Model

2:00 pm – 3:30 pm **8 CONCURRENT WORKSHOPS**

4:00 pm – 5:30 pm **8 CONCURRENT WORKSHOPS**

5:30 pm – 7:00 pm **Trade Show Reception**

7:30 pm – 9:30 pm **Pecha Kucha Slam**

WEDNESDAY, OCTOBER 23

7:30 am – 11:00 am **MW 20** Bicycle Greenways: Community Values
& Infrastructure

8:00 am – 11:00 am **MW 21** Union and King Street Stations:
Transit Hub Transformed

8:00 am – 9:30 am **6 CONCURRENT WORKSHOPS**

10:00 am – 11:30 am **6 CONCURRENT WORKSHOPS**

12:00 pm – 1:30 pm **Plenary Session**

2:00 pm – 5:00 pm **Seattle Local Session**

- Spreading Success Around with TOD
- Making Funding Sustainable
- Shattering Silos in Regional Equity Strategy

Did you know that Rail~Volution
offers more than 80 workshop sessions
beyond the mobile workshops?

See page 2 for a
preview of our
2013 topics.





CONFERENCE LOCATION

The Westin Seattle is located in the center of downtown – close to Pike Place Market, the iconic Monorail and Space Needle, and the EMP Museum. Enjoy restaurants, entertainment and shopping, with many transit connections to the airport and beyond. The Westin Seattle's twin cylindrical towers offer panoramic views of Puget Sound, the Cascade Mountains and Seattle's cityscape.
1900 Fifth Avenue, Seattle, WA 98101. t: 206.728.1000.

Register at
www.railvolution.org

Conference Registration

The registration fee is \$425. Please register soon. After September 27, the price increases to \$475.

Cancellation

There is a \$100 non-refundable fee for cancellations after September 27.

Travel and Lodging

The Westin Seattle, the Rail~Volution 2013 hotel, will offer a special conference rate of \$199 plus tax per night for reservations made before September 27. To reserve your room, call 888.627.8513 and identify yourself as a Rail~Volution conference attendee. For online reservations, visit www.railvolution.org/bookaroom.

THINGS TO KNOW

Continuing Education Credits

Last year, 96 sessions were accredited by the American Institute for Certified Planners (AICP) and 60 by the Landscape Architects Continuing Education System (LACES). We are currently pursuing qualification for this year's sessions, and we will have details on approved sessions in September 2013. Check our website at that time for more details.

Additional Information

For questions about registration, exhibition or sponsorships at the conference, contact:

AHI Meeting Services, Inc.
PO Box 519
Selbyville, Delaware 19975
800.788.7077 – US
1.302.436.4375 – International
FAX 302.436.1911
EMAIL convene@aol.com
WEB www.railvolution.org

SCHOLARSHIPS

Rail~Volution will make available a limited number of scholarships based on need. Special consideration will be given to community activists. To apply, visit www.railvolution.org. Please complete your online application by Thursday, August 22. Scholarship awards will be announced the week of September 9.

Why wait until the conference? Jumpstart your conference connections today.

CONNECT NOW!

Online Forum: Link to interesting stories, ask intriguing questions and connect with other participants before, during and after the conference. Log in today at www.railvolution.org to join the discussion.

Are you a New Rail~Volutionary? If you're a new or emerging transportation or land use-oriented professional or advocate, there's a special group just for you! Check out activities around the country at www.railvolution.org and be sure to meet up in Seattle!

Social Media: At [Facebook.com/railvolution](https://www.facebook.com/railvolution).

On Twitter @railvolution #railvolution and on LinkedIn.



Idea Exchange: Weigh in on what you want to discuss at the conference! The Idea Exchange lets you define topics for discussion. New Rail~Volutionaries will create fresh conversations through open forum discussions and network connections. Submit your ideas when you register online and watch your ideas rise to the top.

Mentorship Program: Are you interested in mentoring a new professional at Rail~Volution this year? Are you new to Rail~Volution and looking for a little guidance? Sign up for the mentorship program when you register.

Rail~Volution App: Take your conference experience to the next level with our first conference information app. Use the mobile app to access information about schedules, workshop descriptions, speakers, attendees and much, much more. Visit our website in September to download the mobile app for your completely interactive conference experience.



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Illustration: Tracy Walker
Photos: inside front cover, left:
Tim Thompson





See where it takes you.

Community Forums on Fair & Equitable Transit

Your community needs you! Lend your voice to help shape future decisions on service and fares.

Join us at any of these forums:

Washington County: Thursday, Oct. 24, at 6:00 p.m.

(PCC Willow Creek Campus 241 SW Edgeway Dr. near SW 185th & Baseline Rd. Beaverton, OR 97006) [Served by Bus Lines 52 & 88; Blue line MAX.](#)

Multnomah County: Tuesday, Oct. 29, at 6:00 p.m.

(Immigrant & Refugee Community Organization (IRCO), 10301 NE Glisan St, Portland, OR 97220) [Served by Bus Lines 15 and 25 with connections at Gateway Transit Center to Blue, Red, and Green Line MAX and Bus Lines 19, 22, 23, 24 & 87.](#)

Clackamas County: Wednesday, Nov. 6, at 6:00 p.m.

(Museum of the Oregon Territory, 211 Tumwater Dr., Oregon City, OR 97045) [Served by Bus line 33 with connections at Oregon City Transit Center to Bus lines 32, 34, 35, 79 & 154.](#)

Light refreshments and childcare provided

If you require an interpreter or other communication aids at a meeting, please call 503-802-8200 or TTY 7-1-1 (8:30 a.m. to 4:30 p.m. weekdays) at least 48 hours in advance of the meeting.



2016-18 Regional Flexible Funds Allocation

Final Recommendations



Ted Leybold, Metropolitan Transportation Improvement Program Manager



Metro | *Making a great place*

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

- Region-wide program review
- Local technical evaluation
- Local public comment opportunities

Recommendations:

Region-wide Programs and HCT

Program	Award
Transit-Oriented Development	\$9,190,000
Transportation System 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 th Avenue to 26 th Avenue – Barbur Boulevard Demonstration	Portland	\$1,894,000
Foster Road: SE Powell to 90 th 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 th 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 st 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 th 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 st 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/ 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 th 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: \$142,560,000**

TPAC Recommendations

Approve allocation of funding to projects and programs as proposed

Modified condition of approval language on

- Pursuit of STA designations
- Trail design widths

Next Steps

Metro Council Action – November 7th

Post JPACT/Metro Council Actions

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

Request

Recommend
legislation to the
Metro Council on
the allocation of
2016-18 Regional
Flexible Funding

