600 NE Grand Ave.
Portland, OR 97232-2736

Metro | *Agenda*

Meeting: Metro Council
Date: Thursday, Nov. 7, 2013
Time: 2 p.m.
Place: Metro, Council Chamber

CALL TO ORDER AND ROLL CALL

1.	**INTRODUCTIONS**	
2.	**CITIZEN COMMUNICATION**	
3.	**AWARD PRESENTATION BY THE ASSOCIATION OF ZOOS AND AQUARIUMS (AZA)**	**Jim Maddy, AZA**
4.	**CONSIDERATION OF THE COUNCIL MINUTES FOR OCT. 31, 2013**	
5.	**ORDINANCES – SECOND & QUASI-JUDICIAL HEARING**	
5.1	**Ordinance No. 13-1321**, For the Purpose of Annexing to the Metro District Boundary Approximately 2.54 Acres Located at 6500 NW Kaiser Road in the North Bethany Area of Washington County.	**Tim O'Brien, Metro**
5.1.1	Quasi-judicial Hearing on Ordinance No. 13-1321.	
6.	**RESOLUTIONS**	
6.1	**Resolution No. 13-4467**, For the Purpose of Allocating $142.58 Million of Regional Flexible Funding for the Years 2016-18, Pending Air Quality Conformity Determination.	**Ted Leybold, Metro**
7.	**CHIEF OPERATING OFFICER COMMUNICATION**	
8.	**COUNCILOR COMMUNICATION**	

ADJOURN

EXECUTIVE SESSION HELD PURSUANT WITH ORS 192.660 2 (h). TO CONSULT WITH COUNSEL CONCERNING THE LEGAL RIGHTS AND DUTIES OF A PUBLIC BODY WITH REGARD TO CURRENT LITIGATION OR LITIGATION LIKELY TO BE FILED.

Television schedule for Nov. 7, 2013 Metro Council meeting

Clackamas, Multnomah and Washington counties, and Vancouver, WA Channel 30 – Community Access Network *Web site*: www.tvctv.org *Ph*: 503-629-8534 *Date*: Thursday, Nov. 7	**Portland** Channel 30 – Portland Community Media *Web site*: www.pcmtv.org *Ph*: 503-288-1515 *Date:* Sunday, Nov. 10, 7:30 p.m. *Date*: Monday, Nov. 11. 28, 9 a.m.
Gresham Channel 30 - MCTV *Web site*: www.metroeast.org *Ph*: 503-491-7636 *Date*: Monday, Nov. 11, 2 p.m.	**Washington County** Channel 30– TVC TV *Web site*: www.tvctv.org *Ph*: 503-629-8534 *Date*: Saturday, Nov. 9, 11 p.m. *Date*: Sunday, Nov. 10, 11 p.m. *Date*: Tuesday, Nov. 12, 6 a.m. *Date*: Wednesday, Nov. 13, 4 p.m.
Oregon City, Gladstone Channel 28 – Willamette Falls Television *Web site*: http://www.wftvmedia.org/ *Ph*: 503-650-0275 Call or visit web site for program times.	**West Linn** Channel 30 – Willamette Falls Television *Web site*: http://www.wftvmedia.org/ *Ph*: 503-650-0275 Call or visit web site for program times.

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

Agenda items may not be considered in the exact order. For questions about the agenda, call the Metro Council Office at 503-797-1540. Public hearings are held on all ordinances second read. Documents for the record must be submitted to the Regional Engagement and Legislative Coordinator to be included in the meeting record. Documents can be submitted by e-mail, fax or mail or in person to the Regional Engagement and Legislative Coordinator. For additional information about testifying before the Metro Council please go to the Metro web site www.oregonmetro.gov and click on public comment opportunities.

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Agenda Item No. 3.0

Award Presentation by the Association of Zoos and Aquariums (AZA)

Metro Council Meeting
Thursday, Nov. 7, 2013
Metro, Council Chamber

Agenda Item No. 4.0

Consideration of the Council Minutes for Oct. 31, 2013

Metro Council Meeting
Thursday, Nov. 7, 2013
Metro, Council Chamber

Agenda Item No. 5.1

Ordinance No. 13-1321, For the Purpose of Annexing to the Metro District Boundary Approximately 2.54 Acres Located at 6500 NW Kaiser Road in the North Bethany Area of Washington County.

Ordinances – Second Reading

Metro Council Meeting
Thursday, Nov. 7, 2013
Metro, Council Chamber

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF ANNEXING TO THE METRO DISTRICT BOUNDARY APPROXIMATELY 2.54 ACRES LOCATED AT 6500 NW KAISER ROAD IN THE NORTH BETHANY AREA OF WASHINGTON COUNTY	)))))	Ordinance No. 13-1321 Introduced by Chief Operating Officer Martha Bennett with the Concurrence of Council President Tom Hughes

WHEREAS, the owners of 2.54 acres of property located at 6500 NW Kaiser Road in the North Bethany area of Washington County ("the territory") have submitted a complete application for annexation to the Metro District; and

WHEREAS, the Metro Council added the North Bethany area to the UGB, including the territory, by Ordinance No. 02-987A on December 5, 2002; and

WHEREAS, Title 11 (Planning for New Urban Areas) of the Urban Growth Management Functional Plan requires annexation to the district prior to application of land use regulations intended to allow urbanization of the territory; and

WHEREAS, Metro has received consent to the annexation from the owners of the land in the territory; and

WHEREAS, the proposed annexation complies with the requirements of Metro Code 3.09.070; and

WHEREAS, the Council held a public hearing on the proposed amendment on October 31, 2013; now, therefore,

THE METRO COUNCIL ORDAINS AS FOLLOWS:

1. The Metro District Boundary Map is hereby amended, as indicated in Exhibit A, attached and incorporated into this ordinance.

3. The proposed annexation meets the criteria in section 3.09.070 of the Metro Code, as demonstrated in the Staff Report dated October 9, 2013, attached and incorporated into this ordinance.

ADOPTED by the Metro Council this ____ day of November 2013.

_____
Tom Hughes, Council President

Attest:

_____
Kelsey Newell, Recording Secretary

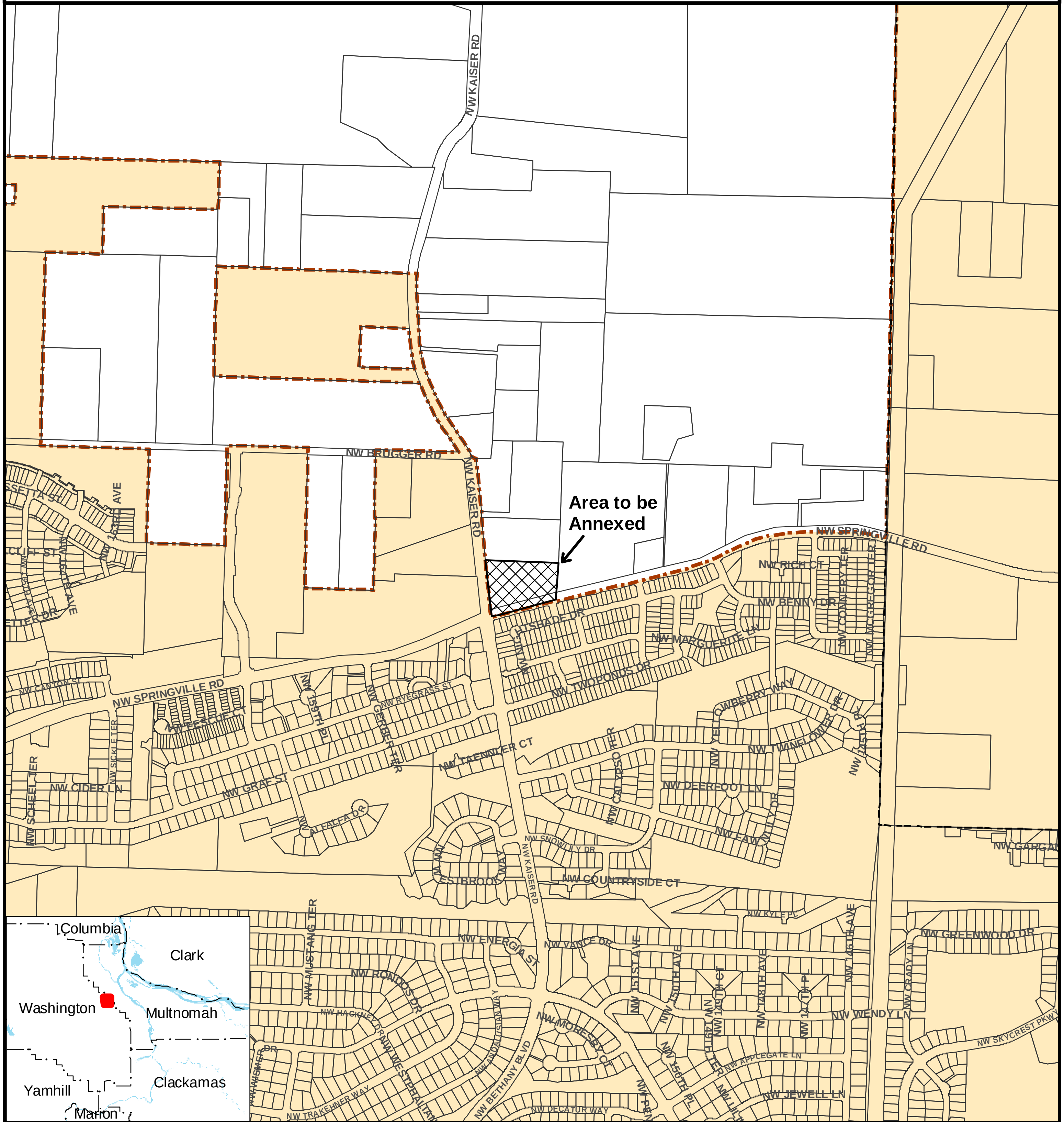
Approved as to form:

_____
Alison Kean, Metro Attorney

Exhibit A

Proposal No. AN-0413

1N1W17 **Annexation to the Metro District Boundary** Washington County



Metro

Data Resource Center
600 NE Grand Ave
Portland, OR 97232-2736
(503) 797-1742
http://www.oregonmetro.gov/drc

Proposal No. AN-0413 Metro District Boundary

Area to be annexed

Taxlots

Metro District Boundary

1:10,000

0 840 1,680 Feet

STAFF REPORT

IN CONSIDERATION OF ORDINANCE NO. 13-1321, FOR THE PURPOSE OF ANNEXING TO THE METRO DISTRICT BOUNDARY APPROXIMATELY 2.54 ACRES LOCATED AT 6500 NW KAISER ROAD IN THE NORTH BETHANY AREA OF WASHINGTON COUNTY

Date: October 9, 2013

Prepared by: Tim O'Brien
Principal Regional Planner

BACKGROUND

CASE: AN-0413, Annexation to Metro District Boundary

PETITIONER: Matt Sprague
9020 SW Washington Square Drive, #505
Portland, OR 97223

PROPOSAL: The petitioner requests annexation of one property to the Metro District boundary following the Metro Council's addition of the property to the Urban Growth Boundary (UGB) in 2002.

LOCATION: The property is located at 6500 NW Kaiser Road in the North Bethany area of Washington County and is 2.54 acres in size. A map of the area can be seen in Attachment 1.

ZONING: The property is zoned Residential R-6 North Bethany District (R6NB) by Washington County.

The proposal consists of one tax lot. The land was added to the UGB in 2002 and is part of the North Bethany Subarea Plan that was adopted by Washington County. The land must be annexed into the Metro District for urbanization to occur.

APPLICABLE REVIEW CRITERIA

The criteria for an expedited annexation to the Metro District Boundary are contained in Metro Code Section 3.09.070.

3.09.070 Changes to Metro's Boundary

(E) The following criteria shall apply in lieu of the criteria set forth in subsection (d) of section 3.09.050. The Metro Council's final decision on a boundary change shall include findings and conclusions to demonstrate that:

1. *The affected territory lies within the UGB;*

Staff Response:
The subject parcel was brought into the UGB in 2002 through the Metro Council's adoption of Ordinance No. 02-987A.

2. *The territory is subject to measures that prevent urbanization until the territory is annexed to a city or to service districts that will provide necessary urban services; and*

Staff Response:
The conditions of approval for Ordinance No. 02-987A include a requirement that Washington County apply interim protection measures for areas added to the UGB as outlined in Urban Growth Management Functional Plan Title 11: Planning for New Urban Areas. Title 11 requires that new urban areas be annexed into the Metro District Boundary prior to urbanization of the area. Washington County also requires the land to be annexed into the appropriate sanitary sewer, water, park and road service districts prior to urbanization occurring. The applicant is currently moving forward with the necessary annexation requirements with Washington County. These measures ensured that urbanization would occur only after annexation to the necessary service districts is completed.

3. *The proposed change is consistent with any applicable cooperative or urban service agreements adopted pursuant to ORS Chapter 195 and any concept plan.*

Staff Response:
The property proposed for annexation is part of Washington County's North Bethany County Service District, established by the County Board of Commissioners on June 7, 2011. The proposed annexation is consistent with that agreement and is required by Washington County as part of a land use application. The inclusion of the property within the Metro District is consistent with all applicable plans.

ANALYSIS/INFORMATION

Known Opposition: There is no known opposition to this application.

Legal Antecedents: Metro Code 3.09.070 allows for annexation to the Metro District boundary.

Anticipated Effects: This amendment will add approximately 2.54 acres to the Metro District. The land is currently within the UGB and within unincorporated Washington County. Approval of this request will allow for the urbanization of the parcel to occur consistent with the North Bethany Subarea Plan.

Budget Impacts: The applicant was required to file an application fee to cover all costs of processing this annexation request, thus there is no budget impact.

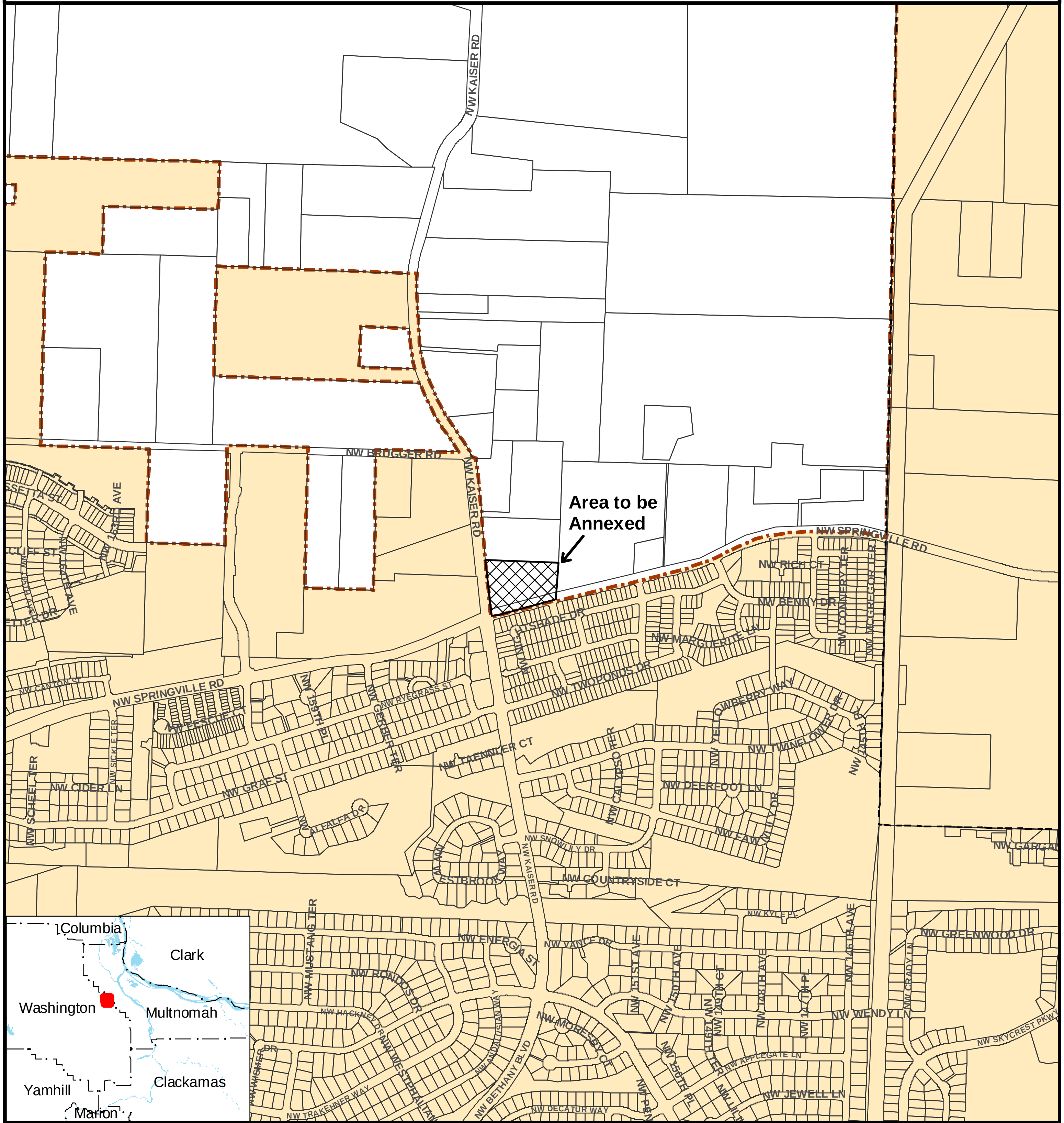
RECOMMENDED ACTION

Staff recommends adoption of Ordinance No. 13-1321.

Attachment 1

Proposal No. AN-0413

1N1W17 | **Annexation to the Metro District Boundary** | Washington County



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Proposal No. AN-0413 Metro District Boundary

Area to be annexed

Taxlots

Metro District Boundary

1:10,000

0 | 840 | 1,680 Feet

Agenda Item No. 6.1

Resolution No. 13-4467, For the Purpose of Allocating $142.58 Million of Regional Flexible Funding for the Years 2016-18, Pending Air Quality Conformity Determination.

Metro Council Meeting
Thursday, Nov. 7, 2013
Metro, Council Chamber

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF ALLOCATING $142.58 MILLION OF REGIONAL FLEXIBLE FUNDING FOR THE YEARS 2016-18, PENDING AIR QUALITY CONFORMITY DETERMINATION	)))))	RESOLUTION NO. 13-4467 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 85th 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)
JPACT has not met the federal standard of meaningful, early, and continuous participation in the development and selection of projects in: • The JPACT decision process • Ensuring local agency applicants consider procedural and distributive equity with project proposals.	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.
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.	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. 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.

	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. Criteria specifically related to communities of concern for Active Transportation & Complete streets projects are: 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. Criteria specifically related to communities of concern for Freight & Green Economy projects are: 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. Criteria specifically related to communities of concern for Regional Economic Opportunity fund projects are: 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 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.
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.

	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. 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.
Require a community needs assessment for each project proposal	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.
Require public involvement log for all engagement in advance of proposals	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. While public involvement logs were not specifically requested as part of the application for the2016-2018 regional flexible fund, Metro retains the right to be able to request additional public involvement information as necessary.

	At this time, the documentation summarizing the public process to identify community needs is sufficient documentation of public involvement. The RFFA public involvement process guides the comment process on nominated projects. Comments and attendance at public meetings is tracked at this time.
Require disclosure of demographic composition of decision-making bodies	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. Title VI does not apply to disclosure of the demographic composition of elected bodies.
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.	Funding is not committed until it is adopted in the MTIP. 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. 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.
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.	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.

	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.
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.	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. 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.
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.	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. 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. 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.
Metro should strive to review block group data to ensure that demographics at the tract level are mot masking disproportionate impacts. Specific concerns about current data include: providing source definition of essential services, definition of mobility related to age of	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

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.	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. 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. 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.
Lack of a comprehensive community engagement process to help develop	The essential services analyzed for accessibility by communities of concern

a broad list of essential services for active transportation and complete streets criteria.	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. 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.
Concern that other criteria may work against environmental justice criteria.	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.
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.	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.
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.	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. 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.

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.

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.

Trolley Trail Historic Bridge Feasibility Study: Gladstone to Oregon City

Public Comment	Agency Response
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! 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. Project should focus on different improvements and different than the ones proposed i.e. vehicles crossing to hwy. 43 Kruse Woods employment area.	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.
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. 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?	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.
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. Yes the bridge in question needs to be removed before it falls into the	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

Clackamas Rive and contaminates the water with all of its lead paint. Let Union Pacific be responsible for it and mandate them to remove it.	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. 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.
My biggest concern is more taxes being leveed 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.	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.
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. 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.	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.

The existing bridge is a fantastic potential resource that really needs to be explored for its possibilities!	

SE 129th Avenue Bikelane 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: Beavercreek 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.	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. 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. 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

	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.	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. 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.

<u>City of Portland</u>
OR99W: SW 19th Avenue to SW 26th Way Barbur Boulevard Demonstration Project

Public Comment	Agency Response
• 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.
• 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,

segment of Barbur Boulevard, between SW Evans and SW 19th Avenue. • 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.	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.
• 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.	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.
• Extend project to include sharrows along SW 19th Avenue, Capitol Hill Road, and SW 26th Avenue.	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.
• 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.	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.
• Improve drainage on the bridge over I-5 at 19th Avenue and Spring Garden, which currently pools, making walking near it dangerous.	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.

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.

<u>East Multnomah County</u>

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.	

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 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.	

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

Public Comment	Agency Response
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 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.	
This project would be more successful if improvements were extended to 185th. 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.	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.

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. Extend down to 238th and connect to the 238th project and up to the Hogan Rd. project	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.
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. Serious consideration should be given to including sidewalks and a bike lane.	The proposed project includes a multi-use path, sidewalks, and bike lane.

Washington County

Canyon Road Streetscape and Safety Project

Public Comment	Agency Response
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. 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. 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.	The City appreciates the opportunity to receive public input on this phase of the Canyon Road improvement project. 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. The City has included the alternative bikeway network in its Capital Improvement Plan and anticipates completion in 14/15.

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.

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

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.

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

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.

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.	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. 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. 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

	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. 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. 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. 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. 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

	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 County

NE 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.

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

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Exhibit B

MAKING A GREAT PLACE

Metro

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.

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 Fesseden, 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

CITY OF PORTLAND BUREAU OF TRANSPORTATION

Exhibit C

Steve Novick
Commissioner

Leah Treat
Director

September 18, 2013

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

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

Dear Mr. Hughes:

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

Green Economy/Freight

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

Active Transportation

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

Regional Economic Opportunity Fund

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

Thank you for this opportunity.

Sincerely,

Steve Novick
Commissioner-in-Charge, Bureau of Transportation

c: Carlotta Collette, JPACT Chair

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CITY OF PORTLAND BUREAU OF TRANSPORTATION

Exhibit C

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

- 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.

Dan Bower
Active Transportation
Division Manager

Exhibit C

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 C

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.

Exhibit C

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***															

Active Transportation				Regional Flexible Funds Criteria (Scoring 1 - 5, 5 Highest)													
	Grant Request	Match	Total Cost	Highest Priority (X-3)				Higher Priority (X-2)					Priority (X-1)				
				Improves Access to and from priority destinations	Improves Safety	Serves underserved communities	Total - Highest Priority Criteria Weighted Score	Improves safety by removing conflicts with freight	Completes "last mile"	Increase in use/ridership by providing good user experience	Serves higher density or projected high growth area	Total - Higher Priority Criteria Weighted Score	Includes outreach/education component	Can leverage funds	Reduces need for highway expansion	Total - Priority Criteria Weighted Score	
Central City Multimodal Safety Improvements	$6,000,000	$616,200	$6,616,200	**5**	**5**	**4**	**42**	**5**	**4**	**5**	**5**	**38**	**3**	**3**	**3**	**9**	**89**
Southwest In Motion Active Transportation Strategy	$272,000	$27,934	$299,934	3	3	3	**27**	3	5	5	4	**34**	5	5	3	**13**	**74**
Foster Road Safety Project	$2,000,000	$0	$2,000,000	5	5	5	**45**	5	4	5	5	**38**	4	5	3	**12**	**95**
St. Johns Truck Strategy Phase 2	$2,500,000	$256,750	$2,756,750	4	5	4	**39**	5	3	4	4	**32**	3	3	3	**9**	**80**
Barbur Demonstration Project 19th Ave. to 26th Ave.	$1,794,600	$205,400	$2,000,000	4	5	4	**39**	3	3	5	5	**32**	3	3	3	**9**	**80**
Powell/Division Safety and Access to Transit	$2,750,000	$282,425	$3,032,425	4	5	5	**42**	3	3	5	5	**32**	3	5	3	**11**	**85**
Total Active Transportation RFFA	***$15,482,000***	***$1,384,601***	***$16,866,601***														

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

Exhibit C

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	• Scored well for improving access to high priority destinations and transit • Leverages other funding and economic development opportunities • Completes Phase 2 of a 4-phase project • Moves 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	• Converts $4.2 million construction project to project development • Supports continued development of Beaverton Creek Trail and positions THPRD to be 'project ready' for other funding in 2018 • Improves access to regional town center and employment areas • Scored 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	• Serves multiple destinations as a critical north-south trail corridor • Scored well for improving safety and the user experience • Completes 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 170th Avenue.	To be determined	• Converts $3.9 million construction project to project development • Supports continued development of mid-block crossings on major arterials and positions the county to be 'project ready' for other funding in 2018 • Serves traditionally underserved communities • Scored well for improving safety and the user experience • Addresses 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	• 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 253rd Avenue, as a new 5-lane road. NW Huffman Road, from NW 253rd 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	• 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

Exhibit C

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

WASHINGTON COUNTY OREGON

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 175th Place 97006	elainewoods99@ymail.com
HAL BERGSMA	—	—
Marilyn McWilliams		jonmarilynm@yahoo.com
Jon McWilliams	1620 SW Huntington Ave Portland 97225	mcwfamily@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	808 SW Third Portland	gary.alfson@otak.com
Joe Blowers	2050 SW 78th Ave 97225	jblowers@thprd.org
ERIC LINDSTROM	6801 SW CANYON CREST DRIVE PORTLAND 97225	el.lindstrom@comcast.net

Exhibit C

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	onfile - Metro	onfile - Metro.
Fred Meyer	4861 NW 162nd Ter Port 97229	meyerfg@gmail.com
Steve Silver	9194 SW Hill St. Tigard 97223	silver.steve.j@gmail.com
Jody Wiser	5550 NW Roanoke Ln PDX 97229	jodywiser@gmail.com
Don Odermott	City of Hillsboro	Don.Odermott@hillsboro-oregon.gov
Thiet Nguyen		Thiet.d.nguyen@odot.state.or.us
Martha Swain	10955 SW Meadowbrook Ds. #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@centurytel.net
Millie Scott	8375 SW Indian Hill LN, Beaverton, OR 97008	MLSCOTT@easystreet.net

Exhibit C

WASHINGTON COUNTY OREGON

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@deainc.com
Ken Rehms	WHPACIFIC 9755 SW BARNES RD. PORTLAND 97225	KREHMS@WHPACIFIC.COM
Lori Mauthey-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. Ridgetop 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 Ptld 97225	Amandaskater@frontier.com
Mira Vowles	7535 SW Onnaft Ct, Tigard	Mira2006@netzero.com
Michael Espin	1560 NW Murray Rd Beaverton OR	espinsme@gmail.com

Exhibit C

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	9916 SW ~~Cone~~ Conestoga Dr. #234 Bvtn 97008	pfarris1@juno.com
Tom SLATEN	PO Box 1499 L.O. 97035	TomS365@GMAIL.COM
Kimi Sloop	2533 NW 93rd Pl. Portland, OR 97229	aksloop@comcast.net
Trevor Powsen	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.	

Exhibit C

Genentech
A Member of the Roche Group

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

Email Form

Exhibit C

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 ☑

Beaverton

Fanno Creek Trail 4 segments ☑

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

Merlo/170th Complete Corridor Design Plan

Downtown Accessibility Project

Hillsboro

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

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

Exhibit C

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).

Department of Land Use & Transportation • Planning Division
155 N. First Avenue, Suite 350-14, Hillsboro, OR 97124-3072
phone: (503) 846-3519 • fax: (503) 846-4412

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

						Evaluation[2]										
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 Porjected 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

Exhibit C

Regional Flexible Funds

Green Economy and Freight Project Evaluation - Draft

						Evaluation[2]											
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)	**Score[1]**
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

Exhibit C

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

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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

Department of Land Use & Transportation • Planning & Development Services
155 N. First Avenue, Suite 350-14, Hillsboro, OR 97124-3072
phone: (503) 846-3519 • fax: (503) 846-4412

- 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

Exhibit C

East Multnomah County Transportation Committee

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

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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We want to hear from you! Help us decide which bike, pedestrian, road and freight projects to fund for East County. We will be taking comments through July 31st 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 with the East Multnomah County Transportation Committee (EMCTC) that will be held on July 29th at Gresham City Hall. An open house will be held prior to the meeting.

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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

Send your comments to:
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Send your comments By July 31, 2013 to:
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Send your comments By July 31, 2013 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

Weigh in on transportation projects in your community

Help us decide which bike, pedestrian, road and freight projects to fund for East County. You can participate by sending in your comments or by providing your comments at a Public Meeting with the East Multnomah County Transportation Committee (EMCTC).

Public Open House and Meeting with the 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

Send your comments By July 31, 2013 to:
EMCTC, 1600 SE 190th Ave, Portland, OR 97233
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Exhibit C

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

Exhibit C

Weston Investment Co. LLC

A Real Estate Holding Company

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.

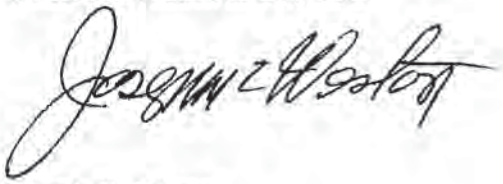
When the north side of Sandy Blvd. is improved I am confident that the site will be sold and industrial development will take place, thus creating good paying jobs for the area, which are desperately needed. While we have had interest in the site by industrial users, there has been hesitancy to move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



Joseph E. Weston

JW/ts

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

Exhibit C

CITY OF GRESHAM

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,

Greg Olson, Chair
Gresham Transportation Subcommittee

cc: Katherine Kelly, City of Gresham

Exhibit C

GRESHAM
REDEVELOPMENT COMMISSION

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

Exhibit C

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

Exhibit C

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,

Josh Fuhrer
Gresham City Councilor

Exhibit C

East Multnomah County Active Transportation Projects | **Total Funds Allocated for Multnomah County: $2.578M**

					Highest Priority Criteria						High Priority Criteria								Priority Criteria							
Project Name	**Lead Agency**	**Project description**	**Construction or Project Development**	**RFF Request**	**Improves access to and from priority destinations (mixed-use centers, large employment areas (# of jobs), schools, essential services for EJ/underserved communities**	**H-M-L Score**	**Improves Safety-Adresses site issues documented in Bike/Ped crash data and/or separates Bike/Ped 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**	**Completes "last mile"**	**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**		
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	$2.578M of Active Transportation Subregional Cost Target of Multnomah County(Total= $3.644M)	This portion of Hogan Road links an existing residential community along the corridor to the 2016-18 RFFA Active Transportation and Complete Streets application 122812 Page	4 Gresham Regional Center with planned residential and industrial and commercial land in the Springwater Plan Area. These destinations include residential and employment opportunities that are planned at greater densities than exist today. Project improvements will enhance access for those planned densities and the existing community to these destinations as well as three schools: Dexter McCarty Middle School, East Gresham Elementary, Springwater Trail High School, and Hogan Cedars Elementary School. It also links directly to the Springwater Corridor Trail and to Gradin Sports Park. Demographic data show that there are "above average" concentrations of EJ and underserved persons along this corridor.	H	Based on Metro's "2007-2011 Fatal/near fatal crash hotspots" GIS data this portion of the Hogan corridor has a relatively low rate of crashes. State data shows five pedestrian crashes on this segment of Hogan, all of those with injuries. The most impactful safety improvement will be the provision of new bicycle/pedestrian multi-use paths on both the west and east sides of Hogan Road to separate those modes from auto and freight vehicles traveling the corridor.	H/M	The Hogan corridor south of Powell Boulevard is identified as having "above average" concentrations of non-white and low-income persons, and "significantly above average" concentrations of disabled, elderly and young persons. This project responds to serving those populations by providing enhanced multimodal access and mobility improvements between two regionally significant employment areas - the Downtown Gresham Regional Center and Springwater Plan Area. In addition it enhances travel to an area that ranks "significantly above average" and "above average" in concentrations of service destinations such as civic establishments, financial and legal establishments, health services, and essential food establishments.	M	Bike lanes exist on Hogan Road from Powell Boulevard to the intersection of Palmquist/Roberts. South of this intersection there are no bicycle facilities. This project would provide multi-use path where facilities do not exist. If right-of-way is adequate in the section from Powell to Palmquist/Roberts, multi-use paths would be added there as well. These would provide separated, off-street facilities to reduce conflict with freight and auto traffic.	M	There are two transit stop in the project area, located at the intersection of Hogan Road and Powell Boulevard. New bicycle and pedestrian facilities will link residential neighborhoods to those transit stops.	M	Commute and recreation routes from Downtown Gresham and the Springwater Corridor Trail to the Springwater Plan Area are limited. This project will support an increase in mode shift from single occupant vehicles by providing a safe and attractive off-road multi-use path for pedestrians and bicyclists to access employment and commercial areas. The path will be adjacent to a planter strip with rain gardens and/or new street trees where right-of-way is adequate.	M	This project serves the Gresham Regional Center, a relatively high density area within Gresham. It directly connects the Regional Center to existing residential areas as well as to the Springwater Plan Area, which is planned for greater employment, commercial, and residential densities. Enhancing access and mobility through new multimodal facilities and building the roadway portion of this project to provide adequate vehicular and freight movement to those regionally significant destinations.	H	The process to nominate this project for advancement to receive Regional Flexible Funds (RFF) most recently culminated in the East Multnomah County Transportation Committee's vote on March 11 5, 2012 to advance this as a priority project. Also, there has been extensive outreach to the Gresham community through multiple media and venues via the East Metro Connections Plan process and the Springwater Comprehensive Planning process.	H	This project complements a funded STIP modernization project at the intersection of US 26 and SE 267th Avenue. That project, which consists of capacity and safety improvements, will implement an initial phase of development of the Springwater Plan Area. This project provides additional capacity and safety, as well as new multimodal, features that support development of the Springwater Plan Area.	M	Enhancing the capacity and mobility of this corridor for all modes will make it more accessible for all users. Enhanced non-auto facilities will increase mode shift and thereby reduce the need for road and highway expansion.	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 underserved 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	$2.578M of Active Transportation Subregional Cost Target of Multnomah County(Total= $3.644M)	This project enhances access to both active transportation and freight facilities that serve priority destinations. On the north side of Sandy Boulevard a small portion (~970') of the Gresham-Fairview Trail has been constructed on the frontage of the Gresham wastewater treatment plan. This project will construct an additional ~3,000' of that multi-use path on the north side to provide a direct and continuous connection to 185th Drive, where cyclists can travel north to the Marine Drive regional trail. On the south side of Sandy Boulevard ~1,200' of new multi-use path will be constructed between 181st Avenue and 185th Drive to provide a direct connection to a new signal at 185th Drive, where bicyclists and pedestrians will have a signalized intersection to cross to a new multi-use path on the north side of Sandy Boulevard. This new segment on the south side of Sandy Boulevard will allow users to connect with the I-84 Trail via a bicycle lane on 181st Avenue. Improvements at the intersection of 181st Avenue and Sandy Boulevard will enhance access to large industrial employment sites by providing capacity improvements via dual left turns for those heading south on 181st Avenue toward I-84. This enhances mobility at that intersection by reducing the projected year 2030 substandard volume/capacity ratio of 1.00 to 0.82. Essential services in the Rockwood Town Center are concentrated at "above average" rates within the Portland Metro region. Those services are located primarily along 181st Avenue. Enhancing access from the Sandy Boulevard employment area to these services through this project can directly link workers to necessary services. It could also provide opportunity for health care and other social service companies to locate along Sandy Boulevard in current vacant space, to serve employees in the area.	H	Based on Metro's "2007-2011 Fatal/near fatal crash hotspots" GIS data, this portion of the Sandy Boulevard corridor has a "mid-range" rate of crashes. State data shows three pedestrian crashes on this segment of Sandy Boulevard, two of those with injuries and one fatal. The most impactful safety improvement will be the provision of new bicycle/pedestrian multi-use paths on both the north and south sides of Sandy Boulevard to separate those modes from freight vehicles accessing this primarily industrial area.	H	This project serves a large population of EJ and underserved populations in Gresham and in East Multnomah County. The industrial area of Rockwood along Sandy Boulevard is one of the most significant concentrations of employment (current and potential) in East County, and is especially significant to the underserved Rockwood Town Center community directly to the south. The Rockwood Town Center neighborhood exemplifies Metro criteria for "underserved" communities: a predominantly non-white, low-income, low English proficiency, young, and high concentration of disabled persons neighborhood dominated by older multifamily housing developments. Low rents in Rockwood have attracted an ethnically diverse population, many of which experience multiple barriers to employment. Improving access and mobility opportunities in the closest significant employment area to Rockwood will directly benefit Rockwood residents. The proposed improvements also hold a significant potential to indirectly improve the underserved Rockwood neighborhood, which is why this Sandy Boulevard project is identified as one of the Gresham Redevelopment Commission's two highest priority industrial-area projects; investment along the Sandy Boulevard corridor will generate tax increment revenue in this urban renewal area, which in turn will benefit a range of improvements to the Rockwood Town Center and surrounding neighborhood, including investments in housing, public infrastructure, neighborhood amenities and livability and parks. It is worth noting too, that the proposed improvements will enhance the connection between the Rockwood neighborhood (particularly for bicyclists, but also for transit riders disembarking on Sandy Boulevard) and the developed industrial neighborhood to the north. TriMet's #21 Sandy Boulevard bus directly connects workers who don't drive to critical employment opportunities along Sandy Boulevard. Completing the sidewalk and multi-use path network and creating safe, inviting routes from bus stops to businesses makes transit a more viable option for workers at all income levels, but is especially important for those who don't have the option to drive to work. The bicycle and pedestrian facilities likewise will only become more important as gas prices rise in connecting less affluent workers to employment opportunities along Sandy Boulevard and beyond.	H	Currently on Sandy Boulevard, there is a small segment, approximately 970', of multi-use path that provides separation of bicyclists and pedestrians from freight vehicles. This project adds an additional ~4,200' of multi-use path so that a bicyclist or pedestrian has the option to travel off-street for the entire segment of Sandy Boulevard from 181st Avenue to the eastern city limits. Boeing employees have contacted the City of Gresham requesting bicycle facilities from 181st Avenue to their facility. There is conflict accessing their facility because currently there are not bicycle lanes or a multi-use path. This project alone would provide enhanced multimodal access for Boeing's 1,800 employees at this site.	H	This project creates new "last mile" connections directly to employment sites. A new multi-use path on the south side of Sandy Boulevard between 181st Avenue and 185th Drive will greatly enhance connections from the I-84 and Marine Drive trails; we have received several requests from Boeing employees to make this connection for cyclists. There are 13 transit stops along this segment of Sandy Boulevard. Five of these stops currently do not have sidewalk or multi-use path connections. This project will provide those facilities at the stops, thereby enhancing access to employment sites.	H	Design elements for this project will improve user experience. These include new street trees and rand gardens or landscaping in planter strips on both sides of Sandy Boulevard. This will minimize bicycle and pedestrian traffic interaction with vehicular traffic in addition to the new multi-use paths that provide more direct routes to employment locations and transit stops.	H	This project serves a high density industrial employment area with much growth potential. It includes improvements fronting approximately 19 acres of vacant, state-certified industrial land will support economic development by attracting employers and new jobs to a ready-made site. The site is strategically located with easy access to I-84, marine, and rail facilities. This project will provide capacity for the development of several full time permanent and 35 short-term engineering and construction jobs along Sandy Boulevard between 185th and 201st Avenues.	H	The process to nominate this project for advancement to receive Regional Flexible Funds (RFF) most recently culminated in the East Multnomah County Transportation Committee's vote on November 5, 2012 to advance this as the top priority project. Prior to that this project was presented to the community in 2011 during that round of RFF project solicitation. Also, there has been extensive outreach to the Gresham community through multiple media and venues over the past 18 months.	H	This project will leverage both public and private investments. It was identified as a priority project by the City of Gresham because it will leverage public investments to attract private industrial development and new jobs, support livability in the Gresham Urban Renewal Area, and provide new active transportation travel options. One of the primary goals achieved by this project is construction of improvements to serve 650 acres of occupied and vacant industrial employment land including frontage improvements along a vacant 21.71 acre state-certified industrial site. The state-certified site alone is projected to provide 225 family wage jobs. Implementation of this project will tie to a Multnomah County project on Sandy Boulevard from 230th to 238th Avenues that was funded through the most recent round of RFF (2014-2015). Together these projects complete improvements along this corridor in the east Portland Metro region, creating a "complete" corridor. It also implements the City of Gresham's adopted Transportation System Plan project #114 to improve Sandy Boulevard to arterial standards which are not met with the current configuration. The Gresham Redevelopment Commission has included matching funds for these improvements in its Capital Improvement Plan for three consecutive years now, highlighting the project as a high priority Urban Renewal project to assist industrial development, job creation and economic opportunity for Rockwood residents.	H	This project is necessary to implement a balanced transportation system for Sandy Boulevard, a critical, multimodal east-west arterial link between Gresham and the City of Portland and cities in East Multnomah County. Elements of the project reduce the need for road and highway expansion through the following criteria: Improving the efficiency of the transportation system: 1) New westbound left turn lane to 181st Ave. Forecasts show a need at the Sandy/181st intersection for additional westbound left-turn capacity. A new dual left-turn lane will reduce the projected year 2030 substandard volume/capacity ratio of 1.00 to 0.82, and all turn movements will meet City performance standards. All wheelchair ramps will be brought into compliance with current City and ADA standards. 2016-18 RFFA Active Transportation and Complete Streets application 122812 Page	10 . 2) Realignment of existing travel lanes: Restriping travel lanes and constructing curbs to match existing curb sections is the completion of constructing Sandy Boulevard to a continuous, standard arterial cross section. 3) New pedestrian and bicycle facilities: On the north side of Sandy from 185th Drive to 201st Avenue a new multi-use path will provide direct access to the regional Gresham-Fairview Trail and link to the I-84 and Marine Drive Trails. On the south side of Sandy Boulevard from 181st Avenue to 185th Drive a new multi-use path will be constructed. These improvements will effectively complete a major section of the region's trail system and provide added capacity for active modes of transportation. In addition, access to transit will be enhanced and new bus pads will be installed at all stops. 4) Reduce the impacts of transportation on the environment: Capacity and multimodal needs addressed by this project will alleviate excessive motorist delays as employment densities continue to increase in this industrial area. The improvements will reduce freight and auto delay, eliminating the need for roadway expansion and thereby reduce greenhouse gas emissions. 5) Reduce the need for costly future investments in public infrastructure. The existing traffic signal at Sandy Boulevard/181st Avenue is part of the SCATS traffic adaptive signal system , which has been shown in independent studies to provide a minimum 10% increase in corridor throughput compared to conventional signal systems. An upgrade to that signal and a new signal at Sandy Boulevard/185th Drive will be incorporated into the SCATS system to ensure efficient movement along the corridor, particularly for freight and commuter traffic.	H		

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		

Exhibit C

CLACKAMAS COUNTY

BOARD OF COUNTY COMMISSIONERS

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

September 5, 2013

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

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

Dear Councilor Collette and President Hughes:

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

Regional Economic Opportunity Fund

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

Green Economy Freight Initiatives

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

Active Transportation

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

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

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

Sincerely,

Commissioner Paul Savas, Co-Chair
Clackamas County Coordinating Committee

Clackamas County Coordinating Committee 2016-18 Project Recommendation Table							
Project	**Jurisdiction**	**Project Description**	**Project Changes due to Agency and Public Comment**	**C4 Recommended RFFA Funding**	**Total Cost**	**Jurisdictional Match**	**Percent Match**
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, Pheasant Court, and Johnson Road, Highway 212/224, between McKinley Street to Rock Creek Junction, Jennifer Street / Evelyn Street / 102nd Drive, SE 82nd Drive signalized intersection between the Gladstone Interchange and OR 212/224, Wilsonville North/South I-5 Connection , Day Road/Elligsen Road/Boones Ferry Road/95th Ave, Wilsonville Road, and Sunnybrook Between 97th Avenue and 82nd Avenue. The ITS treatments that could be deployed on various freight routes in these areas include signal system upgrades, over height vehicle active warning systems/enhancements at low vertical clearance underpasses, at-grade rail crossing surfacing improvements, traffic surveillance cameras, automated probe vehicle collection systems, fiber optic communication	The design and system architecture of the ITS improvements will be consistent with the Regional ITS structure. Final scope and cost estimates will be done in cooperation with ODOT and Metro to insure the project is compatible with the goals of the regional traffic management plans and standards. The ODOT Regional Traffic Engineer will be requested to be involved throughout the project.	$1,230,000	$1,375,200	$145,200	10.56%

Exhibit C

Clackamas County Coordinating Committee 2016-18 Project Recommendation Table							
Project	**Jurisdiction**	**Project Description**	**Project Changes due to Agency and Public Comment**	**C4 Recommended RFFA Funding**	**Total Cost**	**Jurisdictional Match**	**Percent Match**
Active Transportation							
SE 129th Ave: Bike lanes and Sidewalk Improvements: SE Mountain Gate Rd to SE Scott Creek Lane	Happy Valley	The project will build 1,100 linear feet of sidewalk on the east side of SE 129th Ave and widen the existing pavement through the curves north of SE Mountain Gate Road and south of SE Scott Creek Lane. The widening will allow for bike lanes on both sides of SE 129th Ave by re-striping the road. A retaining wall of varying height from 0' to 8 ' will be constructed behind the proposed sidewalk.	Traffic counts at the intersection of SE Mountain Gate and SE 129th will be reviewed to see if a traffic signal or a three-way stop is warranted. Topography and proximity to Mt. Scott Creek limit the setback between the roadway and sidewalk. This City will work to increase the setback from the roadway during project design to the maximum extent possible. Improvements to lighting and a refuge island will be added to enhance the safety of the crossing at SE Scott Creek Lane.	**$2,485,016**	$3,105,644	$620,628	19.98%
Trolley Trail Historic Bridge Feasibility Study: Gladstone to Oregon City - Over Clackamas River	Gladstone	The Portland Avenue Historic Trolley Bridge is located on the Clackamas River between the cities of Gladstone and Oregon City. The project extent includes the 290 foot-long, 18 foot-wide bridge structure, as well as the immediately adjacent land on both ends of the bridge. The north end of the bridge is 120 feet south of the intersection of Portland Avenue, Clackamas Boulevard, and the Clackamas River Greenway Trail in downtown Gladstone. The south end of the bridge is 280 feet north of the existing Clackamas River Greenway Trail in Oregon City. The bridge is 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	$33,108	14.09%
Jennings Ave: Sidewalk and Bike lanes Improvements: OR 99E to Oatfield	Clackamas County	The project will construct curb tight sidewalks on the north side of Jennings Ave and bike lanes on both sides of the street along a total of 3,860 lineal feet of road. The widening of the road will required general excavation, rock excavation and new water quality and detention facilities, including new storm water collection infrastructure. The project will require the removal and construction of a retaining wall and replacement of an existing guardrail.	The project will include an analysis of marked crosswalks that will meet the regional guidelines, where appropriate. The process for extending the street lighting district has been added to include the remaining portion of Jennings that is currently without street lights. The interface with 99E will be coordinated with ODOT.	**$1,901,092**	$3,806,673	$1,905,581	50.06%
			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	

Exhibit C

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: Beavercreek 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: Beavercreek 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

Exhibit C

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
    - mixed-use centers
    - large employment areas
    - schools
    - essential services for economic justice (EJ)/underserved communities
- Improves safety
    - documented in pedestrian/bike crash data or
    - separates pedestrian/bike traffic from freight and/pr 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 – Beavercreek 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.

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 Island Freight Improvements

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

City of Portland – South Rivergate Freight ITS

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

E. Multnomah County

City of Gresham – Sandy Boulevard: NE 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.

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.

Materials following this page were distributed at the meeting.

600 NE Grand Ave.
Portland, OR 97232-2736
www.oregonmetro.gov

Metro | Agenda

REVISED, 11/5/13

Meeting: Metro Council
Date: Thursday, Nov. 7, 2013
Time: 2 p.m.
Place: Metro, Council Chamber

CALL TO ORDER AND ROLL CALL

1.	**INTRODUCTIONS**	
2.	**CITIZEN COMMUNICATION**	
3.	**AWARD PRESENTATION BY THE ASSOCIATION OF ZOOS AND AQUARIUMS (AZA)**	**Jim Maddy, AZA**
4.	**CONSIDERATION OF THE COUNCIL MINUTES FOR OCT. 31, 2013**	
5.	**ORDINANCES – SECOND & QUASI-JUDICIAL HEARING**	
5.1	**Ordinance No. 13-1321**, For the Purpose of Annexing to the Metro District Boundary Approximately 2.54 Acres Located at 6500 NW Kaiser Road in the North Bethany Area of Washington County.	**Tim O'Brien, Metro**
5.1.1	Quasi-judicial Hearing on Ordinance No. 13-1321.	
6.	**RESOLUTIONS**	
6.1	**Resolution No. 13-4467**, For the Purpose of Allocating $142.58 Million of Regional Flexible Funding for the Years 2016-18, Pending Air Quality Conformity Determination.	**Ted Leybold, Metro**
6.2	**Resolution No. 13-4482**, For the Purpose of Renewing the Historic Cemeteries Advisory Committee.	**Paul Slyman, Metro** **Verne Duncan, Committee Chair** **Hannah Allan, Committee Member**
7.	**CHIEF OPERATING OFFICER COMMUNICATION**	
8.	**COUNCILOR COMMUNICATION**	

ADJOURN

EXECUTIVE SESSION HELD PURSUANT WITH ORS 192.660 2 (h). TO CONSULT WITH COUNSEL CONCERNING THE LEGAL RIGHTS AND DUTIES OF A PUBLIC BODY WITH REGARD TO CURRENT LITIGATION OR LITIGATION LIKELY TO BE FILED.

Television schedule for Nov. 7, 2013 Metro Council meeting

Clackamas, Multnomah and Washington counties, and Vancouver, WA Channel 30 – Community Access Network *Web site*: www.tvctv.org *Ph*: 503-629-8534 *Date*: Thursday, Nov. 7	**Portland** Channel 30 – Portland Community Media *Web site*: www.pcmtv.org *Ph*: 503-288-1515 *Date:* Sunday, Nov. 10, 7:30 p.m. *Date*: Monday, Nov. 11. 28, 9 a.m.
Gresham Channel 30 - MCTV *Web site*: www.metroeast.org *Ph*: 503-491-7636 *Date*: Monday, Nov. 11, 2 p.m.	**Washington County** Channel 30– TVC TV *Web site*: www.tvctv.org *Ph*: 503-629-8534 *Date*: Saturday, Nov. 9, 11 p.m. *Date*: Sunday, Nov. 10, 11 p.m. *Date*: Tuesday, Nov. 12, 6 a.m. *Date*: Wednesday, Nov. 13, 4 p.m.
Oregon City, Gladstone Channel 28 – Willamette Falls Television *Web site*: http://www.wftvmedia.org/ *Ph*: 503-650-0275 Call or visit web site for program times.	**West Linn** Channel 30 – Willamette Falls Television *Web site*: http://www.wftvmedia.org/ *Ph*: 503-650-0275 Call or visit web site for program times.

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

Agenda items may not be considered in the exact order. For questions about the agenda, call the Metro Council Office at 503-797-1540. Public hearings are held on all ordinances second read. Documents for the record must be submitted to the Regional Engagement and Legislative Coordinator to be included in the meeting record. Documents can be submitted by e-mail, fax or mail or in person to the Regional Engagement and Legislative Coordinator. For additional information about testifying before the Metro Council please go to the Metro web site www.oregonmetro.gov and click on public comment opportunities.

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Oregon Zoo Awards

OREGON ZOO 125
A SERVICE OF METRO

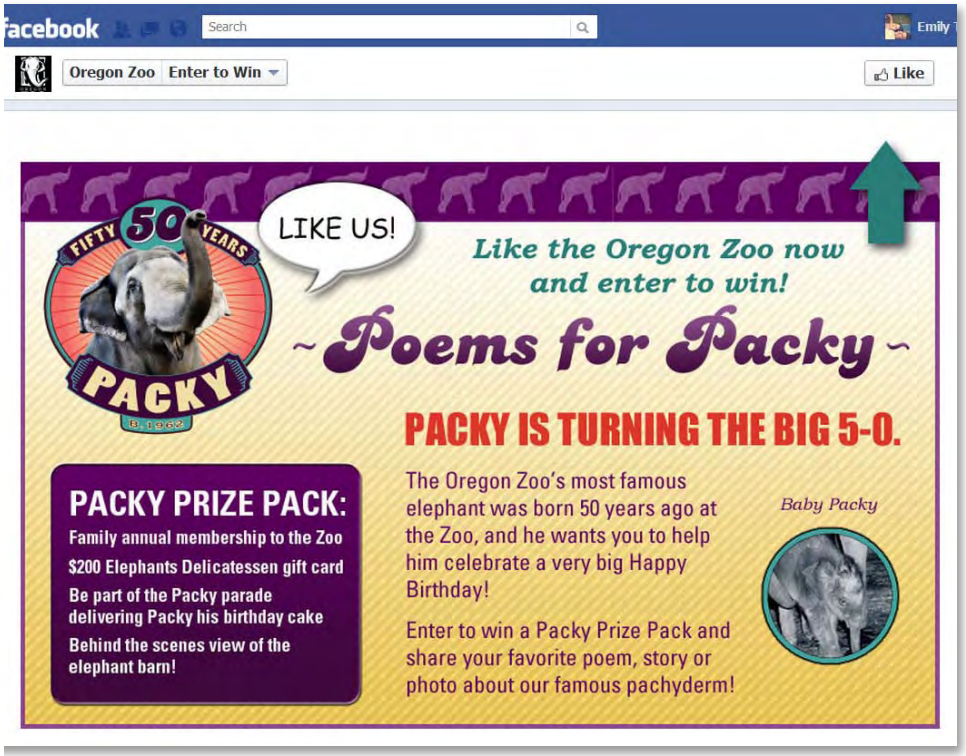
North American Conservation Award

OREGON ZOO 125
A SERVICE OF METRO

Release to Wild

Success

Excellence in Marketing Award



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METRO COUNCIL MEETING
Meeting Summary
Oct. 31, 2013
Metro, Council Chamber

Councilors Present: Council President Tom Hughes, and Councilors Shirley Craddick, Sam Chase, Kathryn Harrington, Bob Stacey, Carlotta Collette and Craig Dirksen

Councilors Excused: None

Council President Tom Hughes called the regular council meeting to order at 2:03 p.m.

1. INTRODUCTIONS

There were none.

2. CITIZEN COMMUNICATIONS

There were none.

3. CONSENT AGENDA

Motion:	Councilor Carlotta Collette moved to approve Oct. 31 consent agenda which consisted of: • Consideration of the Council minutes for Oct. 24, 2013; • **Resolution No. 13-4470**, For the Purpose of Confirming the Appointment of Javier Fernandez to the Investment Advisory Board; and • **Resolution No. 13-4472**, For the Purpose of Confirming the Appointments of Mary Peveto and Jason Joy to the Metro Central Station Community Enhancement Committee (MCSCEC).
Vote:	Council President Hughes, and Councilors Craddick, Harrington, Chase, Dirksen, Collette and Stacey voted in support of the motion. The vote was 7 ayes, the motion passed.

4. RESOLUTIONS

4.1 **Resolution No. 13-4468A**, For the Purpose of Adopting the Southwest Corridor Shared Investment Strategy.

Motion:	Councilor Craig Dirksen moved to approve Resolution No. 13-4468A.
Second:	Councilor Bob Stacey seconded the motion.

Councilors Dirksen and Stacey provided introductory remarks on the Southwest Corridor project, a project which began over two years ago. Councilors stated that the efforts each city in the corridor put into its own land use planning work formed the basis of the plan and guides partners to move forward collaboratively towards implementation and investing limited public dollars in a way that supports the community vision. The Steering Committee's recommendation, outlined in the resolution, includes a package of investments and actions to support the local land use visions. All nine of the participating agencies – Sherwood, King City, Beaverton, Durham, Tigard, Portland, Tualatin and Washington and Multnomah Counties – have approved resolutions in support of the Southwest Corridor Shared Investment Strategy. In addition, the project has received letters from TriMet, Lake Oswego and ODOT, Region 1 endorsing the plan. In addition, the Metro Policy Advisory Committee and Joint Policy Advisory Committee on Transportation unanimously expressed their support for the legislation.

Council welcomed Mayor Lou Ogden of Tualatin, Councilor Gretchen Buehner of Tigard, General Manager Neil McFarlane of TriMet, and city staff Josh Alpert of the Portland Mayor's Office to share a few words. Presenters provided brief updates on their jurisdiction or agency's current planning activities and emphasized the positive impact the project will have on the communities along the corridor. Presenters thanked Metro for its leadership and hosting a collaborative process, and stated that while the investment strategy is a significant accomplishment and step forward, there is more work to be done.

Ms. Malu Wilkinson of Metro provided a brief overview of the Southwest Corridor Plan, Shared Investment Strategy, and recommendations from the project Steering Committee. The southwest project corridor, which runs from southern downtown Portland to the city of Sherwood, was identified as a top priority for high capacity transit and one of two top priority mobility corridors in the region. Her presentation included information on the project vision, partnership, public involvement, and steering committee's recommendations on transit, roadway and active transportation, and green projects, and development incentives and policy changes. Resolution No. 13-4468A, if approved, would direct Metro staff to move into the project refinement phase. Staff anticipates the steering committee will consider a decision to move the project into the federal planning process, under the National Environmental Policy Act, in 2014. Additionally, the resolution would renew and reauthorize the steering committee, and create a public-private partnership, *ID Southwest*, composed of housing providers, community-based organizations, etc. to help the steering committee and project partners implement the Shared Investment Strategy. (Presentation included as part of the meeting record.)

Council discussion
Councilors thanked presenters for attending the meeting and their thoughtful comments, and Ms. Wilkinson for her leadership on the project. Councilors thanked partners and local community groups for their professionalism and creation of a collaborative process. Councilors emphasized the

magnitude of the shared investment strategy, and stated that the resolution was proof that regional needs can be achieved through the achievement of local, city and county community visions, and land use visions. Councilors congratulated partners on their exemplary work and new, smart approach to corridor planning. Councilors emphasized the model's integrated approach to include elements such as green projects and land use visions, in addition transportation needs; and how the plan was crafted by linking local communities' aspirations together. Councilors stated that partners need to continue to work collaboratively moving forward and deliver funding to implement the plan. Councilors recommended staff create a document for future use that provides easy to digest information on the shared strategy, and outlines each jurisdiction's vision and how the visions fit together.

Additional comments addressed housing and transportation costs and the financial burden these essentials can have on low-income populations. Councilors were interested in increasing opportunities for this population by reducing the housing and transportation cost burdens. Staff stated that station communities and opportunities for affordable housing and transit would be a key element in future planning and discussions with city project partners.

Vote:	Council President Hughes, and Councilors Craddick, Harrington, Chase, Dirksen, Collette and Stacey voted in support of the motion. The vote was 7 ayes, the motion passed.

5. ORDINANCES – FIRST READING

5.1 **Ordinance No. 13-1321**, For the Purpose of Annexing to the Metro District Boundary Approximately 2.54 Acres Located at 6500 NW Kaiser Road in the North Bethany Area of Washington County

Second read, quasi-judicial hearing, and Council consideration and vote on Ordinance No. 13-1321 is scheduled for Nov. 7.

6. ORDINANCES – SECOND READING

6.1 **Ordinance No. 13-1317**, For the Purpose of Amending Metro Code Chapter 7.02 (Financing Powers).

Ms. Alison R. Kean, legal counsel, stated that Ordinance No. 13-1317, 13-1319, and 13-1320 are proposed updates to Metro Code for Council consideration.

Motion:	Councilor Shirley Craddick moved to approve Ordinance No. 13-1317.
Second:	Councilor Collette seconded the motion.

Mr. Tim Collier of Metro introduced the Ordinance No. 13-1317. Chapter 3, Section 10 of Metro's Charter provides the agency broad authority to issue revenue, general, and special obligation bonds, certificates of participation and other obligations. Metro Code Chapter 7 further provides that Metro, from time to time, may issue revenue bonds for purposes determined by the Metro Council to be necessary or appropriate to carry out the functions, duties and operations of the agency. However, Mr. Collier stated that the Code also requires that in situations where the bonds

issued are used to finance property, Metro must end in an installment sale or loan agreement. These types of agreements are typically used in conduit revenue bond transactions where the issuer loans the bond proceeds to a conduit borrower. He stated that requiring a lease-purchase, installment sale or loan agreement in non-conduit financing hinders Metro's ability to structure transactions in the most efficient way possible. If approved, the ordinance would amend Metro Code to remove the lease purchase installment sale or loan agreement requirement in situations where Metro is issuing a revenue bond to finance property owned by another public or private entity.

Council President Hughes gaveled and opened a public hearing. Seeing no members of the public who wished to testify, the public hearing was closed.

Vote:	Council President Hughes, and Councilors Craddick, Harrington, Chase, Dirksen, Collette and Stacey voted in support of the motion. The vote was 7 ayes, the motion passed.

6.2 **Ordinance No. 13-1319**, For the Purpose of Amending Metro Code Chapter 2.16 (Naming of Facilities).

Motion:	Council President Hughes moved to approve Ordinance No. 13-1319.

Ms. Kathleen Brennan-Hunter of Metro provided a brief staff report for Ordinance No. 13-1319. Metro Code Chapter 2.16 outlines the agency's policy for naming Metro facilities. Metro Code currently requires that the Council adopt an ordinance in order to name a Metro facility, and requires that Code Section 2.16.030 also be amended to include the name and address of the new facility. Ordinance No. 13-1319 would allow the Metro Council to name agency facilities by resolution. In addition, it would remove the requirement that the Metro Code must be amended to include the name and location of the facility. Ms. Brennan-Hunter stated, for example, that the new system outlined in Ordinance No. 13-1319 would apply to the Council's upcoming consideration of naming Parks and Natural Areas facilities.

Council President Hughes gaveled and opened a public hearing. Seeing no members of the public who wished to testify, the public hearing was closed.

Council discussion
Councilors stated that the proposed new system maintains transparency for the public, increases efficiency, and uses public dollars more wisely.

Vote:	Council President Hughes, and Councilors Craddick, Harrington, Chase, Dirksen, Collette and Stacey voted in support of the motion. The vote was 7 ayes, the motion passed.

6.3 **Ordinance No. 13-1320**, For the Purpose of Amending Metro Code Title IV (Oregon Zoo Regulations) and Metro Code Chapter 2.14 (Facilities Related Parking-Policy and Regulations).

Motion:	Councilor Dirksen moved to approve Ordinance No. 13-1320.
Second:	Councilor Kathryn Harrington seconded the motion.

Ms. Kim Smith of the Oregon Zoo provided a brief staff report for Ordinance No. 13-1320. She reminded the Metro Council that the council previous approved the Transportation Management Parking Agreement. Per that agreement, the City of Portland now governs all parking in Washington Park. Ms. Smith stated that the Park's Transportation Management Association – for which she is a board member – is up and running and has begun to look at managing parking throughout the entire system. As such, approval of Ordinance No. 13-1320 would amend Metro Code to accurately reflect that the Oregon Zoo no longer has governance or management over Washington Park's south parking lot.

Council President Hughes gaveled and opened a public hearing. Seeing no members of the public who wished to testify, the public hearing was closed.

Council discussion
Councilors asked, and staff confirmed, that approval of the ordinance would simply amend Metro Code language to comply with previously approved agreements.

Vote:	Council President Hughes, and Councilors Craddick, Harrington, Chase, Dirksen, Collette and Stacey voted in support of the motion. The vote was 7 ayes, the motion passed.

7. CHIEF OPERATING OFFICER COMMUNICATION

Ms. Martha Bennett provided updates on the following items:

- Ms. Bennett announced that Pietro Ferrari has accepted the position of Metro's Equity Manager.
- Metro's Charitable Giving Campaign kicked off on Oct. 29 and runs through November. She stated that the agency's goal is to have 25 percent participation rate from Metro employees and hopes to raise $80,000. She encouraged the Metro Councilors to participate and highlighted upcoming fundraising events including bingo and pie auction.

8. COUNCILOR COMMUNICATION

Councilors congratulated Councilor Harrington for receiving Oregon Walks' prestigious 2013 Westin award.

Councilors provided updates on the following meetings or events: Aloha-Reedville Community Plan open house, NW Natural company commuter luncheon, tour of the Foster area flood plain, meeting with representatives from the East Portland Action Plan, and the City of Portland's Council meeting. Highlighted upcoming meetings or events included: Center Cultural's annual gala, City of

Beaverton's Council meeting, downtown revitalization workshop in Cornelius, and Willamette Falls presentation with Tom Meyer. Additional councilor comments addressed the Alma Gardens senior affordable housing development, and the City of Forest Grove's adoption of a sustainability action plan.

9. ADJOURN

There being no further business, Council President Hughes adjourned the regular meeting at 3:28 p.m. The Metro Council will convene the next regular council meeting on Thursday, Nov. 7 at 2 p.m. at Metro's Council Chamber.

Respectfully submitted,

Kelsey Newell, Regional Engagement & Legislative Coordinator

ATTACHMENTS TO THE PUBLIC RECORD FOR THE MEETING OF OCT. 31, 2013

Item	Topic	Doc. Date	Document Description	Doc. Number
3.1	Minutes	10/24/13	Council minutes for Oct. 24, 2013	103113c-01
4.1	Legislation	N/A	Revised Resolution No. 13-4468 and select Exhibits (redline)	103113c-02
4.1	Letter	10/29/13	To: Bob Stacey and Craig Dirksen From: Loretta Smith RE: Multnomah County representation on the Southwest Corridor Steering Committee	103113c-03
4.1	PowerPoint	10/31/13	Southwest Corridor Plan – Phase 1 Recommendation	103113c-04

2016-18 Regional Flexible Funds Allocation

Final Recommendations

Ted Leybold, Metropolitan Transportation Improvement Program Manager

Process Milestones
(Fall-Winter 2012)

Policy Update

- Project categories defined
  - Step 1: Region-wide programs
  - Step 2: Community Investments
    - Active Transportation and Complete Streets
    - Green Economy and Freight Initiatives
  - Step 3: Regional Economic Opportunity Fund
- Decision process defined
- Project prioritization criteria

Process Milestones
(Winter-Summer 2013)

Project Solicitation

- 30 projects and 5 region-wide programs nominated
- Nominations address adopted criteria
- Regional public comment
  - enhanced outreach to environmental justice and limited English proficiency populations

Process Milestones

(Summer-Fall 2013)

Project Prioritization

- Region-wide program review
- Local technical evaluation
- Additional local public comment opportunities
- Coordinating committee recommendations
- TPAC and JPACT recommendations

JPACT 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

JPACT Recommendations: Active Transportation and Complete Streets

Project	Sponsor	Award
OR 99W: SW 19th Avenue to 26th Avenue – Barbur Boulevard Demonstration	Portland	$1,894,000
Foster Road: SE Powell to 90th 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 129th Avenue Bikelane and Sidewalk	Happy Valley	$2,485,016

JPACT 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 181st 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 85th 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

JPACT Recommendations: Green Economy and Freight

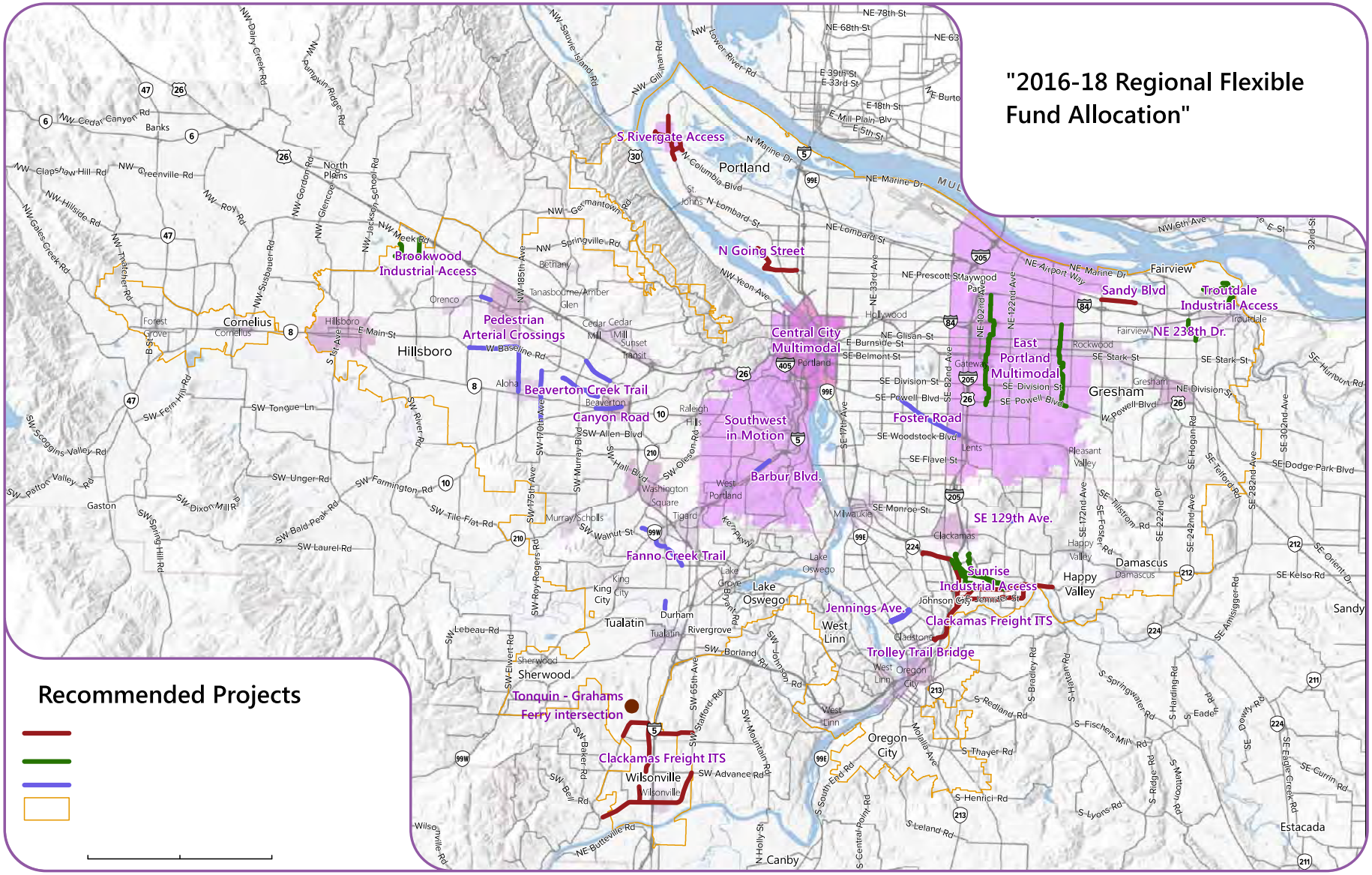
Project	Sponsor	Award
N. Going to Swan Island Freight Improvements	Portland	$500,000
South Rivergate Freight Project	Portland	$3,222,000
Clackamas County Regional ITS Phase 2B	Clackamas County	$1,230,000
Sandy Boulevard: NE 181st Avenue to East Gresham City Limits (joint application)	Gresham	$3,644,000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

JPACT 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 238th 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: $142,528,000


"2016-18 Regional Flexible Fund Allocation"
Recommended Projects
S Rivergate Access
N Going Street
Brookwood Industrial Access
Pedestrian Arterial Crossings
Beaverton Creek Trail
Canyon Road
Central City Multimodal
Southwest in Motion
Barbur Blvd.
Fanno Creek Trail
Tonquin - Grahams Ferry intersection
Clackamas Freight ITS
Sandy Blvd
Troutdale Industrial Access
NE 238th Dr.
East Portland Multimodal
Foster Road
SE 129th Ave.
Sunrise Industrial Access
Jennings Ave.
Clackamas Freight ITS
Trolley Trail Bridge
Portland
Hillsboro
Cornelius
Gresham
Fairview
Troutdale
Lake Oswego
Tualatin
Sherwood
Wilsonville
Oregon City
West Linn
Happy Valley
Damascus
Estacada
Canby

Next Steps

- Allocation process retrospective
- MTIP development and adoption – including Oregon DOT and Transit administered funding
    - Programming of projects
    - Air quality conformity
    - Burdens & benefits and Disparate impact analyses
    - CMAQ funding eligibility
    - Other Federal requirements (CMP, Planning factors)

Request

Approve the allocation of 2016-18 Regional Flexible Funding

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF RENEWING THE HISTORIC CEMETERIES ADVISORY COMMITTEE	))))))	RESOLUTION NO. 13-4482 Introduced by Chief Operating Officer Martha Bennett in concurrence with Council President Tom Hughes

WHEREAS, Metro operates 14 historic cemeteries in the Portland metropolitan region, established from as early as 1837 through the early homesteading period (circa 1850-1870) (the "~~Pioneer~~ Historic Cemeteries"); and

WHEREAS, in 1994, Multnomah County transferred responsibility to operate the Historic Cemeteries to Metro, and later, in 1996, conveyed ownership of the Historic Cemeteries to Metro, together with a covenant to care for them in perpetuity; and

WHEREAS, Metro, under the governance of the Metro Council, manages the Historic Cemeteries to provide burial and remembrance options to the citizens of the region; and

WHEREAS, the Historic Cemeteries are strongly supported by the community through various community groups, the Lone Fir Cemetery Foundation, and historic societies; and

WHEREAS, Metro retained a contractor for the Historic Cemeteries who advised Metro to create a cemetery advisory committee; and

WHEREAS, Metro Code Section 2.10.060 provides for the creation of limited duration advisory committees lasting no more than one (1) year after creation, unless renewed annually for no more than three (3) years by subsequent Council resolution or permanently codified by an ordinance of the Metro Council; and

WHEREAS, on August 9, 2012, the Metro Council adopted Resolution No. 12-4354, For the Purpose of Establishing the Historic Cemeteries Advisory Committee; and

WHEREAS, the Metro Council acknowledges the important work completed by the Advisory Committee and supports the staff recommendation to extend the term of the committee for one year; now therefore

BE IT RESOLVED BY THE METRO COUNCIL THAT:

1. The Metro Council hereby renews the Historic Cemeteries Advisory Committee for one year;
2. The Metro Council hereby confirms Council President's appointment of the committee Chair and committee members, as set forth in Exhibit A attached hereto and incorporated herein. The Chair shall appoint a member of the Committee to serve as Vice-Chair; members shall be appointed to serve a one-year term; and
3. The Cemetery Advisory Committee shall comply with the requirements established in Resolution No. 12-4354.

ADOPTED by the Metro Council this ____ day of _____, 2013

Tom Hughes, Council President

Approved as to Form:

Alison R. Kean, Metro Attorney

EXHIBIT A
RESOLUTION 13-4482

The Cemetery Advisory Committee was asked to serve beginning September 2012, meeting quarterly to advise Metro on strategies to protect, preserve, and promote Metro's Historic Cemeteries Program. Verne Duncan, Former State of Oregon Superintendent Public Instruction shall continue to serve as Chair and appoint a member of the committee as Vice Chair.

Cemetery Advisory Committee Members:
Hannah Allan, Oregon Historical Society
Michelle Gregory, Director, Community Development & Board Relations, Mt. Hood Community College
Marie Henry, General Manager, Lincoln Memorial Park and Funeral Home
Terry McCall, former Chief Financial Officer, City of Gresham
Meg McCauley, Resource Development Director, Oregon Hospice Association
Bo Nevue, Principal of Nevue-Ngan Landscape Architects
David Noble, Executive Director, River View Cemetery
Larry Potter, Manager, City of Oregon City Parks
Laurel Smith, President, Genealogical Forum of Oregon

STAFF REPORT

IN CONSIDERATION OF RESOLUTION NO. 13-4482, FOR THE PURPOSE OF RENEWING THE HISTORIC CEMETERIES ADVISORY COMMITTEE

Date: November 7, 2013

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BACKGROUND

In 2012, Metro Council established the Cemetery Advisory Committee under resolution 12-4354 for the purpose of promoting the Program's future, as well as addressing outreach, planning, programming, and operational challenges. The committee's formation was a direct outcome of recommendations from a cemetery business consultant plan presented to Metro Council on September 13, 2011.

Metro's Historic Cemetery Program has benefitted directly over the past year in having an Advisory Committee that has offered direct suggestions for continued improvements. By meeting periodically with committee members, each of whom holds a unique perspective, the program has been able to improve operations and engage in conversations about innovative and unique improvements to better serve our community.

ANALYSIS/INFORMATION

1. **Known Opposition**
   There is no known opposition.

2. **Legal Antecedents**
   Metro Code Chapter 2.19.060, governing advisory committees, limits the duration of advisory committees created by resolution to one year, subject to extension for a maximum three year term. Metro Code Chapter 2.19.030(b) requires that, except for MPAC and JPACT, members of advisory committees created by the Council must be appointed by the Council President subject to confirmation by the Council.

3. **Anticipated Effects**
   It is anticipated the Committee will continue their role in providing outside perspective, industry knowledge, and governance oversight to the program. This expertise will guide the program on key issues as well as increase services to the public and adherence to excellence in industry standards. They will make recommendations for best options to enhance the properties for modern burials as well as a community gathering place for appreciation of art, culture, history, and wildlife.

4. **Budget Impacts**
   Budget impact will continue to include the time for staff on research, technical support, and meeting time spent with the advisory committee.

RECOMMENDED ACTION

Staff recommends approval of Resolution No 13-4482.

Metro Historic Cemetery Program
Cemetery Advisory Committee
Annual Report – 2013

Who we are

The Metro Cemetery Advisory Committee was established in August 2012 to advise the Metro Chief Operating Officer and program staff on strategies to protect, preserve, and promote Metro's Pioneer Cemeteries. The committee consists of community professionals who represent the many aspects of cemetery management, such as landscaping, finances, funeral services, genealogy, etc. (List of Members below will be added when draft finalized.)

Why we were created

The Portland metropolitan area houses fourteen historic pioneer cemeteries, some established as early as 1837. In 1994, Multnomah County transferred responsibility to maintain these cemeteries to Metro, and in 1996, they conveyed ownership. Under the governance of the Metro Council, Metro not only maintains the cemeteries, but also provides burial and remembrance options to regional citizens. Each cemetery presents its own logistical challenges, requiring special, individualized attention and maintenance. The Metro Cemetery Program also strongly supports and is aided by community groups such as the Lone Fir Cemetery Foundation and historical societies.

After the creation of a cemetery business operations plan in 2010, the cemetery program staff started working with consultants on cemetery operations to improve management of the cemetery program and determine investments that would generate future revenue and support. As a result of the Council and staff efforts to seek out partnerships and network opportunities, the Cemetery Advisory Committee was created.

Our overall goal as an advisory committee is to help improve and enhance the Metro Cemetery Program through strong communication between metro, the public, specifically cemetery patrons, funeral homes, arts organizations, historical resource, etc.

What We Do

The Cemetery Advisory Committee meets quarterly with Metro Staff to review the Cemeteries Program's actions and provide advice and endorsement when needed.

What We Have Done

- **Cemetery Tour.** The Committee began its first meeting with a tour of several of the pioneer cemeteries. This provided the advisory committee a chance to see firsthand the issues and logistical operations Metro must handle to operate and maintain these historic properties and provide current cemetery burials and memorial services.
- **Clean-Up Project.** The Metro put into action a large scale clean-up project to clear burial spots and memorials with items that are not in accordance with Metro's rules and regulations (such as memorial trees, shrubs, and grass, toys and memorabilia, fencing and dividers, and inappropriate grave markers.) The Committee provided advice for negotiating and working with family members on cleaning the area, as well as ideas for providing a smooth transition for

enforcing rules and regulations that were not implemented in the past. The Committee advised Metro to communicate with plot owners about the clean-up project through a variety of means, including personal letters, telephone calls, and notices. The Committee also advised Metro on handling newly planted trees and shrubs and ways to assist family members with removing and relocating memorial plantings. The Committee endorsed and approved Metro's new handout of rules that is given to family members and plot owners. The clean-up project began in 2011, starting with the smaller cemeteries and has proved successful thus far.

- **Interment Right Reclamation**. In February 2013, the Office of Metro Attorney gave an overview of the history of resold interment rights in Metro Cemeteries. Past misunderstandings and mismanagement led to Metro selling unused grave sites that had been thought abandoned. Metro developed a timeline to remedy the results of this action. The committee advised Metro on publicizing the timeline and plan to the public, and locating descendants. The enacting of legislation that allowed Metro to reclaim abandoned graves was also implemented.
- **Marketing Plan**. In Fall 2012, staff began working with EnviroMedia to create and implement a new marketing plan that would assist Metro in promoting the pioneer cemeteries to the public, create awareness in the community, and communicate to families why they should choose Metro cemeteries. The Advisory Committee assisted Metro and the marketing team with objectives, external perceptions, desired responses, tone and personality, brand values, services and deliverables, graphic design, and audience. The Committee advised Metro to network on a personal level with funeral homes, churches, faith based groups, civic organizations, and family members. They also encouraged staff to share the improvements to the program and what Metro offers, including the fact that Metro Cemeteries are historical, community driven, and follow sustainable and habitat friendly land management practices. The Committee accepted Metro's plan and the newly designed logos and printed material.
- **Revenue Plan**. Metro introduced to the Committee the difficulties and struggles to keep revenue coming into the program, especially since the suspension of sales and Lone Fir Cemetery and Multnomah Park Cemetery in 2009. The Committee strongly supported and encouraged staff to continue their plan to create additional cremation and burial areas; to explore Metro becoming licensed to sell products and services "pre-need"; and to sustain revenue through selling burial containers and grave markers.
- **Cremation Garden.** During the past year, the Metro Cemetery Program designed, built, and dedicated a new cremation garden in Lone Fir Cemetery. Throughout the year, the committee discussed and advised Metro on offering cremation services to local residents. With the increasing demand for cremation, providing this option opens cemeteries that would otherwise be considered closed to body burials. The Advisory Committee celebrated with Metro in their first cremation gardens in Lone Fir in June 2013.