

## Council work session agenda

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Tuesday, December 6, 2016

2:00 PM

Metro Regional Center, Council Chamber

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PACKET REVISED 12/06/16

**2:00 Call to Order and Roll Call**

**2:05 Chief Operating Officer Communication**

**Work Session Topics:**

2:10 Riverbend Landfill Alternatives [16-0119](#)

Presenter(s): Paul Slyman, Metro  
Roy Brower, Metro

Attachments: [Work Session Worksheet](#)  
[PowerPoint: Regional Solid Waste Facilities](#)

3:00 Development of Regional Flexible Funds Allocation Step 2 [16-0108](#)  
Project Recommendation

Presenter(s): Ted Leybold, Metro  
Dan Kaempff, Metro

Attachments: [Work Session Worksheet](#)  
[Memo: Development of RFFA Step 2 Project Recommendation](#)  
[Attachment A to Memo](#)  
[Attachment B to Memo](#)  
[Attachment C to Memo](#)  
[Attachment D to Memo](#)

**3:50 Councilor Communication**

**4:00 Adjourn**

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ការគោរពសិទ្ធិពលរដ្ឋរបស់ ។ សំរាប់ព័ត៌មានអំពីកម្មវិធីសិទ្ធិពលរដ្ឋរបស់ Metro ឬដើម្បីទទួលបានការបណ្តឹងរើសអើងសូមចូលទស្សនាគេហទំព័រ [www.oregonmetro.gov/civilrights](http://www.oregonmetro.gov/civilrights)។  
បើលោកអ្នកត្រូវការអ្នកបកប្រែភាសានៅពេលអង្គប្រជុំសាធារណៈ សូមទូរស័ព្ទមកលេខ 503-797-1890 (ម៉ោង 8 ព្រឹកដល់ម៉ោង 5 ល្ងាច ថ្ងៃធ្វើការ) ប្រាំពីរថ្ងៃ មុនថ្ងៃប្រជុំដើម្បីអាចឲ្យគេសម្រួលតាមសំណើរបស់លោកអ្នក។

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## **RIVERBEND LANDFILL ALTERNATIVES**

Metro Council Work Session  
Tuesday, December 6, 2016  
Metro Regional Center, Council Chamber

# METRO COUNCIL

## Work Session Worksheet

**PRESENTATION DATE:** December 6, 2016

**LENGTH:** 45 minutes

**PRESENTATION TITLE:** Riverbend Landfill Alternatives

**DEPARTMENT:** PES

**PRESENTER(s):** Paul Slyman x1510 and Roy Brower x1657

### WORK SESSION PURPOSE & DESIRED OUTCOMES

Because of legal issues and emerging capacity limitations, Waste Management has decided that Riverbend Landfill will no longer be an available option for Metro-area waste for at least the next few months and, potentially, years. WM is seeking to prolong the life of Riverbend until its legal appeals and lateral expansion has been resolved. WM also intends to serve its local, coastal and Willamette Valley customer base while these legal issues are resolved. Metro NSLs destined for Riverbend, however, expire at the end of 2016 – so some interim approach is necessary to assure that this waste will be legally delivered to an authorized disposal site.

- **Purpose:** Review background and disposal alternatives to Riverbend Landfill.
- **Outcome:** Agreement with staff's recommendations to move forward with NSLs.

### TOPIC BACKGROUND & FRAMING THE WORK SESSION DISCUSSION

Given the limitations with Riverbend as a disposal site, staff recommends issuing new NSLs authorizing primary disposal at the Columbia Ridge Landfill with Riverbend included as a disposal alternative only as a backup for use in an emergency or under unusual circumstances. Staff has been working closely with NSL applicants (Republic Waste, Pride Recycling, KB Recycling and Waste Management) to develop options for both the short and long term. Needless to say, there are many legal, contractual, operational, transportation, capacity and local questions that must be reviewed and analyzed.

Therefore, staff wishes to discuss a proposal to issue new short-term NSLs with the following features at Metro Council's last meeting of 2016 on December 15:

- Six month NSL term will be recommended to allow time to analyze and resolve the various issues mentioned above.
- Columbia Ridge will become immediately available to receive wet waste from any of the five license holders currently using Riverbend. Use of Columbia Ridge will present transport, transportation and other operational issues but WM has expressed the landfill will be available and any cost increases will not be passed back to the ratepayers.
- Riverbend will only be available during a transitional period to Columbia Ridge (ending on about February 1). Riverbend will remain available but only in the case of an emergency or unusual circumstance after February 1.
- Other landfills, such as Coffin Butte, are under consideration as proximate alternative disposal sites by WM. NSLs could be amended to include an alternative landfill or be proposed to be included in new NSLs in July 2017 – if contractual, legal, operational and logistical matters can be resolved.

- WRI (Republic Waste) has the authority to use Coffin Butte landfill currently and next year under an NSL already issued by Metro. Staff will recommend that WRI obtain an NSL to use Columbia Ridge too – but will be unlikely to use it as a disposal site.

The following are questions that must be evaluated and analyzed before setting a longer term direction for future NSLs:

- What are the contractual implications to delivering Metro-area waste to a non-WM landfill on the 90 percent flow guarantee and declining block rate?
- What is the impact on landfill capacity if a large volume of waste (over 260,000 tons per year) is shifted to another landfill?
- What transportation routes will be impacted by a shift to another landfill? Are there any significant GHG impacts to consider?
- Do officials of local host jurisdictions have any concerns or objection to tonnage shifting away from Riverbend and to their area?

### **QUESTIONS FOR COUNCIL CONSIDERATION**

1. Does Council have other questions about direction or that need evaluation during this process?
2. Is Council satisfied with moving forward?

### **PACKET MATERIALS**

- Would legislation be required for Council action ☒ Yes ☐ No
- If yes, is draft legislation attached? ☐ Yes ☒ No
- What other materials are you presenting today? None

**DEVELOPMENT OF REGIONAL FLEXIBLE FUNDS  
ALLOCATION STEP 2 PROJECT RECOMMENDATION**

Metro Council Work Session  
Tuesday, December 6, 2016  
Metro Regional Center, Council Chamber

# METRO COUNCIL

## Work Session Worksheet

**PRESENTATION DATE:** December 6, 2016

**LENGTH:** 50 minutes

**PRESENTATION TITLE:** Development of Regional Flexible Funds Allocation Step 2 Project Recommendation

**DEPARTMENT:** Planning and Development

**PRESENTER(S):** Ted Leybold, x1759, ted.leybold@oregonmetro.gov  
Dan Kaempff, x7559, daniel.kaempff@oregonmetro.gov

### WORK SESSION PURPOSE & DESIRED OUTCOMES

- Purpose: Brief Metro Council on progress and input to date related to development of a package of Step 2 Community Investment projects to be funded through the 2019-21 Regional Flexible Funds Allocation.
- Outcome: Gather input from Council to help inform final funding recommendation.

### TOPIC BACKGROUND & FRAMING THE WORK SESSION DISCUSSION

The technical review and public comment phases of the 2019-21 RFFA Step 2 project selection process have been completed, and the three county coordinating committees and the City of Portland have indicated their priorities from among the nominated projects. At its November 18, 2016 meeting, TPAC began discussions on how these sources of input should be used in the development of a recommended package of projects to JPACT and Metro Council. Staff presented examples of how input could be used to develop a recommended package of projects. TPAC indicated a preference for using technical scoring outcomes, consideration of projects with strong public support, and the priorities by the county coordinating committees and Portland. JPACT will consider TPAC's input at their December 15 meeting and provide direction to staff on the formation of a draft recommendation scheduled for action at the January JPACT meeting. Metro Council will consider the JPACT action at the February 2 Council Meeting.

The two main outcomes TPAC and JPACT will need to achieve in developing and adopting a final project recommendation are:

1. Determining a recommended package of projects that best reflect the sources of input received to date and align with RFFA policy guidance
2. Identifying funding amounts for each of the projects in the recommended package that fit within the available funds

### QUESTIONS FOR COUNCIL CONSIDERATION

- Does Council have any feedback on the TPAC recommendation to use technical scores, public input and sub-regional priorities to develop a RFFA Step 2 recommendation?
- Is there additional input Council wishes to share with Council JPACT members or staff?

### PACKET MATERIALS

- Would legislation be required for Council action ☒ Yes ☐ No

- If yes, is draft legislation attached? ☐ Yes ☒ No
- What other materials are you presenting today?
  - Cover memo, with four attachments;
    - Attachment A: RFFA Technical Evaluation Staff Report,
    - Attachment B: Summary of RFFA Public Comments,
    - Attachment C: Sub-regional Identification of Priority Projects,
    - Attachment D: Matrix of RFFA input

# Memo



**Metro**

600 NE Grand Ave.  
Portland, OR 97232-2736

Date: Monday, November 21, 2016  
To: Metro Council  
From: Dan Kaempff, Principal Transportation Planner  
Subject: Development of RFFA Step 2 project recommendation

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## Purpose

Brief Metro Council on progress and input to date related to development of a package of Step 2 Community Investment projects to be funded through the 2019-21 Regional Flexible Funds Allocation.

## Background

The technical review and public comment phases of the 2019-21 RFFA Step 2 project selection process have been completed, and the three county coordinating committees and the City of Portland have indicated their priorities from among the nominated projects. At its November 18, 2016 meeting, TPAC began discussions on how these three sources of input should be used in the development of a recommended package of projects to JPACT and Metro Council.

## Decision-making inputs

There are four primary sources of input to be considered in development of a recommendation to JPACT:

1. **Technical Evaluation.** Each project's technical score relative to project policy objectives. Scores were determined through an evaluation process completed by an evaluation committee and led by Metro. (A description of the technical evaluation process is found in Attachment A to this staff report.)
2. **Subregion Prioritization.** Each of the county coordinating committees and the City of Portland conducted local processes to identify which projects they wished to indicate as being their priorities. (Letters indicating sub-regional priorities are included in your packet of materials as Attachment B.)
3. **Public Comment.** Level of public comment received, either for or against a project. (The summary-level public comment report is found in Attachment C. A more detailed public comment report will be available prior to the December 16 TPAC meeting.)
4. **RFFA Policy Objectives.** Adherence of the final RFFA package in its entirety to the ten RFFA Objectives<sup>1</sup>

Details on the Technical Evaluation, Subregion Prioritization and Public Comment are compiled in a matrix, labeled Attachment D.

At their January 19, 2017 meeting, JPACT is scheduled to adopt a final list of projects recommended to receive funding. Metro Council is scheduled to take action on the JPACT adopted list at the February 2, 2017 meeting.

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<sup>1</sup> Section 6.0 of the 2018-21 MTIP-RFFA Policy Report

**Development of the draft recommendation**

TPAC is responsible for putting together a draft recommendation for JPACT's consideration. At their November 18 meeting, Metro staff presented TPAC with a framework of different ways they can use these four sources of input in the development of their recommendation.

TPAC indicated a preference for developing a recommended package of projects that uses the input in a balanced manner; one that respects the technical scoring outcomes, but also reflects the strong public support for certain projects and the priorities indicated by the county coordinating committees and Portland.

As the package of projects is being assembled and funding amounts are being considered and finalized, ensuring the package reflects the ten RFFA Objectives, adopted as part of the 2018-21 MTIP/2019-21 RFFA Policy Report. While the RFFA Objective of "investment throughout the region" is no longer administered through a percentage-based funding targeting exercise for Step 2 Community Investment projects as it has been in the past two RFFA cycles, using a comparison of population to funding levels is one means of measuring whether or not the region has met this objective. However, it should not be the only means. The final funding recommendation should focus on creating a package of projects that best meets the needs of the entire region and is made with the context of all RFFA and MTIP investments and overall policy objectives. This may result in allocation of funding to a certain sub-region than is greater or lesser than that sub-region's population percentage.

As a part of their recommendation, TPAC will need to consider which specific project funding amounts need to be reduced in order to balance the recommended project list with available funding. Obviously, this will be a challenging task. The likelihood is high that TPAC and local agencies will propose several options to advance projects with less-than-RFFA-requested funding:

- Look at ways to reduce a project's scope and timing, (e.g. only funding project development costs in this current phase and rescheduling subsequent project phases)
- Have the local agency increase its contribution to the project costs
- Look to outside sources for additional funding
- Consider options to defederalize the project and use local or other sources of funding in exchange for federal RFFA dollars

To summarize, TPAC's recommendation will address the two following issues:

1. Determining a recommended package of projects that best reflect the four sources of input
2. Identifying funding amounts for each of the projects in the recommended package that fit within the available funds

**Consideration and adoption of a final package**

JPACT's December 15 meeting will focus on gathering feedback on TPAC's approach to developing a draft recommendation. Staff will prepare a report and presentation that will focus on the input received through the Technical Evaluation, Subregion Prioritization and Public Comment processes, and how TPAC indicated those sources of information should be used in developing their recommendation to JPACT. Metro Council may provide additional communication on this proposed approach to JPACT at its December 6 work session.

Once JPACT has conveyed any input they wish to provide, staff will work with TPAC at their December 16 and a special January 6, 2017 meetings to develop a draft recommendation. This recommendation will be taken to JPACT on their January 19 meeting to request their action.

During this time, Metro staff will work with project applicants to identify potential ways their project costs may be reduced to fit within the available funding. Prior to a final award of funding, projects will be scrutinized to ensure the original project can still be delivered with a reduced level of funding. In particular, the surety of other funding identified in the project proposal will be confirmed. Also, should a reduced project scope be proposed as a result of a lower-than-requested RFFA award, an analysis will be undertaken to determine the scope reduction's impact on the project technical score prior to adoption of a final funding decision. Finally, input from Metro and ODOT project delivery staff related to project readiness will be sent to project applicants and used to help identify issues to resolve leading to obligation of funds. Applicants are expected to acknowledge and address issues with the goal of improved project delivery.

### Next steps

**December 6 – Metro Council work session:** Staff will brief Council on the RFFA process outcomes to date, and receive their input related to the development of a final package of projects. [DISCUSSION]

**December 15 – JPACT meeting:** JPACT will review a staff report summarizing the outcome of the November 18 TPAC discussion, the Metro Council work session, and provide input to further direct TPAC's development of a package recommendation. [DISCUSSION]

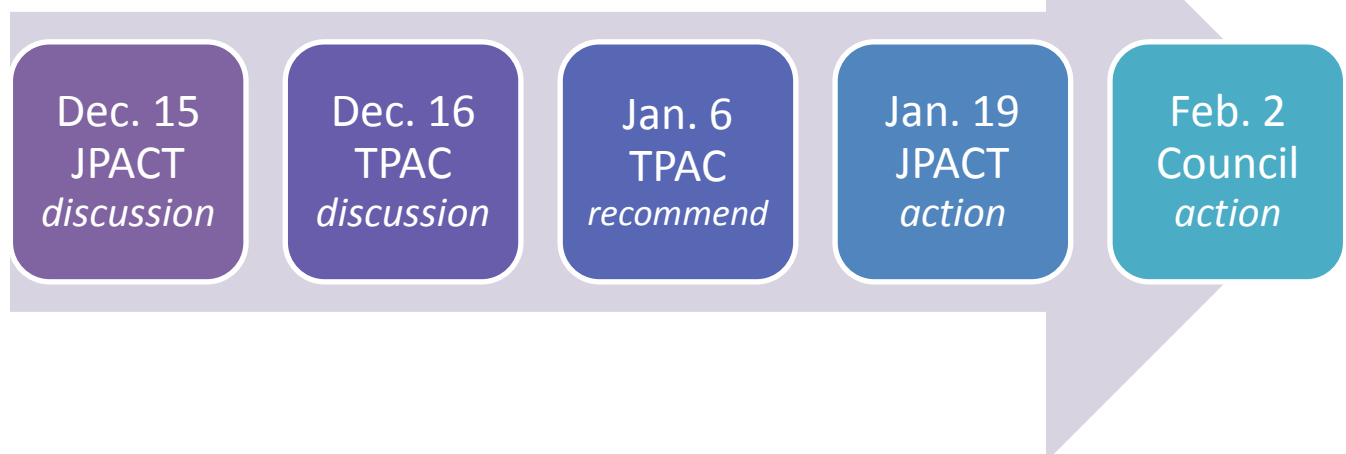
**December 16 – TPAC meeting:** TPAC will discuss the outcomes from the previous day's JPACT meeting, and provide input to staff in developing a draft recommendation for TPAC's January 6 meeting. [DISCUSSION]

**January 6 – TPAC meeting:** TPAC will discuss and recommend a package of projects to JPACT for their adoption. [ACTION]

**January 19 – JPACT meeting:** JPACT will discuss and take action on the TPAC recommendation. [ACTION]

**February 2 – Metro Council meeting:** Council will hold a public hearing and take action on JPACT adopted RFFA package. [ACTION]

## RFFA Step 2 Project Selection Process



# Memo

Date: September 21, 2016  
To: TPAC and Interested Parties  
From: Dan Kaempff, Principal Transportation Planner  
Subject: 2019-21 Regional Flexible Funds Step 2 Project Technical Evaluation -  
INFORMATIONAL

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## **PURPOSE**

Brief TPAC on the outcomes of the RFFA Step 2 project technical evaluation process prior to commencement of the 30-day public comment period.

## **BACKGROUND**

A total of 31 project applications were submitted to Metro to be considered for funding through the Step 2 category of the 2019-21 Regional Flexible Funds Allocation.

Four projects were submitted in the Regional Freight Initiatives category, totaling \$8,454,173 in funding requests. \$7.34 million is available.

27 projects were submitted in the Active Transportation/Complete Streets category, totaling \$92,425,459 in funding requests. \$25.81 million is available.

A five-person technical evaluation work group, comprised of two TPAC Citizen Representatives, and staff from Metro, TriMet and ODOT, reviewed and scored the project proposals independently. The work group then met on September 13 to review and discuss the proposal scores. The discussion served to resolve any differences in how the work group members reviewed and interpreted the criteria and project descriptions, and to confirm a final list of project technical scores. The list of scores is included in this memo as Attachment A.

The technical scores are but one source of information that will be used by the region's decision-makers in the adoption of a final list of projects. Additional sources to inform the process include public comments on the project proposals, any indication of sub-regional priorities that the three county coordinating committees and City of Portland may choose to provide, a report on project readiness, and affirmation from JPACT that a draft list of projects to be funded adheres to RFFA policy direction.

## **INTERPRETING AT QUESTION #6**

During the technical evaluation work group's discussion, it became apparent that there were differing interpretations of how to apply the criteria related to AT question #6 ("What design elements of the proposed project will lead to increased use of Active Transportation modes by providing a good user experience/increasing user comfort?").

The policy intent behind this question is to award the maximum of 6 total (3x2 weighting factor) points to projects that included both full mode separation for both walking and cycling, and had a total of 5 or more Active Transportation design elements, as defined in Attachment B of the application materials.

The wording of the scoring summary for question #6 read in the application materials as follows:

<b>Q6: “What design elements of the proposed project will lead to increased use of Active Transportation modes by providing a good user experience/increasing user comfort?” (Weighting factor = 2 x point score)</b>	
<b>3 points</b>	<b>On-Street:</b> Project includes five or more design elements in checklist <b>OR</b> <sup>1</sup> provides physical separation from vehicle traffic
	<b>Trails:</b> Minimum 12’ trail width + four or more design elements
<b>2 points</b>	<b>On-Street:</b> Project includes five or more design elements in checklist, not physically separated
	<b>Trails:</b> Minimum 12’ trail width with three or more design elements in checklist
<b>1 point</b>	<b>On-Street:</b> Project includes three or more elements in checklist
	<b>Trails:</b> Minimum 10’ trail width with three or more design elements in checklist
<b>0 points</b>	<b>On-Street or Trails:</b> Project includes fewer than three elements in checklist

The summary wording used the word “OR” in the description of the three-point scoring standard for on-street projects, when the word “AND” was the appropriate word to use in order to capture the policy intent.

After deliberation, the work group awarded 6 points (3 points x weighting factor of 2) to all projects that incorporated a minimum of five AT design elements, and provided full separation between vehicles and AT modes. 4 points (2 points x weighting factor of 2) were awarded to those projects that incorporated 5 or more AT design elements, but did not include full mode separation.

The difference between having full physical separation elements in project design, versus partial or no physical separation is a total of 10 points (2 points x 5 evaluators). In doing an analysis of project scores, it was apparent that awarding a full three points to all projects with five elements, versus only those with full separation, resulted in 14 projects that did not have full separation included as part of the project design.

The impact on the scores of the eleven highest projects was minimal. While the rank order of the projects changed, none of them dropped out of the top eleven. There were larger impacts on scores on projects ranked further down the list.

In response to the possibility of this wording creating confusion among applicants when responding to question #6, Metro staff is offering applicants who feel their project submission did

<sup>1</sup> Emphasis provided. Policy intent was for this word to be “AND”.

not fully represent their intent the opportunity to adjust their application. If an applicant submitted an application for a non-separated project, thinking they would receive a full 6 points for having five project elements checked, they may submit a modified proposal during October which includes physical separation of modes in their design. They will then have their score for Question #6 adjusted upwards from 4 to 6 points, reflecting full separation. Any impact these adjusted scores will have on the overall project technical rankings will be reflected in an updated list at the end of the public comment period.

**PROJECT READINESS REPORT**

Metro and ODOT staff are currently reviewing the project applications to assess their scope completeness, accuracy of funding estimates, and overall ability to obligate awarded funding within the 2019-21 timeframe. Their feedback will be included in a staff report to TPAC for their November meeting.

**PUBLIC COMMENT PERIOD**

A 30-day public comment period has been established to enable the region's residents to learn about the proposed projects and provide decision-makers with input on their priorities and desires. Metro has created an online map tool to illustrate the location of the projects, provide a description and technical score information for each project, and an input box to capture public feedback.

The public comment period begins September 30 and will run through October 31. A report summarizing the comments on all of the projects will be included in the materials for the November TPAC meeting.

## Regional flexible funds allocation, summary of comments on proposed projects | Nov. 10, 2016

### Active transportation

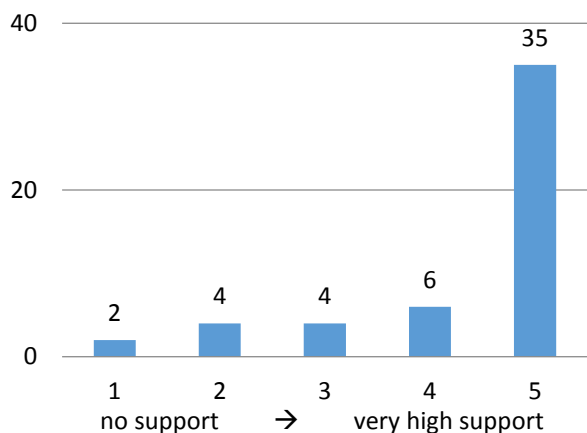
#### Beaverton Creek Trail

Tualatin Hills Park & Recreation District | \$3,892,399

Number of letter, email, voice call, hearing testimony comments in support: **3**

Number of web tool comments: **51**

Web tool support levels:



- Safe, separated path for walkers and bikers with easy access to major transit hubs
- Trail will provide access to housing, jobs, nature, and recreation opportunities
- Other portions of the trail – closer to Beaverton Transit Center and Highway 26 – need to be completed first for people to use this trail

#### Brentwood-Darlington safe routes to school

City of Portland | \$3,100,850

Number of letter, email, voice call, hearing testimony comments in support: **64**

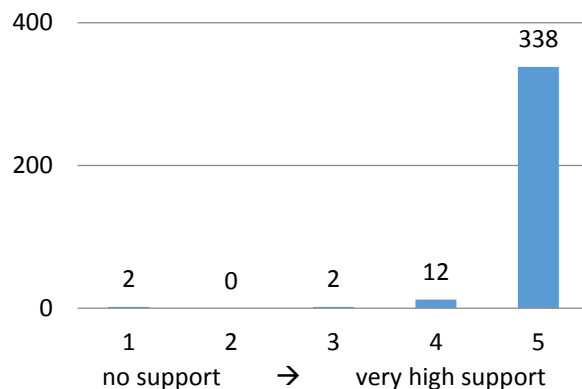
(one additional email was unclear in its position)

Number of postcards, mostly from children, in support: **284**

Number of signatures on petition in support: **1013**

Number of web tool comments: **357**

Web tool support levels:



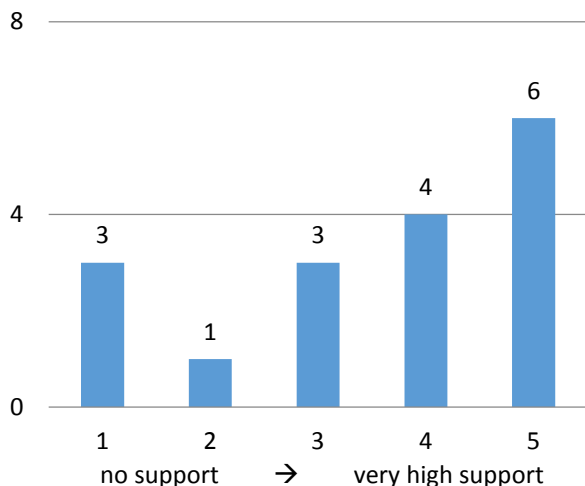
- Students often must walk in the road to get to school due to a lack of sidewalks
- Students in wheelchairs at a local Community Transition School must travel in the road
- Neighborhood has been underserved for a long time and has been rated as having high property tax inequities

### Complete Cleveland Street

City of Gresham | \$3,141,156

Number of web tool comments: 17

Web tool support levels:



- Gresham needs support to become more walkable and bikeable
- Bicycling infrastructure along this corridor should be protected

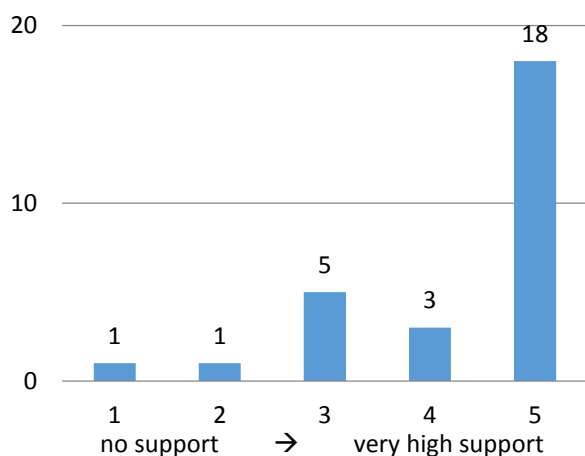
### Complete Division Street

City of Gresham | \$3,459,284

Number of letter, email, voice call, hearing testimony comments in support: 2

Number of web tool comments: 28

Web tool support levels:



- This project will complement the Powell-Division High Capacity Transit project
- Pedestrian improvements are desperately needed along this busy street

- Bicycle infrastructure should be buffered from high traffic speeds and volumes

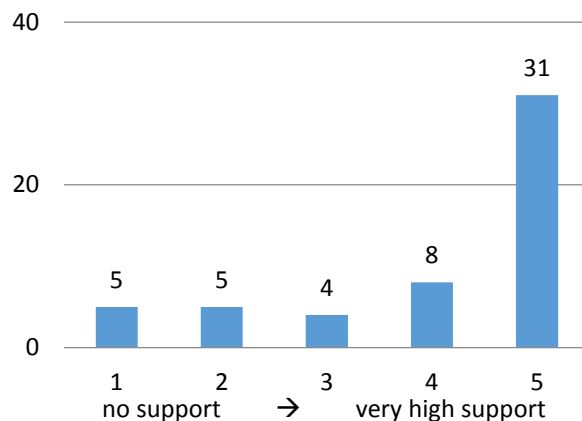
### Cornelius Pass walking and biking bridge design

Washington County | \$800,000

Number of letter, email, voice call, hearing testimony comments in support: 1

Number of web tool comments: 53

Web tool support levels:



- This project would connect homes to jobs – and two schools – in a rapidly growing area
- Car bridges over highways are exceptionally dangerous for walkers and bikers, so a separate bridge is welcome
- This bridge is close to the UGB, so its future potential impact may be limited

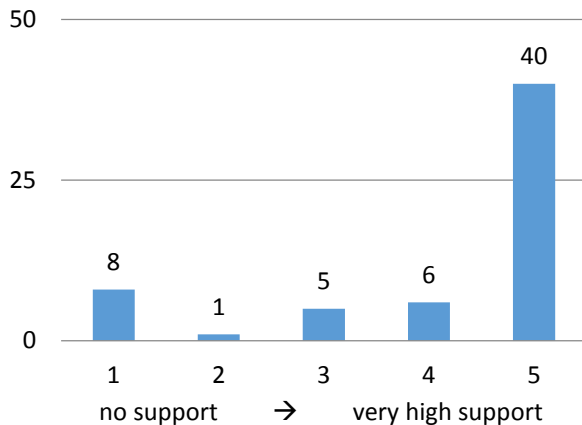
### Cornfoot Road walking and biking path

Port of Portland | \$3,327,672

Number of letter, email, voice call, hearing testimony comments in support: **4**

Number of web tool comments: **60**

Web tool support levels:



- Safe access to a big and growing jobs corridor by walking and biking is sorely needed
- Great to see separation for bikers and pedestrians from traffic in a big freight corridor
- Crossing Lombard and Columbia to reach this path will be a big barrier for use

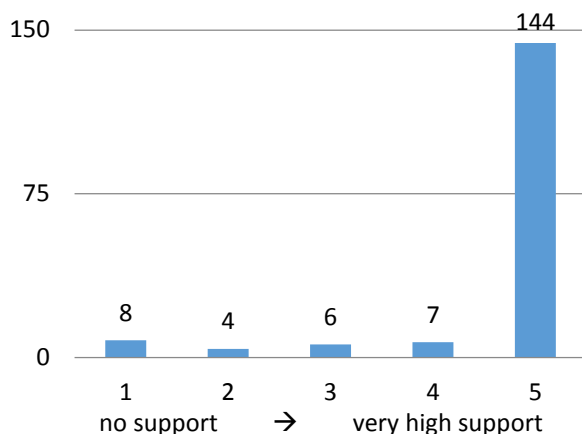
### Cully walking and biking parkway

City of Portland | \$2,998,153

Number of letter, email, voice call, hearing testimony comments in support: **12** (one of which supportive from Killingsworth to Prescott but not Prescott to Sandy)

Number of web tool comments: **169**

Web tool support levels:



- The northern end of NE 72<sup>nd</sup> Ave is incredibly unsafe for walkers and bikers, but it is a vital connection to local community services
- Sidewalks and bicycle infrastructure will complement Cully Park that opens in 2017
- Thirteen comments were concerned about a paved path down the NE 72<sup>nd</sup> Ave park blocks

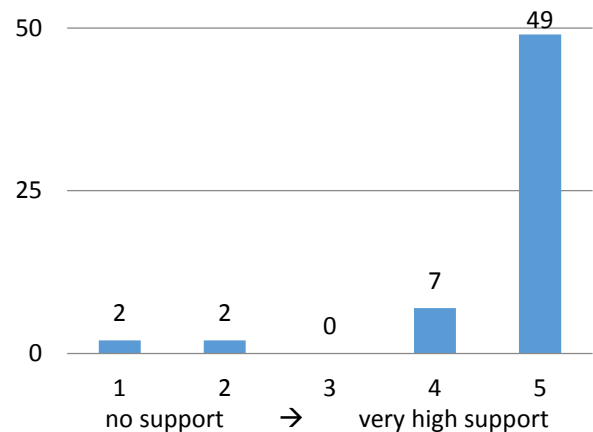
### David Douglas safe routes to school

City of Portland | \$3,048,000

Number of letter, email, voice call, hearing testimony comments in support: **3**

Number of web tool comments: **60**

Web tool support levels:



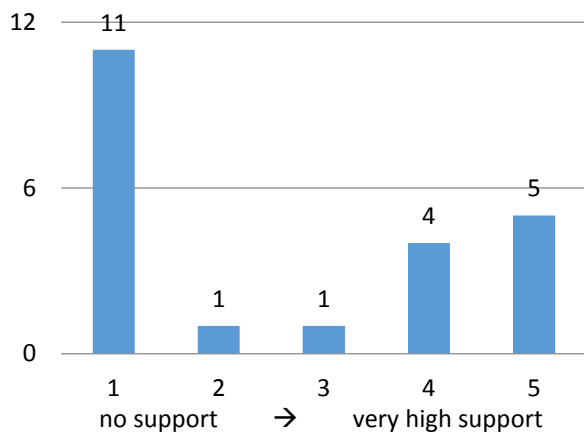
- It is essential to provide children with a safe way to walk or bike to school
- David Douglas is one of the largest schools in the region – this investment will have an impact
- This part of East Portland is higher density, so the impacts will be felt more broadly

### Designing Highland Drive/ Pleasant View Drive/ 190th Ave. | City of Gresham | \$8,487,054

Number of letter, email, voice call, hearing testimony comments *not* in support: **1**

Number of web tool comments: **22**

Web tool support levels:



- Increased traffic is coming to this area, so active transportation investments will be needed
- This project is expensive and promotes suburban development that is unsustainable
- Bicycle infrastructure on a freight corridor should be buffered or protected

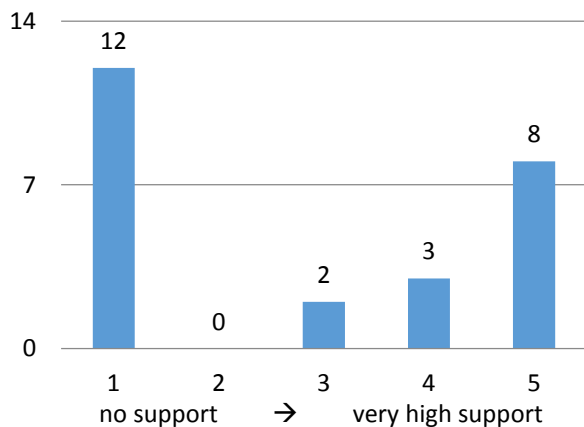
### Designing Hogan Road

City of Gresham | \$9,633,428

Number of letter, email, voice call, hearing testimony comments *not* in support: **1**

Number of web tool comments: **25**

Web tool support levels:



- Gresham is not friendly for walking or biking, and this project is a step to progress

- The high costs associated with this project will not serve a high number of people
- This is a road widening project, not an active transportation project

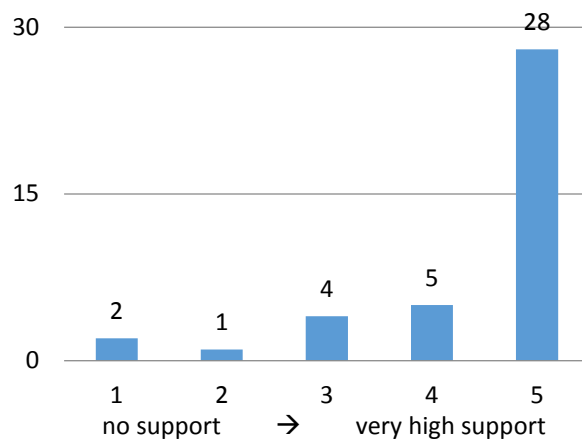
### Fanno Greenway Regional Trail

City of Tigard | \$6,700,600

Number of letter, email, voice call, hearing testimony comments *not* in support: **1**

Number of web tool comments: **40**

Web tool support levels:



- This is the final missing gap in this regionally significant trail
- Having dedicated space away from automobiles for bicyclists and pedestrians is a positive
- The Fanno Greenway Regional Trail has already received a lot of investment recently
- Not enough local match or other local tradeoffs for regional investment at this time.

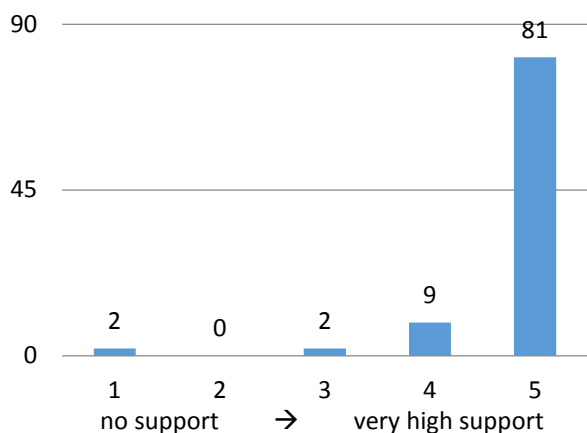
### Halsey Street safety and access to transit

City of Portland | \$2,992,800

Number of letter, email, voice call, hearing testimony comments in support: **7** (including one that also raised a concern)

Number of web tool comments: **94**

Web tool support levels:



- There are many underrepresented residents here, so safer streets and improved transit access are necessary
- Cars speed on NE 82<sup>nd</sup> Ave and NE Halsey St – better and safer active transportation investments are needed
- This area – if not quite in East Portland – is a gateway to this critically underserved part of the city
- Concern that first neighborhood seeing improvements along 82nd is the relatively well-off Montevilla

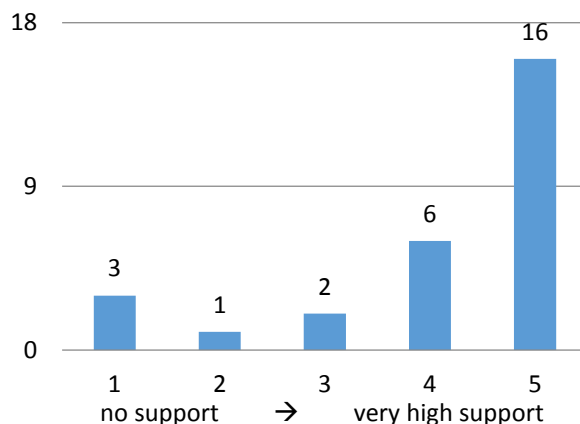
### Herman Road walking and biking improvements project engineering

City of Tualatin | \$625,000

Number of letter, email, voice call, hearing testimony comments in support: **4**

Number of web tool comments: **29**

Web tool support levels:



- There's a clear safety issue - the road is generally impassable for pedestrians and bicyclists with heavy freight use
- Suburban communities have fewer resources – and often more need – than Portland
- The portion west of Teton Ave already infrastructure and does not serve homes

### Highway 43 walking and biking

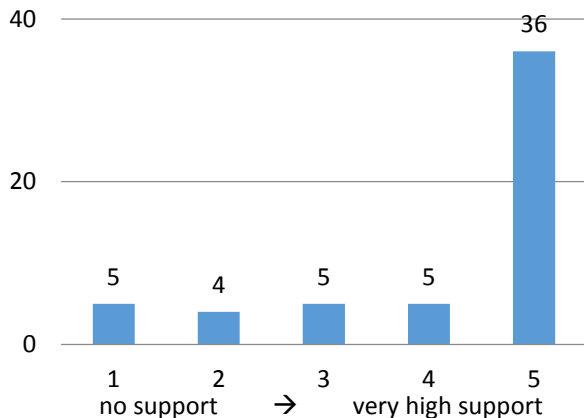
**improvements** | City of West Linn | \$3,400,000

Number of letter, email, voice call, hearing testimony comments in support: **12**

Number of letter, email, voice call, hearing testimony comments *not* in support: **2**

Number of web tool comments: **55**

Web tool support levels:



- This is one of the only flat roadways in the city, which bicyclists appreciate for safe riding
- Safe walking routes and access to transit are in critical need of updates along this corridor
- There are lot of cars but few pedestrians and bicyclists, so is this truly needed?
- Not enough investment for automobiles
- Property impacts to Columbia Academy

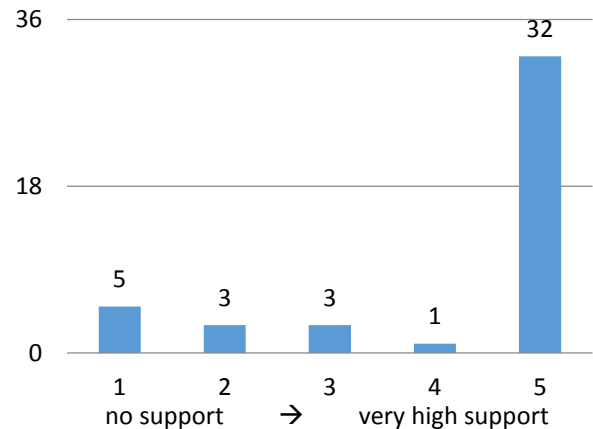
### Highway 99W sidewalk safety improvements

City of Sherwood | \$2,168,000

Number of letter, email, voice call, hearing testimony comments in support: **2**

Number of web tool comments: **44**

Web tool support levels:



- Sherwood is growing north of Hwy 99W, so paths along and across the highway are needed
- This highway is narrow for bicyclists and pedestrians and dangerous with high car speeds
- On a state highway, shouldn't ODOT help pay for some of this?

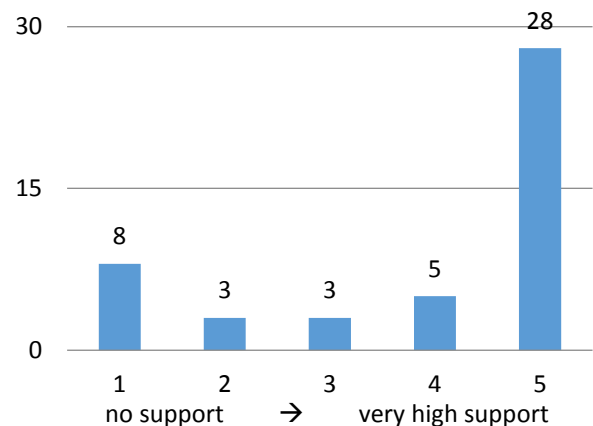
### Hillsdale Town Center pedestrian connections

City of Portland | \$2,346,000

Number of letter, email, voice call, hearing testimony comments in support: **1**

Number of web tool comments: **47**

Web tool support levels:



- If Hillsdale is to become a town center, it must be more bikeable and walkable
- Cars speed because the road runs downhill, which makes it that much more unsafe
- Active transportation investments should be along local roads, not along a state highway

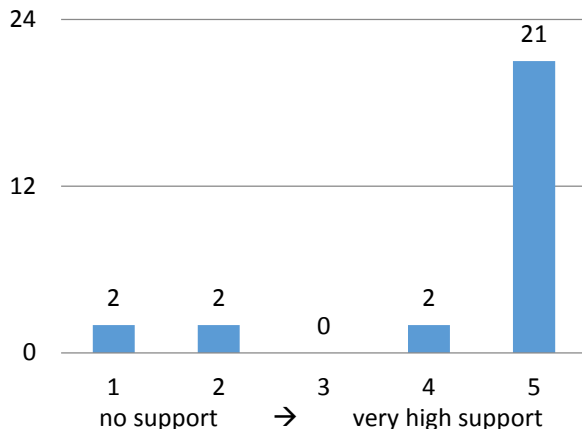
### Interstate 5 walking and biking bridge

City of Wilsonville | \$2,250,000

Number of letter, email, voice call, hearing testimony comments in support: **1**

Number of web tool comments: **27**

Web tool support levels:



- This bridge would easily connect the town center with the transit center
- This is a good way for children to get around town away from unsafe auto traffic
- Make sure to try and connect this asset with regional trail projects

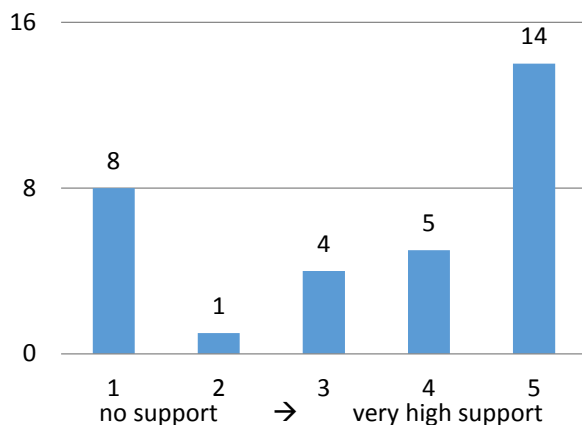
### Interstate 205 walking and biking trail

City of West Linn | \$2,778,873

Number of letter, email, voice call, hearing testimony comments *not* in support: **6**

Number of web tool comments: **32**

Web tool support levels:



- Bicycle commute options in West Linn are poor, and this would help build out a regional system

- As an orphan trail, this would only benefit a small number of people
- Site designated as high risk for both fire and landslide
- Three comments mentioned future plans that could impact this project, from access to Willamette Falls to possible I-205 widening

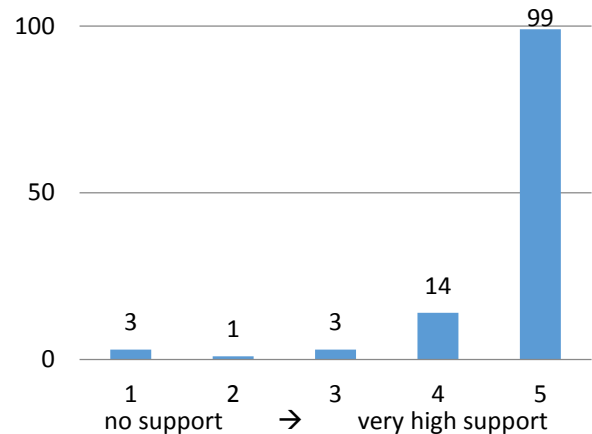
### Jade and Montavilla connected centers

City of Portland | \$3,941,500

Number of letter, email, voice call, hearing testimony comments in support: **3**

Number of web tool comments: **122**

Web tool support levels:



- Navigating these communities on foot or by bicycle is currently a challenge – this will help
- Increased growth is on its way, and walking and bicycling investments will help manage growth
- Safer crossings are needed along Division, Powell, and the Springwater Corridor

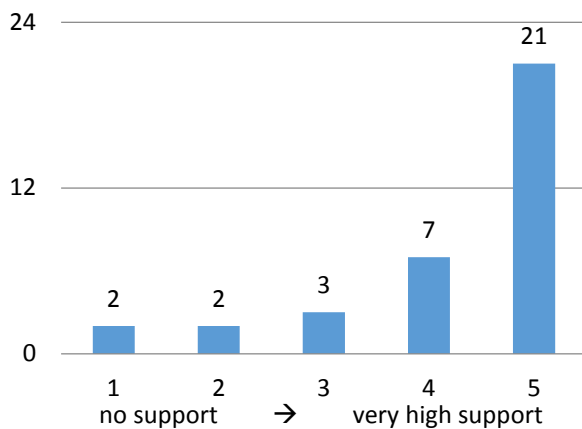
### Johnson Street access to school

Washington County | \$4,700,000

Number of letter, email, voice call, hearing testimony comments *with a suggestion for this area*: **1**

Number of web tool comments: **36**

Web tool support levels:



- Students must always have a safe walk to walk and bike to school, which does not currently exist on Johnson Ave
- This proposal could do more to make thing safe for bicyclists
- Junction of Cornelius Pass and Germantown roads is dangerous, suggestion of a roundabout at this intersection

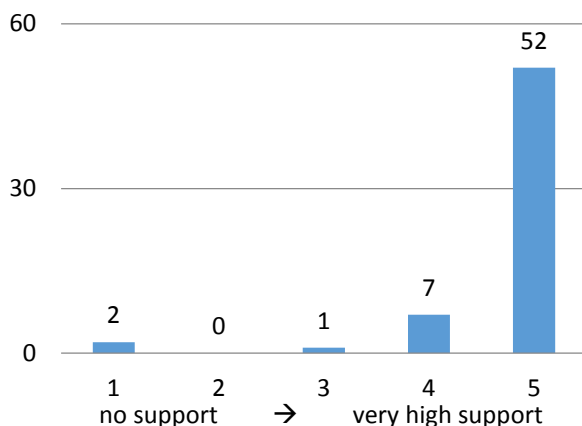
### Molalla Avenue walking and biking improvements

| City of Oregon City | \$3,985,379

Number of letter, email, voice call, hearing testimony comments in support: **4**

Number of web tool comments: **64**

Web tool support levels:



- Safety is needed – there is a community college and several nursing homes along this corridor
- Molalla Ave separates large commercial businesses from low-income housing
- This busy corridor should do more to protect bicyclists from heavy traffic

### Monroe Street neighborhood greenway

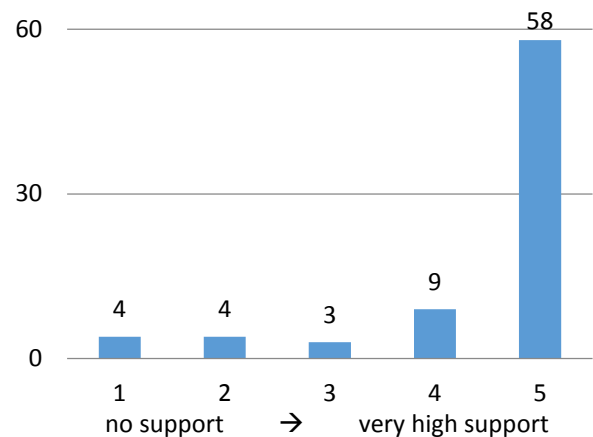
City of Milwaukie | \$2,320,000

Number of letter, email, voice call, hearing testimony comments:

- in support: **2**
- *not* in support: **2**
- *with a suggestion for this area*: **1**
- *with a question about the information*: **1**

Number of web tool comments: **78**

Web tool support levels:



- This greenway will create connections between homes, jobs, schools, and downtown Milwaukie
- Highways and railroads limit transportation choices in Milwaukie
- Seven comments (five web, one letter, one email) were concerned about limiting auto access in an area with few through streets

### Monroe Street walking and biking

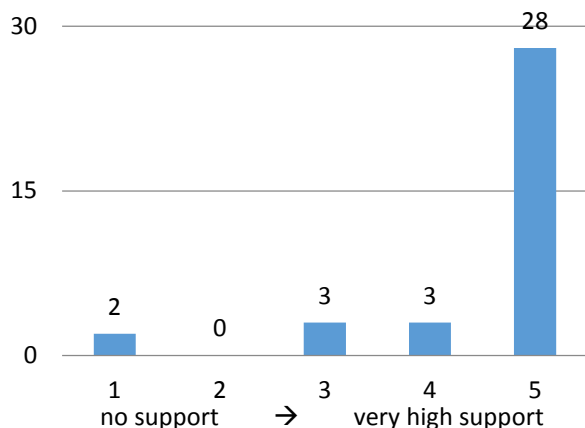
**improvements** | Clackamas County | \$3,000,000

Number of letter, email, voice call, hearing testimony comments:

- in support: **1**
- *not* in support: **2**

Number of web tool comments: **37**

Web tool support levels:



- Clackamas Town Center is a regional destination and there should be more multi-modal ways to reach it
- This will help improve access to Clackamas Community College
- Protected bike lanes should be emphasized as much as possible in this project
- Tied to the Monroe Street neighborhood greenway project, two comments expressed concern for diverting auto travel at Linwood and Monroe

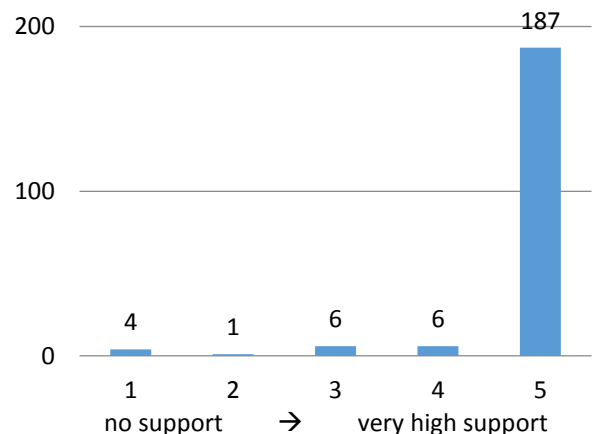
### North Portland Greenway Trail

City of Portland | \$2,909,680

Number of letter, email, voice call, hearing testimony comments in support: **9**

Number of web tool comments: **207**

Web tool support levels:



- North Portland needs a safe and direct bicycle connection to downtown Portland
- In addition to safe commuting, this project improves nature and recreation access
- Trail will connect with lots of employers, as well as the University of Portland and Roosevelt HS

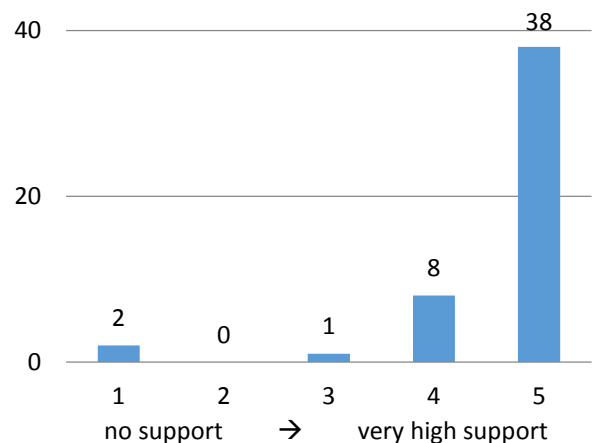
### Outer Stark/Halsey complete streets

City of Portland | \$300,000

Number of letter, email, voice call, hearing testimony comments in support: **2**

Number of web tool comments: **49**

Web tool support levels:

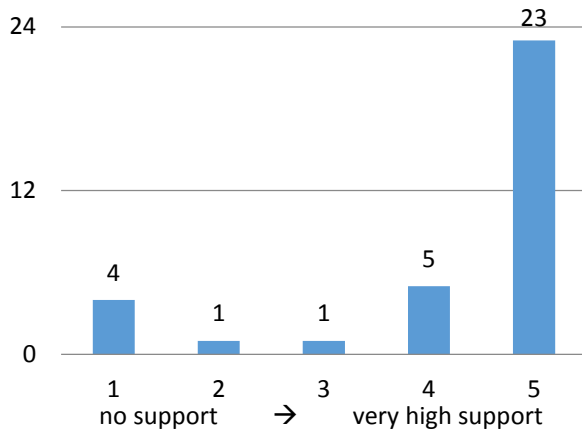


- These two important arterials in East Portland need active transportation investments
- This project will complement the work being done at Gateway Green
- Comfort through lower speed limits and transit movement need to be prioritized

**Sandy Boulevard walking and biking improvements** | Multnomah County | \$5,319,631

Number of web tool comments: **35**

Web tool support levels:



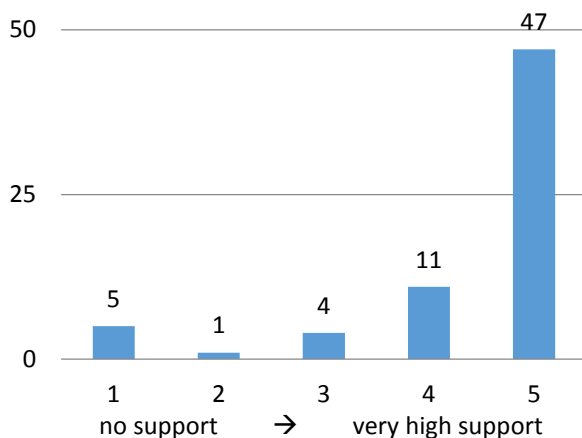
- Project will serve vulnerable populations living in trailer parks along Sandy Blvd
- Sandy Blvd is a freight route and bicycle parkway, but it does not work for the latter mode
- The improvements here should be paired with a connection to the Fairview-Gresham Trail

**Westside Trail walking and biking bridge design** | Washington County | \$800,000

Number of letter, email, voice call, hearing testimony comments in support: **2**

Number of web tool comments: **69**

Web tool support levels:



- This bridge would help connect local residents with job opportunities
- A critical link in the THPRD trail network would be completed with this project

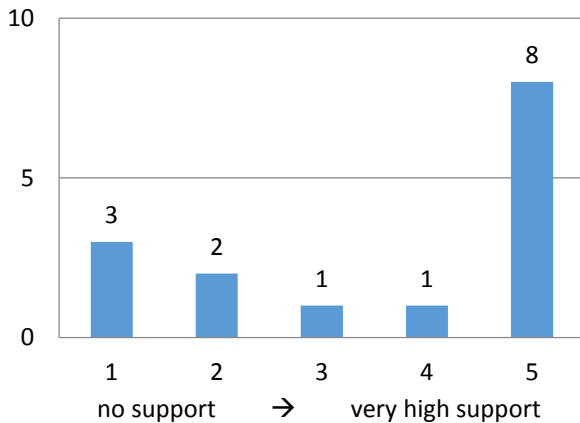
- Apparently, there is long-standing opposition to this bridge from neighbors to the north

## Freight

### Basalt Creek Parkway extension | Washington County | \$3,000,000

Number of web tool comments: **15**

Web tool support levels:



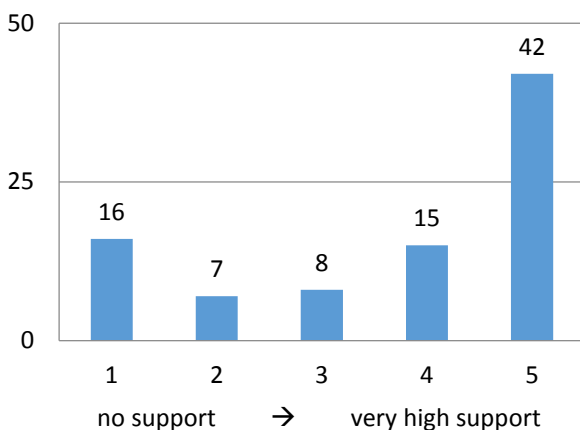
- This is a much-needed project that will improve traffic flow
- This proposal appears to do little to make active transportation safer along a freight corridor

### Central Eastside access and circulation improvements | City of Portland | \$3,002,433

Number of letter, email, voice call, hearing testimony comments *with cautious* support: **9**

Number of web tool comments: **89**

Web tool support levels:



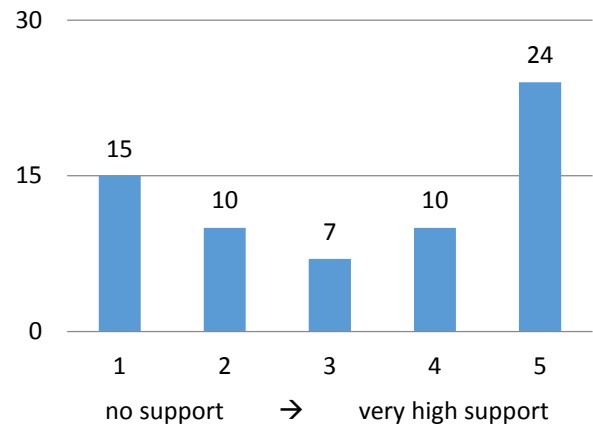
- The new traffic signals will make movement of all modes safer through this dynamic area
- The 11<sup>th</sup>/Sandy/Ankeny intersection is dangerous, and the improvements are needed

- There is a greater need for sidewalks and bicycle infrastructure here as well as rebuilding an overpass along Division by the Orange Line
- One email expressed a belief this should be funded through a different source, but supportive if a freight project had to be chosen for these funds

### Columbia Boulevard intelligent transportation system | City of Portland | \$600,000

Number of web tool comments: **67**

Web tool support levels:



- Columbia is a safety nightmare, and any improvement there will be welcomed
- Moving freight traffic off of Lombard onto Columbia will free up roadway opportunities
- The needs of the community – safety most notably – must be met through this project

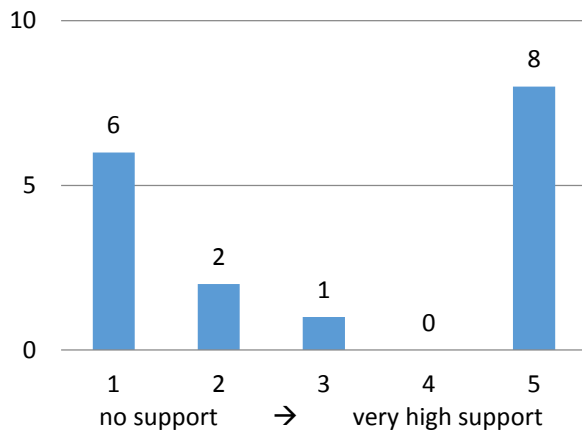
### **Hunziker Road industrial area transportation**

**infrastructure** | City of Tigard | \$1,851,740

Number of letter, email, voice call, hearing  
testimony comments *not* in support: **1**

Number of web tool comments: **18**

Web tool support levels:



- This project meets local and regional freight needs
- Tigard needs more high-paying jobs, and this project would encourage more industrial development
- Are there other ways to fund roadway and freight improvements?



Clackamas  
County  
Coordinating  
Committee

*Promoting partnership among the County, its Cities and Special Districts*

November 9, 2016

Councilor Craig Dirksen, Chair  
Joint Policy Advisory Committee on Transportation  
Metro Regional Center  
600 NE Grand Ave  
Portland, Oregon 97232

**RE: Clackamas County project funding priorities for Regional Flexible Funds Allocation (RFFA) 2019-21**

Dear Chair Dirksen and members of JPACT:

The Clackamas County Coordinating Committee (C4) has conducted a public process to review the RFFA projects submitted from Clackamas County jurisdictions and provide input for JPACT to consider during the selection of projects for RFFA funding. The C4 process included a technical evaluation of the submitted projects by the Clackamas Transportation Advisory Committee (CTAC) and vigorous discussions by C4, C4 Metro Subcommittee, CTAC, as well as presentations by project sponsors and public input.

Through both the technical and public process, C4 and its subcommittees reached unanimous consensus that the three top RFFA project priorities in Clackamas County are:

1. West Linn Highway 43 Multimodal Transportation Project
2. Oregon City Molalla Avenue (Beavercreek Road to Highway 213)
3. Wilsonville I-5 Pedestrian & Bikeway Bridge (Town Center Loop to Barber Street)

As the leaders of C4 and representatives of Clackamas County and the Cities to JPACT, we would like to articulate the reasoning supporting this recommendation. We also wish to note that we are not recommending for funding at this time the Monroe St Active Transportation by Clackamas County.

While the West Linn Highway 43 Multimodal Transportation Project received a mediocre score in Metro's technical evaluation (tied at #17 of 27 projects), several compelling factors emerged in our review process that elevates the project for consideration as JPACT selects projects for RFFA funding.

**Factors favoring the West Linn Highway 43 Multimodal Transportation Project include:**

- **Primary North-South Regional Corridor in Southeast Portland Region:** Highway 43 is an old, narrow 'farm-to-market' road that is an important connection between Portland and Clackamas County destinations serving both people living/working along the corridor, as well as those traveling through the corridor.
  - Highway 43 is the *only* north-south corridor in the southeast metro region that connects Portland, Lake Oswego, West Linn and Oregon City.
  - The Highway 43 corridor links key regional assets, including Portland's Southwest Waterfront, Downtown Lake Oswego, Marylhurst University and the historic Willamette Falls Locks area in West Linn, and the Willamette Falls Legacy Project in Oregon City.

- **State Funds Leverage:** The Highway 43 Project offers a unique opportunity to leverage \$1.1 million of ODOT's 2019-21 STIP Enhance funds with regional RFFA funding.
- **Improved Bike/Ped and Transit-Rider Safety:** Members of the public expressed concern about the need for improved safety for pedestrians, bicyclists and transit users along Highway 43, which splits West Linn in half. Several schools—including Marylhurst University, two primary schools, West Linn High School, and day-care facilities—and the West Linn Public Library are accessed via Highway 43. Members of the public testified that they cannot safely access the already limited Tri-Met transit services since crossing or walking along Highway 43 is unsafe.
- **Better Access for Those with Disabilities:** The Highway 43 Multimodal Transportation Project includes ADA improvements designed to improve mobility and access to transit services for those with disability.
- **Public Investment in Alternative Transportation Encourages Redevelopment:** As many areas of the Portland region have found, public investment in alternative transportation modes can encourage economic development in the form of new investments in housing and employment centers. The City of West Linn seeks to consider new developments; already, Marylhurst University proposes a 300-unit expansion of apartments that serve senior citizens.

**The other two projects, both of which ranked highly during the Metro technical evaluation process, that C4 supports include Oregon City's Molalla Avenue (Beavercreek Road to Highway 213) and Wilsonville's I-5 Pedestrian & Bikeway Bridge (Town Center Loop to Barber St) projects.**

The Molalla Avenue project addresses a strong concern for safety of pedestrians and transit users along Molalla Avenue in Oregon City. The project directly serves lower-income communities by improving access to transit services and providing an alternative transportation route along a primary corridor. The Molalla Avenue corridor is the primary connection to Oregon City High School and Clackamas Community College, and serves several senior living facilities, a mobile home park, primary/middle schools, Clackamas County social services, and major commercial/retail services.

Wilsonville's I-5 Pedestrian & Bikeway Bridge project improves access to alternative transportation modes by providing a safe bike/ped route over I-5, which splits the community in half. The project links transit services at SMART Transit Center and WES Commuter Rail Station and housing at the Villebois urban village on the westside of I-5 with the "high-tech" employment area, Town Center commercial services and three colleges, including Oregon Tech, Clackamas Community College, and Pioneer Pacific. The project directly serves lower-income populations by providing more transportation options.

C4 appreciates the opportunity for county coordinating committees to provide JPACT with input on priorities for RFFA funding. We look forward to working with JPACT and members of the Metro Council to finalize the selection of RFFA projects from throughout the region at the January JPACT meeting.

Sincerely,



Paul Savas, Commissioner  
Clackamas County  
C4 Co-Chair  
JPACT Member for Clackamas County



Brian Hodson, Mayor  
City of Canby  
C4 Co-Chair



Tim Knapp, Mayor  
City of Wilsonville  
JPACT Member for  
Clackamas County Cities

# *East Multnomah County Transportation Committee*

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

November 14, 2016

Metro

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

## **Re: MTIP Regional Flexible Fund Allocation (RFFA) East County Endorsements**

Dear President Hughes and Councilor Dirksen:

The East Multnomah County Transportation Committee (EMCTC) met on November 7, 2016 and took formal action to endorse the following projects for funding from the 2019-2021 Regional Flexible Fund Allocation (RFFA). These three projects are key projects for East Multnomah County and are as follows:

### Complete Cleveland Street: Stark to Burnside (City of Gresham)

This project will finalize filling a gap in the active transportation network by improving a substandard section of Cleveland Avenue between Stark and Burnside to an urban “complete street” standard. This is the second and final phase of this project. Phase 1 built out a section of the project between Burnside and Powell and developed the 100% design for this Stark to Burnside phase making this project shovel-ready. This is a much needed project for providing a direct and safer multimodal link between Gresham’s Regional Center and the Gresham Vista Business Park. It also will create safer non-automotive access to schools, parks, transit and regional designations for a community that has higher than average low-income, low-English proficiency, non-white, young, and persons with disabilities.

### Completing Division Street: Birdsdale to Wallula (City of Gresham)

This project leverages the Powell Division High Capacity Transit Project and supports access to key regional destinations in a currently auto-centric environment. The project fills an active transportation gap by adding continuous sidewalks, curbs, ADA compliant curb ramps and bike lanes on Division between Birdsdale and Wallula. Travel as a pedestrian or bicyclist within this 5 lane arterial is not a safe environment creating a barrier for the community which consists of higher than average low income, low English proficiency, non-white, young, and persons with disabilities.

### Completing the Sandy Boulevard Active Transportation Gap: Sandy Boulevard Improvements from Fairview Parkway to NE 223rd Avenue (Multnomah County)

This project will fill one of the last gaps in the active transportation network on Sandy Boulevard. There is a high concentration of historically underserved and underrepresented populations that will benefit, including senior mobile home and RV park residents. The project also serves regional and industrial employment centers. In addition, to constructing continuous sidewalks and bike lanes, the project will also enhance bus stops making them ADA-compliant and will construct a center turning lane to reduce congestion and conflicts. –These much needed multi-modal safety improvements are key for this neighborhood and important freight route.

Thank you for continuing to advance these projects as East County priorities for the Region and for considering funding under the RFFA. Please contact Joanna Valencia at [joanna.valencia@multco.us](mailto:joanna.valencia@multco.us) or at (503)988-0219 if you have any questions or need additional information.

Sincerely,

A handwritten signature in black ink that reads "Diane McKeel". The signature is fluid and cursive, with the first name "Diane" and last name "McKeel" clearly distinguishable.

Diane McKeel, Chair  
East Multnomah County Transportation Committee

cc: Mayor Ted Tosterud, Fairview  
Councilor Jerry Hinton, Gresham  
Mayor Doug Daoust, Troutdale  
Councilor Tim Clark, Wood Village  
Susie Lahsene, Port of Portland

November 15, 2016

Metro

Attn.: Ted Leybold and Dan Kaempff  
600 NE Grand Avenue  
Portland, OR 97206

Re: MTIP Regional Flexible Fund Allocation – City of Gresham Projects

Dear Ted and Dan,

The City of Gresham submitted four applications for Regional Flexible Fund Allocation (RFFA). We appreciate the opportunity to provide additional information and comment on our two top priority projects, **Complete Cleveland Street: Stark to Burnside** and **Completing Division Street: Birdsdale to Wallula**. These two projects have received strong support from community members during previous outreach processes as well as the current RFFA process. They have been endorsed by the East Multnomah County Transportation Committee as two of three top priority projects in East County. In June 2016 Gresham Mayor and Council advanced these two projects as “highest priority” capital projects for grant funding.

The intent of the following information is to provide JPACT additional detail on the Cleveland Avenue project as it evaluates projects for funding allocation. In particular, the information addresses public support; project readiness; and how the project meets RFFA objectives. As you are aware, this project received the higher rating of Gresham’s top two projects during the technical review process. Much of what is outlined below is also applicable to the Division Street project and we can provide that detail following TPAC discussion on 11/18/2016 if relevant.

Completing Cleveland Avenue: Stark to Burnside

This segment of corridor connects Gresham’s regional Downtown to an employment corridor that includes On SemiConductor, Subaru, and MicroChip as well as smaller retail businesses. In addition, this project leverages JPACT’s prior commitment of RFFA funding that allowed us to achieve 100% design of the corridor. **In terms of project readiness, this project will be ready for construction during the FY18-21 timeframe.**

Public support: During the RFFA comment period ten of seventeen respondents for this project rated high support for completing this segment. Text comments addressed Gresham needing to be more pedestrian/bike friendly. While rated a “Silver Bike Friendly Community” by the League of American Bicyclists, Gresham needs projects such as this one to retain the rating and prove that we are a competitive region for bicycling.

Beyond Metro’s recent comment process, this segment of corridor has been discussed during outreach for the Powell-Division Bus Rapid Transit (when it was a potential connection from Downtown Gresham to Mt. Hood Community College) and Gresham’s Active Transportation Plan development currently underway. **Support for making new pedestrian/bike connections in this corridor identified through those processes is very high** and additional documentation about that can be provided.

Technical comments submitted during the initial evaluation phase of this RFFA process alluded to the fact that the proposed design does not include protected or buffered bike lanes. This

was considered by our planning and engineering staff during the design phase of the project. However, due to the limited right-of-way, intent to keep project costs reasonable, and to retain support from property owners adjacent to the existing roadway, there is limited opportunity to expand the width of the corridor. In addition, the speed limit on this segment is 25 MPH and is a relatively low-volume auto street. Thus, the design is as context sensitive as feasible, makes cost-effective use of federal funds, and would add the needed multimodal travel options.

**Meeting MTIP/RFFA Allocation objectives:** As noted above, this project clearly meets RFFA objectives. It honors previous funding commitments and builds on regional support received in past funding cycles, it achieves multiple planning objectives by providing bicycle and pedestrian facilities along a north-south corridor connecting the downtown to employment centers and connecting the high school to nearby residences, and it efficiently and cost-effectively makes use of federal funds by leveraging existing federal funds on the project and delivering a more robust and complete pedestrian and bicycle infrastructure project.

Thank you in advance for your consideration of this project.

Sincerely,

*Katherine Kelly*

Katherine Kelly  
Comprehensive Planning Manager  
City of Gresham

November 17, 2016

Re: Completing the Sandy Boulevard Active Transportation Gap

Dear Dan and Ted:

Thank you for the opportunity to provide additional comments on the County's application for improvements on Sandy Boulevard. The project, *Completing the Sandy Boulevard Active Transportation Gap*, strongly supports the RFFA Objectives and continues multi-modal investment in the Sandy Boulevard corridor to East County underserved communities. The project has received favorable public comments, is supported by partnering agencies, and has been endorsed by the East Multnomah County Transportation Committee. To support JPACT's evaluation of the project, the County would like to address public and technical comments received during this selection process, as well as note how the project meets RFFA objectives. Please accept the following project justification based on public comments, technical score, and project readiness for Multnomah County's Regional Flexible Fund Allocation (RFFA) proposal.

**Eight percent (80%) of web comments were highly supportive of this project.**

Thirty-five members of the public commented on the Sandy Boulevard proposal and 28 of those gave the project a rating of high support. The summary of public comments was also positive noting how the project will serve vulnerable populations and how Sandy Boulevard is designated as bicycle parkway but does not currently serve that mode. The only improvement suggested for the project is that it should be paired with a connection to the Gresham-Fairview Trail. A City of Gresham 2016-2018 RFFA project will connect with the planned route of the Gresham-Fairview Trail and this project, in addition to planned County-funded improvements, would provide continuous sidewalks and bike lanes connecting to this trail and improving options for connecting to other regional trails, including the I-84 Trail and the 40-Mile Loop Trail. Additionally, this project leverages investments being made along the Sandy Blvd Corridor, completing remaining portions of the east-west Sandy Blvd corridor currently with no bike and pedestrian facilities. This includes projects completed by the City of Portland and the City of Gresham west of this project and the County's own Sandy Blvd project at 230<sup>th</sup> and Sandy Blvd.

**Support letters submitted with this application praise the project because it provides better transit stops, safer crossings, sidewalks and bike lanes to disadvantaged communities.**

In addition to the comments received through the web-tool, the County received letters of support from Quail Hollow, a 55+ mobile home community; City of Fairview; TriMet; and Reynolds School District. Their support is based on the knowledge that the disadvantaged community that this project serves would greatly benefit from the safety improvements proposed, including: sidewalks, bike lanes, ADA bus stop improvements, cross-walks, a turning lane, and improved street lighting. Currently, elderly residents and children have to dash across a busy corridor to stand on an inadequately lit and narrow shoulder to wait for TriMet or the school bus. Persons with disabilities who live along this section of Sandy Boulevard cannot safely board a bus or travel

down the street without needing a vehicle due to a lack of ADA-compliant facilities. Those who live or work in the area and want to walk or bike via one of the few east-west corridors north of I-84 will soon be able to do so on most of Sandy Boulevard, due to previously-funded RFFA projects, but will have to negotiate this 0.8 mile gap in pedestrian and bicycle facilities.

**The project closes a 0.8 mile gap in multimodal infrastructure and provides continuous pedestrian and bicycle facilities along a (5) mile corridor, applied in a consistent manner and leveraging other projects currently underway.**

The improvements included in this project proposal were designed to bring Sandy Boulevard up to continuous arterial standards with bike lanes, sidewalks, and planter strips to match existing and planned construction on either side of the project area. The technical scoring criteria emphasize a physical separation between travel lanes and the bike lane and this approach was thoroughly considered by the County's engineers. However, it was concluded that changing the travel pattern for only this 0.8 mile segment of Sandy Boulevard may actually decrease safety for the corridor. The project area also is constrained by the amount of right of way as well as a stream crossing that would increase the project cost and could impact affordable housing located along the right of way. As noted above, this project leverages investments being made along the Sandy Blvd Corridor, completing remaining portions of the east-west Sandy Blvd corridor currently with no bike and pedestrian facilities. This includes projects completed by the City of Portland and the City of Gresham west of this project and the County's own Sandy Blvd project at 230<sup>th</sup> and Sandy Blvd.

**The project achieves multiple transportation policy objectives by providing safer pedestrian crossings, sidewalks, bike lanes, and enhanced transit stops in an area with a higher than average population of low income, minority, and elderly adults. The project strives to meet the multiple, sometimes conflicting objectives of being both a Freight and an Active Transportation Corridor with physical and environmental constraints.**

While there fortunately have not been an excess of severe crashes in this area, this segment of Sandy Boulevard has experienced congestion and crashes due to the lack of a turning lane for a portion of the project area that has multiple driveways. The introduction of a continuous turning lane, as well as bus pull outs and pedestrian and bicycle facilities will decrease conflicts between the multiple uses of this corridor for freight, residential, and future active transportation. The addition of mid-block cross walks with rapid flashing beacons in addition to improved street lighting, sidewalks, and bike lanes will also greatly enhance safety and comfort for area residents to become active transportation users. The technical scoring was narrowly focused on current crash data and an emphasis on buffered bike lanes while the project has many components that will provide a quality user experience in an area that has faced many barriers to active transportation. It is also important to note that Sandy Boulevard is designated as Regional Freight Route, Bicycle Parkway, and Pedestrian Parkway. The RFFA funding categories are separated between freight and active transportation, however, in managing this regional, multi-modal corridor a balance is needed that may not be well reflected in the scoring of just one of those modal needs.

**The project significantly leverages other local and regional funding to deliver a regionally significant project. The project leverages previous funding commitments made by JPACT and the Metro Council.**

Multnomah County has already spent \$75,000 to bring the project to 20% design – which is what enables us to provide the project cost, timeline, and deliverability with a higher degree of confidence. Additionally the project is leveraging current County projects in the amount of \$1.78 M (\$659k from previous MTIP/RFFA

funds). Additionally Gresham and the City of Portland has invested in the segment of Sandy Boulevard that is within their jurisdictions improving biking and pedestrian facilities for this key east-west corridor for the region.

**The project is at 20% design, is well-scoped, and the project cost and timeline are well developed. Project readiness has repeatedly been emphasized through this MTIP/RFFA Process and the County has deliberately applied for a project that meets this goal of the region.**

This project is consistent with the RFFA objectives, including its emphasis on project-readiness, cost-effectiveness, and coordination with partnering agencies. Multnomah County has already invested in this project to 20% design phase and the County has experience at delivering large, federal aid projects. This project is one of the last gaps in a phased upgrade of Sandy Boulevard that has been supported by past RFFA investments and fulfills actions in multiple regional and local plans. The project area is densely developed with affordable housing and is surrounded by a growing industrial employment center – major reasons for this corridor to be multi-modal and provide improved system connectivity. The project also leverages multiple investments in the active transportation network in East County and has broad support from the East County communities and partnering agencies.

Thank you for your detailed consideration of this project and your advancement of active transportation in East County. If there is any clarification or additional information needed, please contact Joanna Valencia, Transportation Planning and Development Manager at 503-988-0219 or via email at [Joanna.valencia@multco.us](mailto:Joanna.valencia@multco.us)

Thank you,

A handwritten signature in blue ink, appearing to read 'Joanna Valencia', with a stylized, flowing script.

Joanna Valencia



CITY OF  
**PORTLAND, OREGON**  
OFFICE OF PUBLIC SAFETY

COMMISSIONER STEVE NOVICK  
1221 SW 4th Ave. Suite 210  
Portland, Oregon 97204  
Phone: 503-823-4682  
Fax: (503)-823-4019  
novick@portlandoregon.gov

November 29, 2016

Craig Dirksen, JPACT Chair  
Metro  
600 NE Grand Ave.  
Portland, OR 97232

Dear Councilor Dirksen:

Thank you for the opportunity to submit comments on the City of Portland's Regional Flexible Funding grant priorities.

The City of Portland engaged in a robust project selection process to determine projects to submit for Regional Flexible Funding grants. We engaged the City's modal committees (Bicycle, Pedestrian and Freight) and the Transportation Justice Alliance. We also considered community feedback gathered during our recent Transportation System Plan update as well as a number of other ongoing planning processes. Each of the City's proposed projects will greatly benefit our City's transportation users and are high priority projects.

Given that all of the projects are important to the City of Portland, we are now relying on the technical grant application scoring of the projects as well as the public feedback that Metro received during the public comment period. We are pleased to see that all of the City of Portland projects received significant public support. However, one Active Transportation project, the Brentwood-Darlington Safe Routes to School project, received an exceptional amount of support. Not only did the Brentwood-Darlington project receive the highest number of positive comments in Metro's online tool, but project advocates sent postcards, spoke at multiple meetings, and sent in a petition with over 1000 signatures.

If funding is formulated based only on technical rankings, Brentwood-Darlington's technical score would put it just below the funding line. However, given the magnitude of community support for this project, Portland is willing to make adjustments to our other high scoring projects to stretch the funding to include Brentwood-Darlington as well. We propose to rescope our budget request, and are willing to increase the local match on the following Active Transportation projects as reflected below:

**Portland's Active Transportation Project Priority Package**

- NE Halsey Safety and Access to Transit: \$2,400,000 (revised down from \$2,992,800)
- Connected Cully: NE 72<sup>nd</sup> Ave Ped/Bike Parkway: \$2,300,000 (revised down from \$2,998,153)
- Jade & Montavilla Connected Centers: \$3,200,000 (revised down from \$3,941,500)
- Brentwood-Darlington Safe Routes to School: \$2,200,000 (revised down from \$3,100,850)

For the Regional Freight Initiatives funding, we again are relying primarily on the technical scoring of the projects.

**Portland's Regional Freight Project Priority:**

- Central Eastside Access & Circulation Improvements project: \$3,002,433

If the projects listed above are funded, the City of Portland's total funding will be \$13,102,433, which is \$132,453 less than the City of Portland's projected funding amount based on the technical scores alone. This also puts the City of Portland's funding slightly lower (2%) than our proportional share of the funding based on population. We therefore believe that this package of projects should be fully funded as proposed.

Finally, we want to thank all of the Metro staff and leadership for their efforts on this process. We are excited to prepare for these additional projects to make active transportation and freight improvements in our region.

Sincerely,

A handwritten signature in black ink, appearing to read "Steve Novick", with a stylized, cursive script.

Commissioner Steve Novick



# WASHINGTON COUNTY

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## OREGON

November 15, 2016

Craig Dirksen, JPACT Chair  
Metro  
600 NE Grand Ave  
Portland 97232

Dear Councilor Dirksen:

Thank you for the opportunity Washington County Coordinating Committee has to submit comments on the Regional Flexible Funding grant application priorities.

The WCCC strongly supports funding for the four projects from Washington County jurisdictions that the technical committee ranked highest and which fell above the funding cutoff line of \$7.34 Million for Regional Freight Initiative projects and \$25.81 Million for Active Transportation/Complete Streets projects. In total, these four projects request funding for a total of \$9,371,572 or 28% of the total \$33.15 Million available. These projects are:

### **Regional Freight Initiatives**

- **Hunziker Industrial Core Connective Infrastructure.** Submitted by the City of Tigard, this project ranked first by the committee. The grant funds will be used to construct access to a key industrial area in Tigard. The requested amount is \$1,851,740.
- **Basalt Creek Extension: Grahams Ferry Rd to Boones Ferry Rd.** Submitted by Washington County, this project ranked third by the Committee. The grant funds right-of-way acquisition for the Basalt Creek Extension and leverages local and regional funding already committed to advance this project, which is critical to serve future growth in a regionally significant industrial area. The requested amount is \$3 Million.

### **Active Transportation/Complete Streets Proposals**

- **Beaverton Creek Trail: Westside Trail to Hocken Ave.** Submitted by City of Beaverton and Tualatin Hills Parks and Recreation District, this project ranked fifth by the committee. The grant would fund a missing link in the Beaverton Creek Trail Crescent Connection. The requested amount is \$3,892,399.

- **Herman Rd Active Transportation Corridor.** Submitted by the City of Tualatin, this project ranked ninth by the committee. The grant would fund the design of the active transportation corridor on Herman Road between 108<sup>th</sup> and Tualatin Road. The requested amount is \$625,000.

The Washington County Coordinating Committee supports advocating for funding of the Westside Trail Bridge Design, but not at the expense of displacing the two Active Transportation/Complete Streets projects "above the line." The Westside Trail Bridge Design project would complete the trail design across a major barrier of Hwy 26, is of regional significance, and was next highest technical scoring among Washington County projects at thirteenth. With an \$800,000 request, it is a good candidate to move forward if funding is available.

More information about the top five project priorities is attached. Please share them along with this letter with JPACT and Metro Council.

We look forward to a successful completion of this process with upcoming discussion and action at JPACT and Metro Council.

Thank you for your consideration,

A handwritten signature in black ink, appearing to read 'R. Rogers'.

Roy Rogers  
Commissioner, Washington County Board of Commissioners  
Chairman, Washington County Coordinating Committee

cc: Andrew Singelakis, Director Land Use & Transportation

attachments



## MEMO

**DATE:** November 4, 2016  
**TO:** WCCC TAC  
**FROM:** Jeannine Rustad, JD, Superintendent of Planning

**RE:** **Beaverton Creek Trail Crescent Connection**

### **Introduction**

The Tualatin Hills Park & Recreation District, through its partner the City of Beaverton, is requesting MSTIP opportunity funds as part of its local match for 2019-2021 Regional Flexible Fund application (RFFA) for construction of the Beaverton Creek Trail from the Westside Trail to Hocken Avenue. Total project costs are estimated at \$4,800,000, with a required local match of 10.27%, or \$500,000:

Grant Application	\$3,893,399
Local Match (\$724,116):	
MSTIP Opp. Fund	\$ 250,000
THPRD SDCs	\$ 424,116
<b>Total Project:</b>	<b>\$4,616,515</b>

### **Background**

The 1.5-mile long portion of the Beaverton Creek Trail from the Westside Trail to Hocken Avenue (the western leg of the Crescent Connection) is identified as a high-priority project for THPRD in its Trails Functional Plan. This off-street multi-use trail will offer a transportation alternative that: 1) improves safety; 2) improves access to employment and commercial areas, transit service, and essential public services, including Beaverton City Hall; and 3) helps reduce auto-trips.

The SDC eligible portion of the cost of this trail has been included in THPRD's five-year SDC Capital Improvement Program (CIP) approved in April 2016. This project will complete a gap between the Westside Trail (near the Tualatin Hills Nature Park and Westside-to-Waterhouse Connection) and the City of Beaverton's on-street portion of the trail, which begins at Hocken Avenue and connects to the Fanno Creek Trail at the Fanno Creek Greenway at Denney Road.

The proposed project builds on work by the city on trail segments to the east. In 2013, the city received funds to complete portions of the on-street connections between Hocken Avenue and the Beaverton Transit Center. The city has also made minor improvements along Lombard Avenue and Denney Road over the past few years to improve bicycle and pedestrian experience.

In 2013, the district was awarded \$800,000 in RFFA funds for preliminary engineering of this trail project. Preliminary engineering work is anticipated to begin later this year and THPRD will

begin acquisition of right-of-way for the trail this fall using SDC funds allocated in the FY 2016/17 budget for the project.

A vicinity map and aerial view showing the planned trail corridor are attached.

**Proposal Request**

Funding assistance being requested through the RFFA for the engineering and construction of this trail segment. Total estimated project cost for final engineering and construction of the trail is \$4.8 million in 2021 dollars. THPRD, through its partner the City of Beaverton, is requesting MSTIP opportunity funds as part of its local match in the amount of \$250,000. The remaining \$250,000 of the local match will come from THPRD SDC funds.



# City of Tualatin

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

## HERMAN ROAD ACTIVE TRANSPORTATION CORRIDOR DESIGN DEVELOPMENT

### Project Description:

The City of Tualatin is seeking RFFA funding for the Design Development phase of a TSP project that will complete the active transportation corridor along heavily travelled Herman Road between SW 108<sup>th</sup> Avenue and Tualatin Road (see attached map).

This project will provide a much needed safe corridor for bikes and pedestrians, connecting residential neighborhoods with Tualatin's major employment district. The project will also improve Herman Road to allow for transit stops on the existing last-mile transit shuttle, served by Ride Connection. The Ride Connection shuttle connects Tualatin's employment areas with Tualatin's WES transit station and TriMet's 96 express bus to downtown Portland. Currently the roadway consists of two 12-ft travel lanes with no bike lanes, sidewalks, or transit stops. This project is supported by Tualatin's City Council, neighborhood leaders and employers, alike.

The design development phase will include significant public outreach to evaluate concepts for best serving all modes of transportation along Herman Road, select a preferred alternative, and develop construction documents for constructing the project. During design development alternative configurations will be evaluated based on community input, effectiveness, and cost. The completed project will include buffered bicycle lanes, pedestrian facilities, upgraded lighting, and other improvements to improve safety along this roadway.

### Funding Request:

#### **Design Development Cost**

RFFA Request	\$ 625,000
Local Match	\$ 30,000

<b>MSTIP Opportunity Fund Request</b>	<b>\$ 70,000</b>
---------------------------------------	------------------

Design Development	\$ 725,000
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#### **Future Phases**

Anticipated Construction and Right of Way cost	\$ 4,603,000
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TOTAL Project Cost	\$ 5,327,000
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All costs inflated to midyear of expenditure.

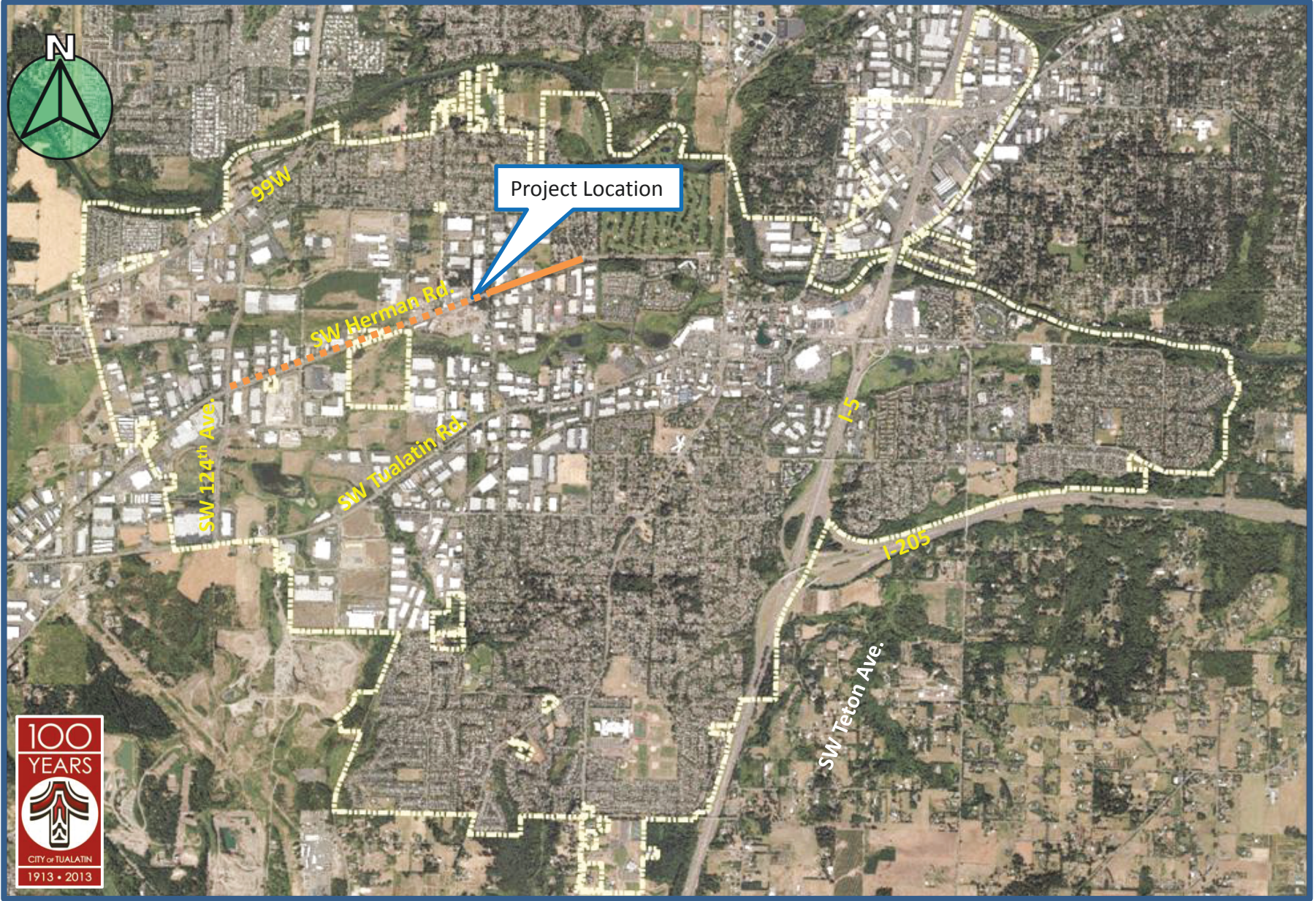
**Attachments:** Project Extents Map and Vicinity Map



Herman Rd. exist. conditions on looking east

Evaluate adding buffered bike lanes within existing road width between SW 124<sup>th</sup> Ave and SW Teton Ave. approx. 5,900 FT

Widen exist. roadway to include buffered bike lanes, sidewalks, and landscaping between SW Teton Ave. and SW Tualatin Rd. approx. 2,600 FT





## City of Tigard Memorandum

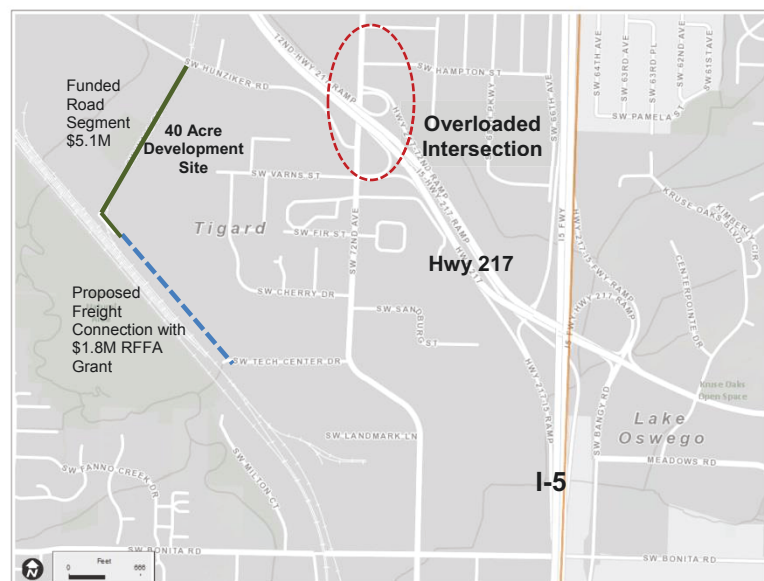
**To:** Washington County Coordinating Committee  
**From:** Lloyd Purdy, Economic Development Manager  
**Re:** Hunziker Infrastructure: RFFA – Freight Connections Grant Application  
**Date:** October 31, 2016

In 2014, a regional survey of viable industrial properties excluded Tigard's Hunziker Industrial Core due to lack of access. This project increases access to scarce industrial property, and with RFFA funding, provides a new road connection and alternative route for users around the overburdened Hunziker Road/72nd Ave and Hwy-217 intersection. Inner ring suburbs, like Tigard, need to support infill development that puts vacant and underutilized industrial sites into productive use. For the last three years, the City of Tigard has been working on a public infrastructure finance strategy focused on the Hunziker Industrial Core. The intent of this work is to build public infrastructure that:

- Improves freight vehicle access in an area with underemployment.
- Reduce vehicle pressure on overloaded intersections by making new road connections.
- Unlock property for private sector investment.

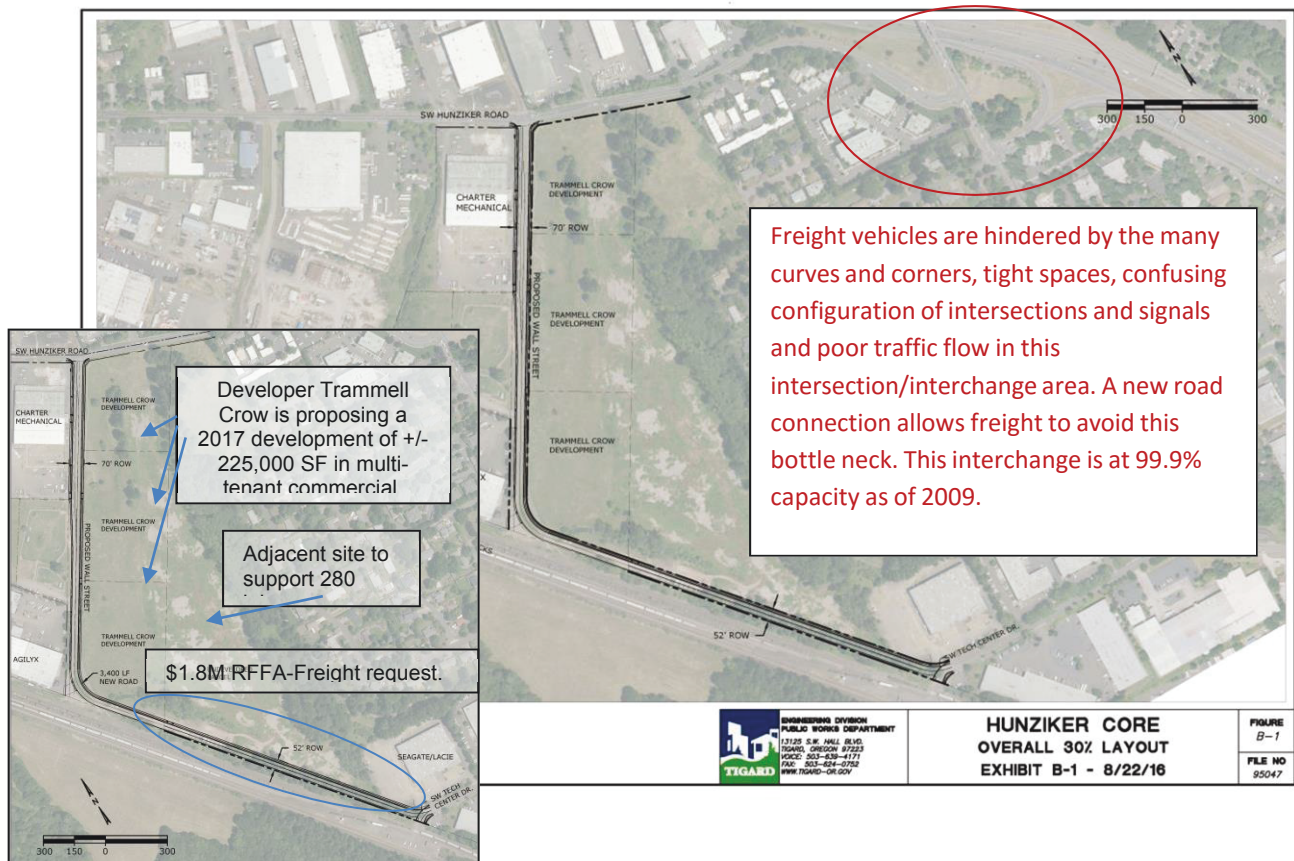
The City has secured over \$5.1M in funding for a ¾ mile road connection estimated to cost \$7M. The initial \$5.1M in funding is insufficient to make a complete road connection. Tigard's \$1.8M RFFA grant request will complete the freight connection between 72<sup>nd</sup> Ave (home to firms like Seagate/Lacie, Port Plastics, Solutions Yes, Fought Steel, Gerber Knives and others) and Hunziker Road (home to firms like Agilyx, Charter Mechanical, Knez and others). The project has the added benefit of supporting a proposed \$30 million Trammell Crow commercial development.

This road connection includes a 36' paved width, sidewalk and a short retaining wall parallel to a ¼ mile heavy rail line and switching yard. This completed road will serve as an alternative freight route around the overburdened Hunziker Rd/72nd Ave and Hwy 217 intersection.

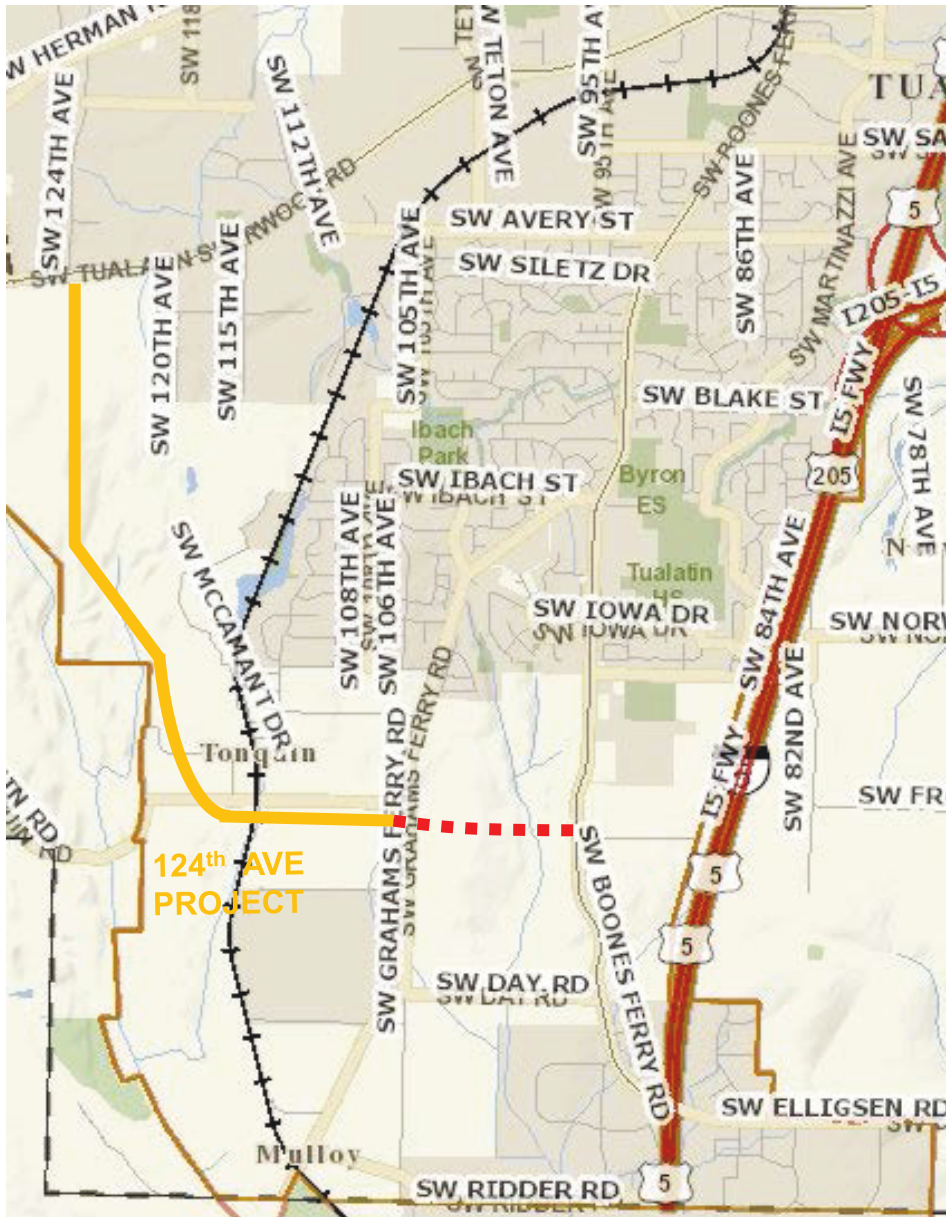


## RFFA-Freight Connection Summary

- Project includes a ¾ mile connection from Hunziker Road to 72<sup>nd</sup> Ave via Tech Center Dr.
- RFFA–Freight request: \$1.8M to complete a \$7M road project in industrial zone.
- Investment in freight infrastructure to support manufacturing, commerce and business growth in 138 acres of the Hunziker Industrial/Commercial Core.
- Unlocks the development potential of more than 40 acres of employment lands.
- A complete road connection is expected to reduce freight and commercial vehicle congestion at the Hunziker Road/72<sup>nd</sup> Ave and 72<sup>nd</sup> Ave/Hwy-217 intersections.
- RFFA funded project completes a freight route that bypasses an intersection at 99.9% vehicle capacity as of 2009 traffic analysis.
- Leverages a State of Oregon appropriation, City of Tigard CIP projects and developer's contribution.
- 30% Design is complete. Ready for 2019 construction season, or sooner.



# BASALT CREEK PARKWAY EXTENSION



Provide key last mile connection anticipated to serve a high volume of freight traffic to promote economic development within 1,700-acre Basalt Creek area. Leverages \$45M county investment by expanding upon 124<sup>th</sup> Avenue project (anticipated completion fall 2018).



## **Basalt Creek Parkway Extension**

Construct east-west 4/5-lane arterial from Grahams Ferry Road to Boones Ferry Road, including bridge structure over Basalt Creek valley.

**Cost Estimate: \$31M**

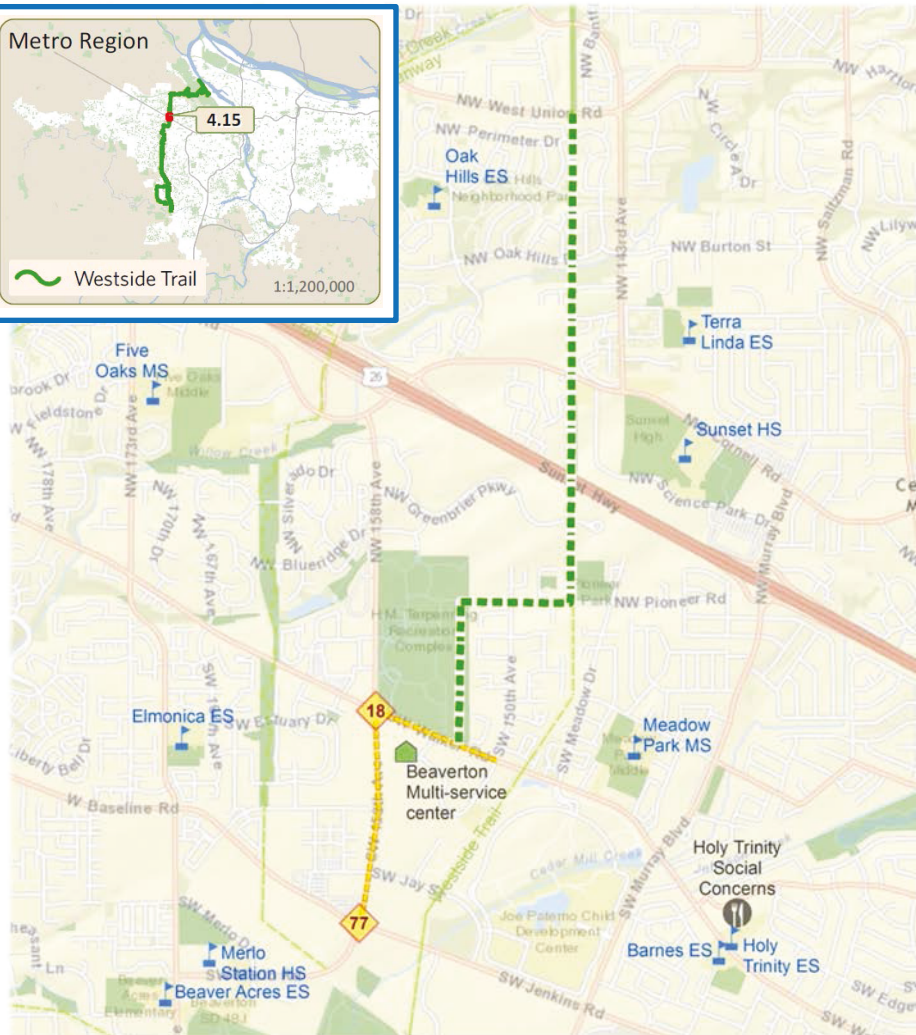
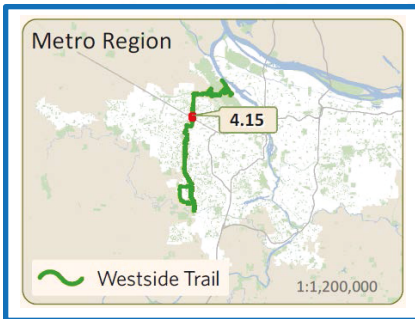
Project Phases	Cost Estimate	Funding
Environmental Analysis & Design	\$2.4M	Funded <ul style="list-style-type: none"> <li>16-18 RFFA (\$2.1M)</li> <li>MSTIP 3d match (\$250K)</li> </ul>
Right-of-Way	\$4M	Funding request <ul style="list-style-type: none"> <li>19-21 RFFA (\$3M)</li> <li>MSTIP Opp. Fund match (\$1M)</li> </ul>
Engineering & Construction	\$25M	Unfunded
<b>Total</b>	<b>\$31.4</b>	

## **Key Partners:**

ODOT, Metro, Sherwood, Tualatin, Wilsonville and Washington County



# WESTSIDE TRAIL: HIGHWAY 26 OVERCROSSING



## Project Streets

- Oaks Hill Drive to Walker Road
- leverage

## Safety Priority Index System

- ranked in the top 25% (2)

- Community Parks (41)
- Community Trails
- Mult-Service Center (1)
- Food Bank (1)
- Schools (10)



As a key link in the 25-mile Westside Trail, the bridge will support bicyclists and walkers to reach destinations both in the vicinity and across the county, on a safe and separated facility. Avoids US 26 interchanges, which are going to experience 13% more traffic over the next twenty years. Leverages \$13M public and private investment in on-street network improvements along 158<sup>th</sup> Avenue and Walker Road (anticipated completion in 2019).

The bridge will create connections and improve access to:

- Cedar Mill Town Center, a bicycle and pedestrian district, and Cornell Main Street
- Employment areas north and south of Hwy 26 that include Nike and Columbia Sportswear, as well as manufacturers such as Leupold & Stevens, Tosoh, and others.
- Meadow Park Middle School, YMCA Child Center, Sunset High School and Tualatin Hills Park & Recreation District athletic complex.

## Project Description

Construct paved multi-use path from Cornell Road to Walker Road, including overcrossing of Highway 26 and enhanced at-grade crossing of Cornell Road.

**Cost Estimate:** \$12M

## Funding request

- 19-21 RFFA (\$800K)
- MSTIP Opp. Fund match (\$83K)

## Key Partners:

THPRD, Beaverton, ODOT  
and Washington County



Example A - based on technical evaluation

Total RFFA Funding available: \$33,150,000

Regional Freight Initiatives: available funding = \$7,340,000										
				Technical evaluation		Subregion prioritization	Public comment		Package total	Amt. needed to balance
Project name	Applicant	Sub-region	RFFA request	Total (330 max.)	Technical score ranking	Identified as subregional priority?	# of comments received	% positive		
Hunziker Road Industrial Area	City of Tigard	Washington	\$1,851,740	264	1	Yes	19	42%	\$7,854,173	(\$514,173)
Central Eastside Access & Circulation Improvements	City of Portland	Portland	\$3,002,433	263	2	Yes	90	66%		
Basalt Creek Parkway Extension	Washington County	Washington	\$3,000,000	233	3	Yes	15	60%		
Columbia Blvd Intelligent Transportation System	City of Portland	Portland	\$600,000	204	4		67	52%		
Regional Freight Studies	Metro	Regional	\$500,000	n/a	n/a		n/a	n/a		
		Total requested:	\$8,954,173							

Active Transportation/Complete Streets: available funding = \$25,810,000										
				Technical evaluation		Subregion prioritization	Public comment		Package total	Amt. needed to balance
Project name	Applicant	Sub-region	RFFA request	Total (315 max.)	Technical score ranking	Identified as subregional priority?	# of comments received	% positive		
Halsey Street Safety and Access to Transit	City of Portland	Portland	\$2,992,800	288	1	Yes	101	96%	\$27,126,387	(\$1,316,387)
Cully Walking and Biking Parkway	City of Portland	Portland	\$2,998,153	285	2	Yes	332	95%		
I-5 Walking and Biking Bridge	City of Wilsonville	Clackamas	\$2,250,000	280	3	Yes	28	86%		
Jade and Montavilla Connected Centers	City of Portland	Portland	\$3,941,500	274	4	Yes	125	94%		
Beaverton Creek Trail	THPRD	Washington	\$3,892,399	270	5	Yes	54	81%		
Molalla Avenue Walking and Biking Improvements	City of Oregon City	Clackamas	\$3,985,379	268	6	Yes	68	96%		
Outer Stark/Halsey Complete Streets	City of Portland	Portland	\$300,000	268	6		51	94%		
Monroe Street Walking and Biking Improvements	Clackamas County	Clackamas	\$3,000,000	262	8		40	83%		
Herman Road Walking and Biking Improvements	City of Tualatin	Washington	\$625,000	256	9	Yes	33	82%		
Complete Cleveland Street	City of Gresham	Multnomah	\$3,141,156	251	10	Yes	17	59%		
Brentwood-Darlington Safe Routes to School	City of Portland	Portland	\$3,100,850	248	11	Yes	1718	100%		
Cornfoot Road Walking and Biking Path	Port of Portland	Portland	\$3,327,672	245	12		64	78%		
Westside Trail Walking and Biking Bridge Design	Washington County	Washington	\$800,000	243	13	Yes	71	86%		
Hillsdale Town Center Pedestrian Connections	City of Portland	Portland	\$2,346,000	243	13		48	71%		
Cornelius Pass Walking and Biking Bridge Design	Washington County	Washington	\$800,000	240	15		54	74%		
David Douglas Safe Routes to School	City of Portland	Portland	\$3,048,000	239	16		63	94%		
Highway 43 Walking and Biking Improvements	City of West Linn	Clackamas	\$3,400,000	238	17	Yes	69	77%		
Sandy Boulevard Walking and Biking Improvements	Multnomah County	Multnomah	\$5,319,631	238	17	Yes	35	83%		
North Portland Greenway Trail	City of Portland	Portland	\$2,909,680	237	19		216	95%		
Fanno Creek Greenway RegionalTrail	City of Tigard	Washington	\$6,700,600	234	20		41	80%		
Complete Division Street	City of Gresham	Multnomah	\$3,459,284	233	21	Yes	30	77%		
Monroe Street Neighborhood Greenway	City of Milwaukie	Clackamas	\$2,320,000	233	21		84	82%		
Johnson Street Access to School	Washington County	Washington	\$4,700,000	226	23		37	78%		
Designing Hogan Road	City of Gresham	Multnomah	\$9,633,428	220	24		26	42%		
Designing Highland Dr/Pleasant View Dr/190th Ave	City of Gresham	Multnomah	\$8,487,054	196	25		23	39%		
Highway 99W Sidewalk Safety Improvements	City of Sherwood	Washington	\$2,168,000	178	26		46	76%		
I-205 Walking and Biking Trail	City of West Linn	Clackamas	\$2,778,873	111	27		38	50%		
		Total requested:	\$92,425,459							

Example B - Balanced

Total RFFA Funding available: **\$33,150,000**

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				Technical evaluation		Subregion prioritization	Public comment			
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Regional Freight Studies	Metro	Regional	\$500,000	n/a	n/a		n/a	n/a		
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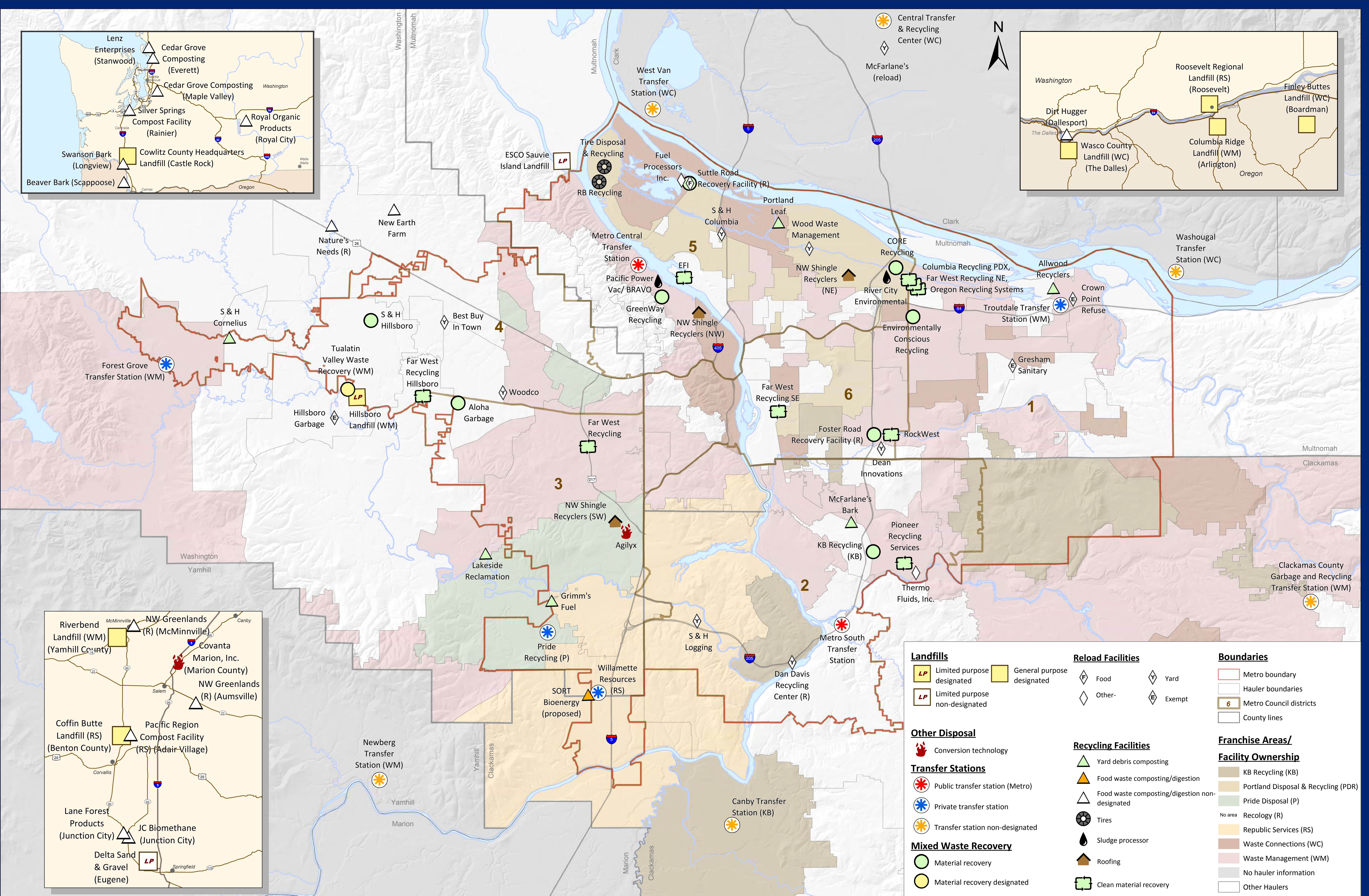
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		Total requested:	\$92,425,459							

Materials following this page were distributed at the meeting.

**DRAFT PROPOSED PHASING OF COUNCIL INITIATIVES**

Last updated December 1, 2016 with input from the Metro Council November 3, 2016 retreat.

	0-18 Months <i>January 2017</i>	18+ Months <i>July 2018</i>
Council Ownership	<ul style="list-style-type: none"><li>• Long-term transportation funding</li><li>• New Regional Solid Waste Management plan</li><li>• Solid Waste Roadmap</li><li>• 2018 RTP</li><li>• Equitable Housing Initiative</li><li>• 2018 UGB/UGM Decision</li></ul>	<ul style="list-style-type: none"><li>• Long-term transportation funding</li><li>• 2018 UGB/UGM Decision</li><li>• New Regional Solid Waste Management Plan</li><li>• Housing initiative implementation</li></ul>
Council Attention	<ul style="list-style-type: none"><li>• Equity Strategy Implementation</li><li>• 2017 &amp; 2018 Legislative agenda</li><li>• Increasing support for regional disaster preparedness</li><li>• Division BRT</li><li>• Southwest Corridor</li><li>• Low-income transit fares <i>(want to see work plan and budget)</i></li><li>• Construction Career Pathways Project</li><li>• Willamette Falls Riverwalk Design &amp; Legacy Project Master Plan</li><li>• P'5 Contract discussions &amp; negotiations with City</li></ul>	<ul style="list-style-type: none"><li>• Parks and Natural Areas Long-Term funding</li><li>• VF IGA</li><li>• Willamette Falls Riverwalk Fundraising &amp; Construction</li><li>• Equity Strategy Implementation</li><li>• Division BRT</li><li>• SW Corridor</li></ul>
Council Awareness	<ul style="list-style-type: none"><li>• Diversity Action Plan implementation</li><li>• Refinement of OCC Business Plan in Post-Hotel environment</li><li>• Expo Center business and capital plan</li><li>• Least Cost Planning tool for 2022</li><li>• Parks and Nature System Plan implementation</li><li>• Economic Value Atlas</li><li>• Equity + GPI 2020</li><li>• Contracts &amp; Operating Decisions for Solid Waste – transportation, disposal, &amp; transfer stations – for 2020.</li><li>• Title V Regulatory decisions for Solid Waste<ul style="list-style-type: none"><li>○ Clean MRFS</li><li>○ Fee &amp; Tax</li></ul></li><li>• Columbia River Levee System</li><li>• Willamette Locks</li><li>• Zoo Bond capital projects</li></ul>	<ul style="list-style-type: none"><li>• Federal transportation advocacy</li><li>• Zoo bond capital projects</li><li>• Diversity Action Plan Implementation</li><li>• Expo Center business &amp; capital plan</li><li>• P'5 business &amp; capital plan</li></ul>



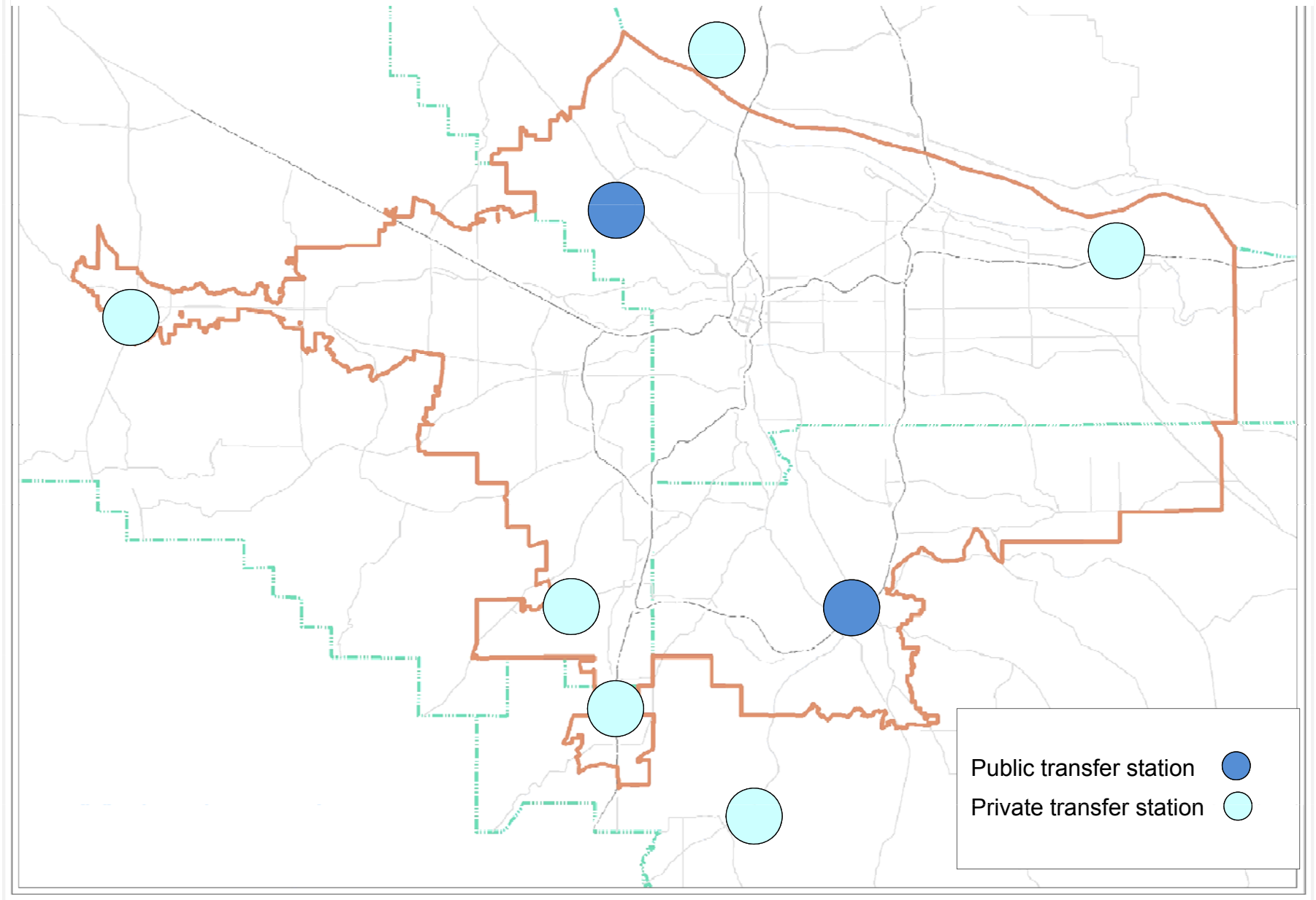
# Regional Solid Waste Facilities

February 2016

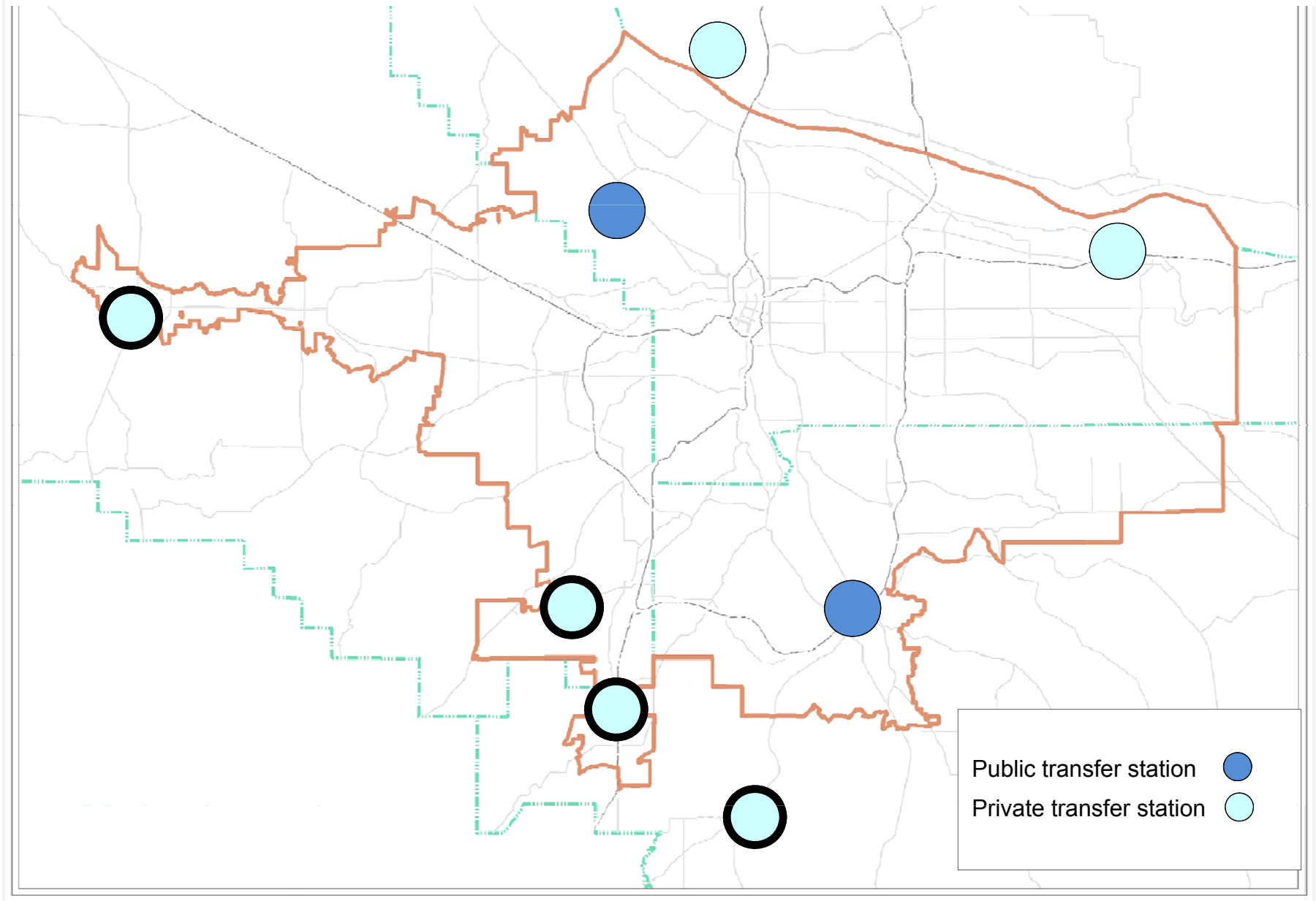
DATA RESOURCE CENTER  
600 NORTHEAST GRAND AVENUE | PORTLAND, OREGON 97232-2736  
drc@oregonmetro.gov | gis.oregonmetro.gov  
TEL (503) 797-1742 | FAX (503) 797-1909



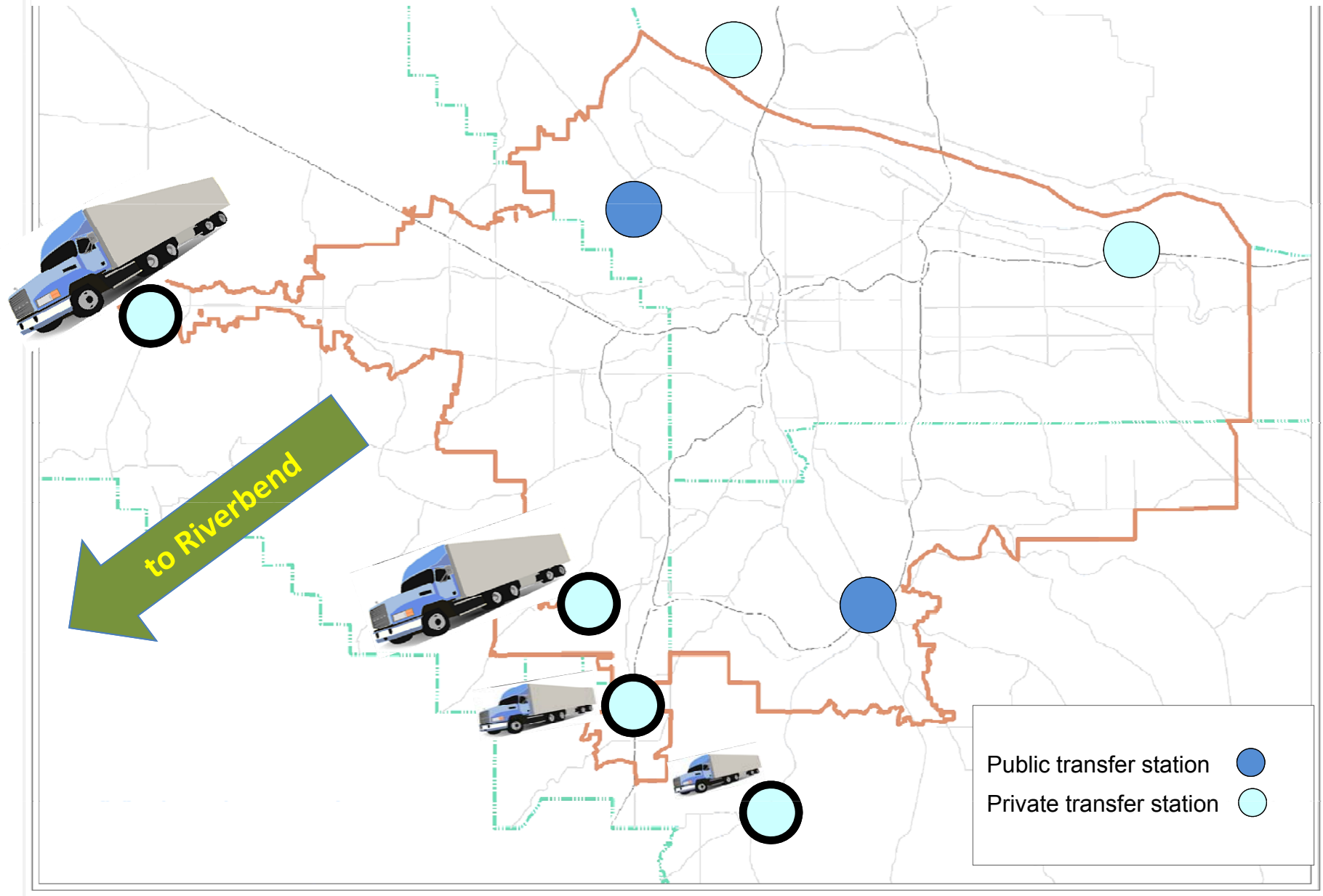
# Transfer stations that receive Metro region waste



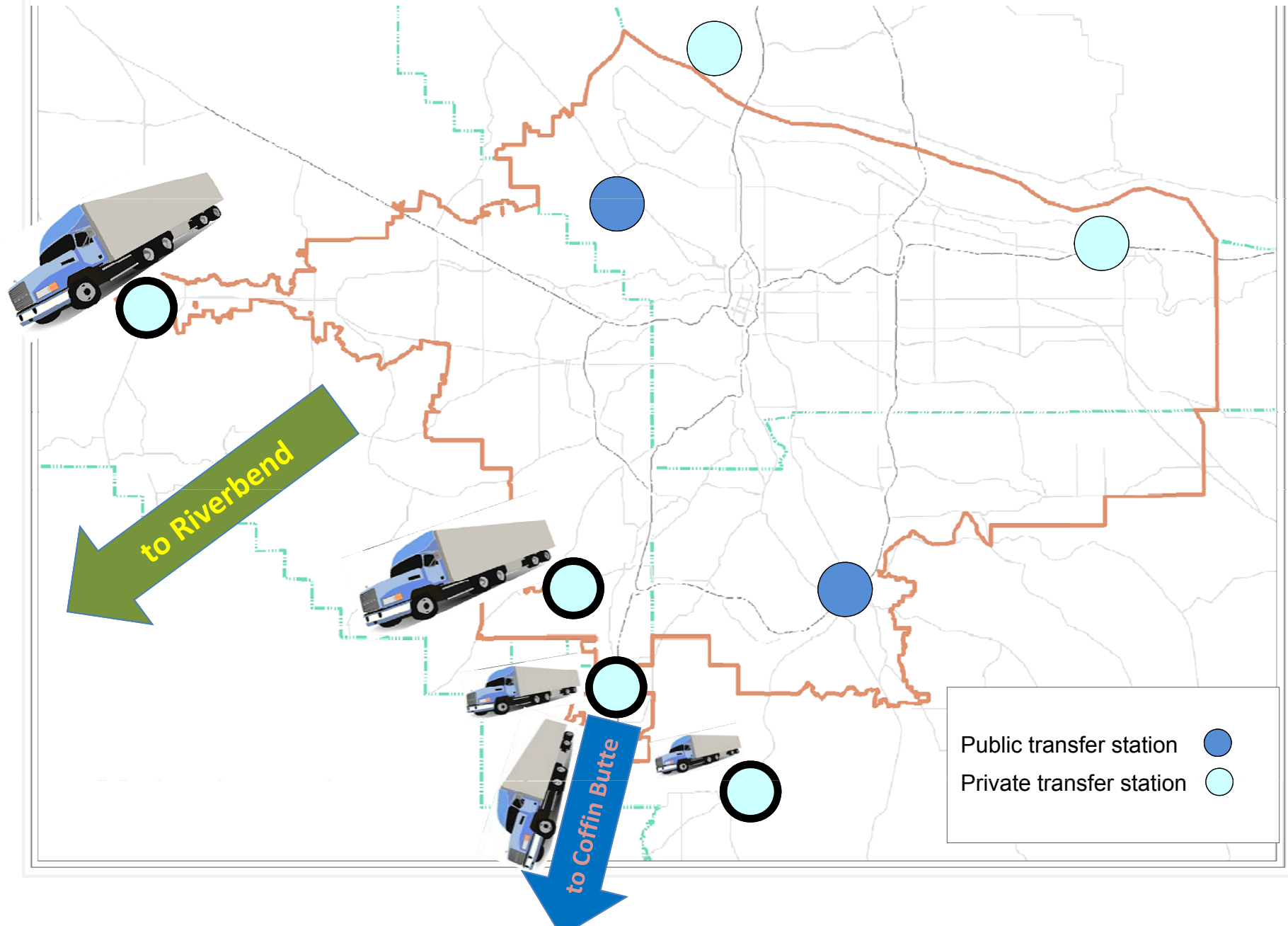
# Transfer stations that send waste to Riverbend



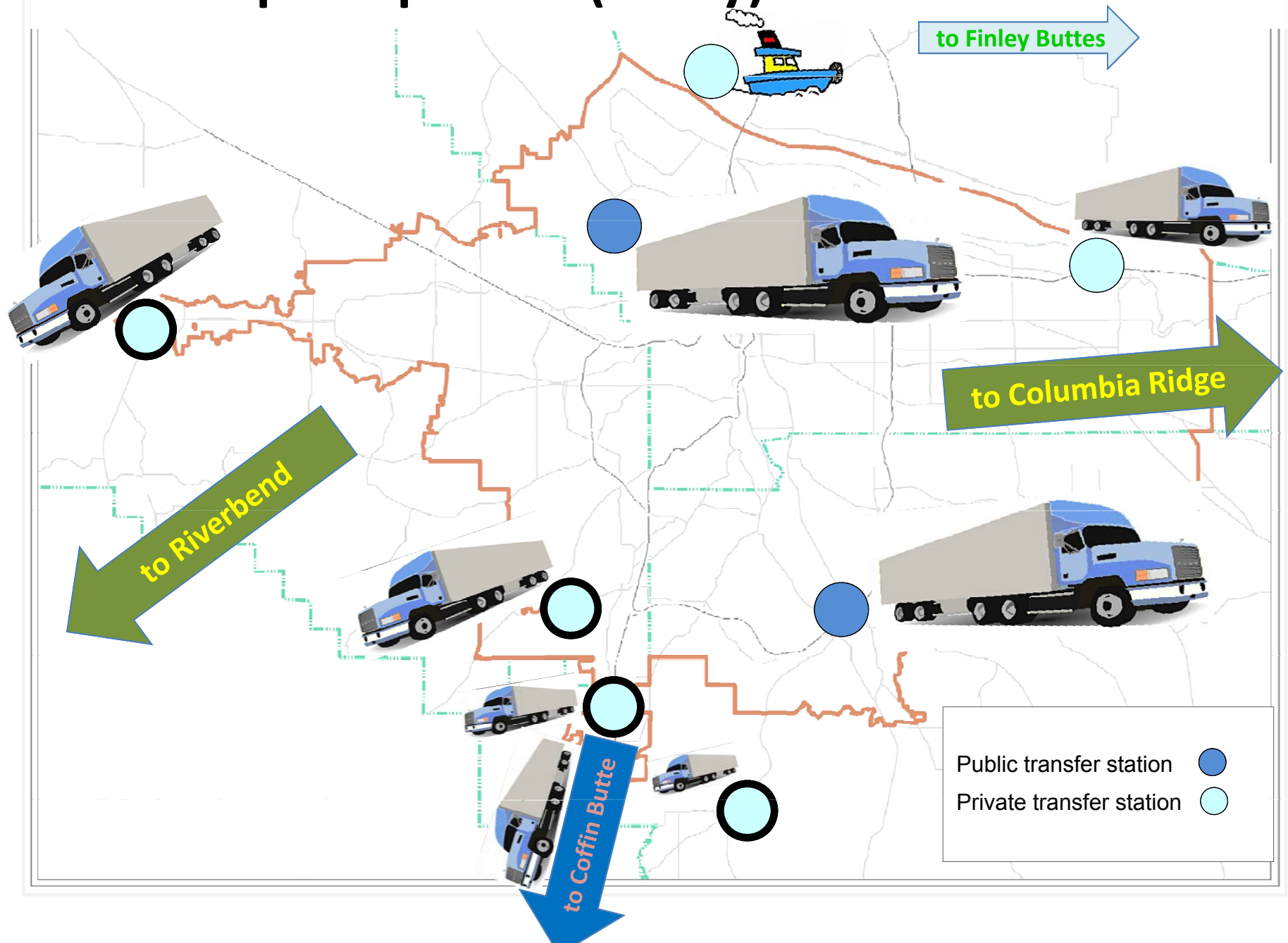
# Transfer stations that send waste to Riverbend



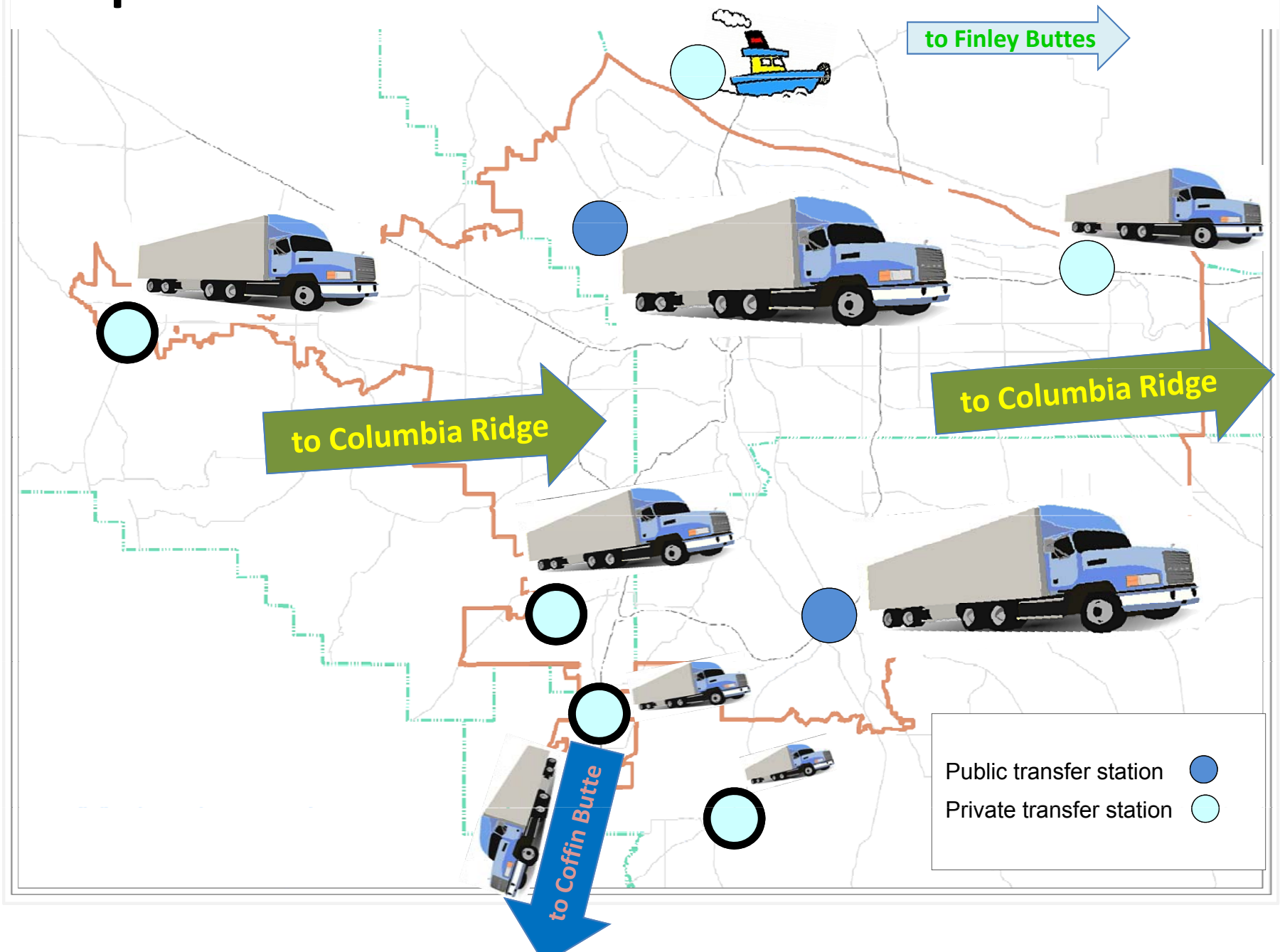
## ...and some to Coffin Butte



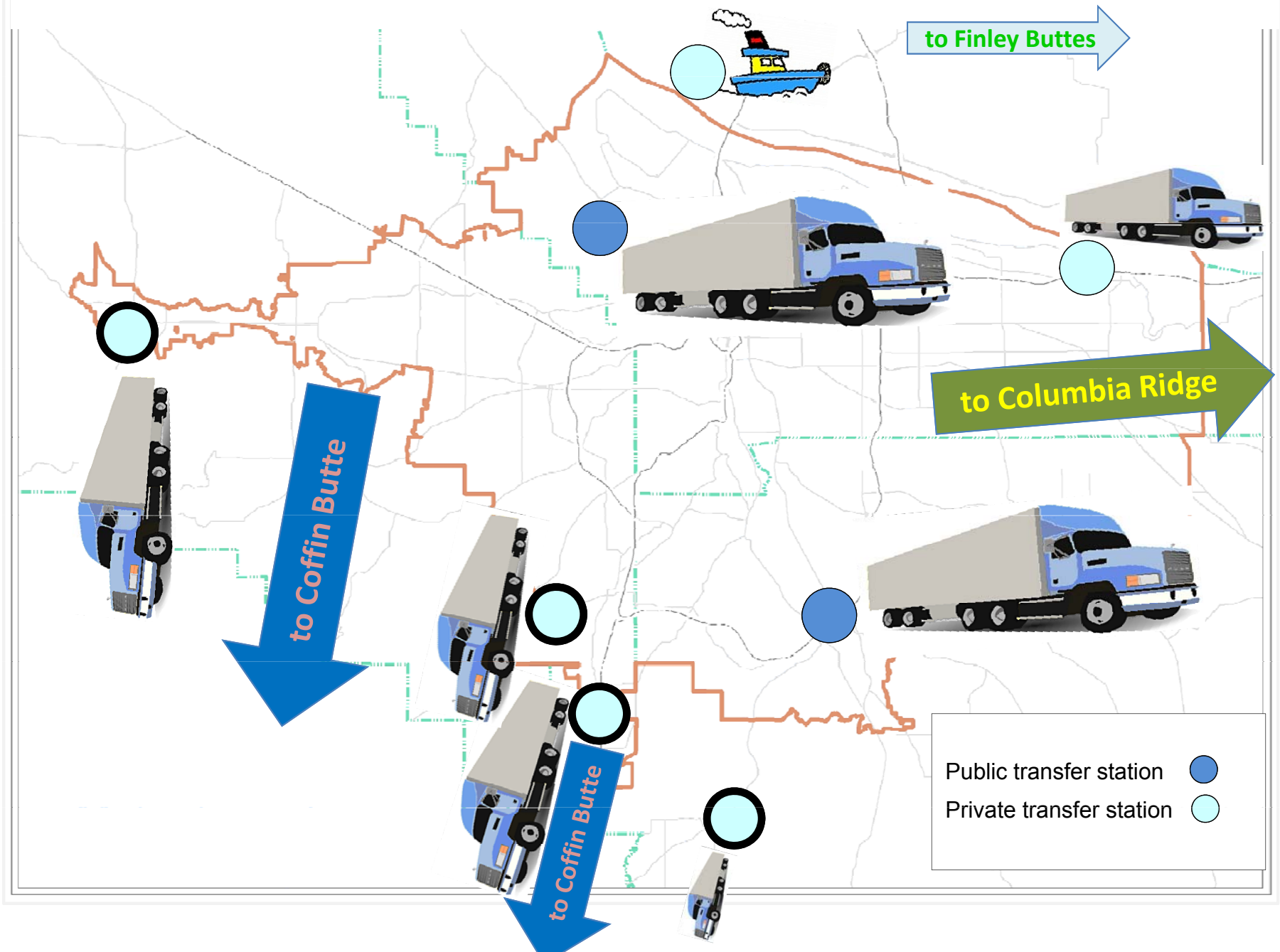
# The complete picture (today)



# Proposed Phase 1 NSLs

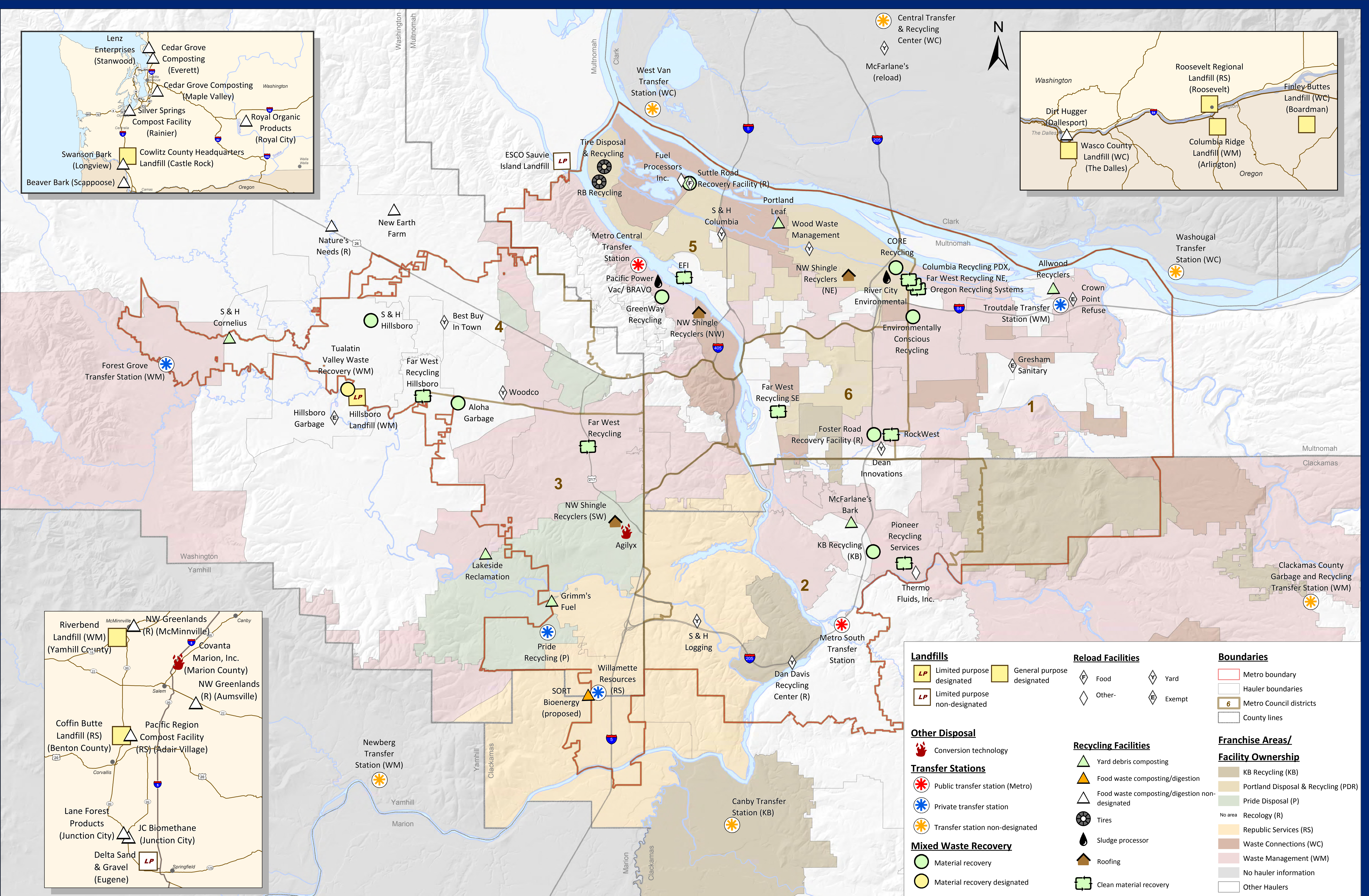


# Possible Phase 2 NSLs



# Questions for Metro Council

- Does Metro Council have other questions about direction or that need evaluation during this process?
- Is Council satisfied with moving forward?



# Regional Solid Waste Facilities

February 2016

DATA RESOURCE CENTER  
600 NORTHEAST GRAND AVENUE | PORTLAND, OREGON 97232-2736  
drc@oregonmetro.gov | gis.oregonmetro.gov  
TEL (503) 797-1742 | FAX (503) 797-1909



# 2019-21 RFFA Project Recommendation Development

Dan Kaempff - Metro

Metro Council Work Session

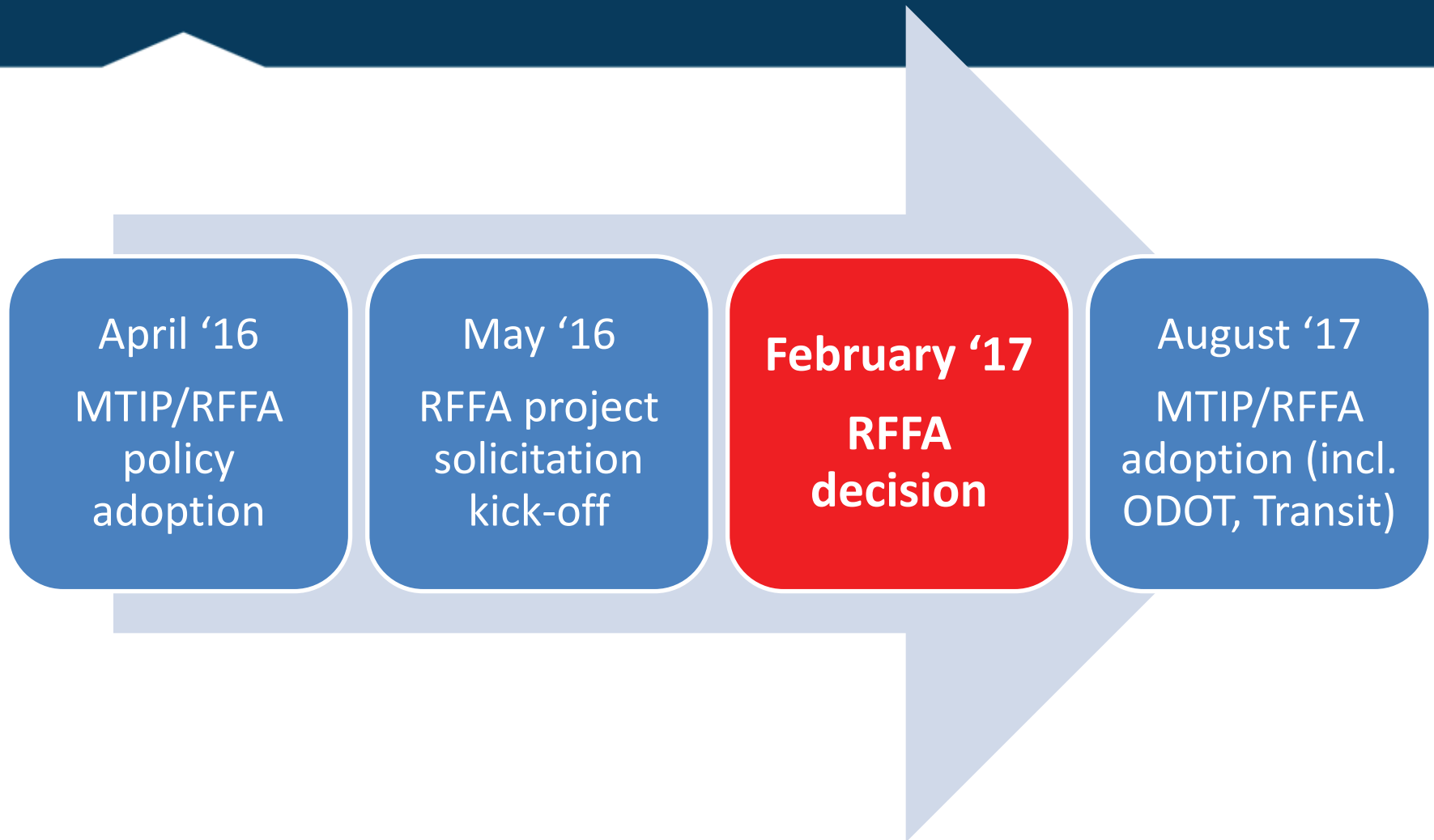
December 6, 2016

# Today's purpose

Purpose: Brief Metro Council on progress and input to date related to development of a package of Step 2 Community Investment projects

Outcome: Gather input from Council to help inform final funding recommendation

# Timeline



# Next steps (1 of 2)

- Nov. 18 – TPAC: discuss approach to developing recommended package
- **Dec. 6 – Council work session: update on status, get input**
- Dec. 15 – JPACT: input on TPAC approach to developing recommended package
- Dec. 16 – TPAC: discuss JPACT input

# Next steps (2 of 2)

- Jan. 6 – TPAC: discuss, make recommendation to JPACT
- Jan. 19 – JPACT: action on TPAC recommendation
- Feb. 2 – Council meeting: public hearing and action

# 2019-21 RFFA Applications

Category	# of applications	Funding request	Amount available
Regional Freight Initiatives	5	\$8.95M	\$7.34M
Active Transportation/ Complete Streets	27	\$92.43M	\$25.81M
<b>Total</b>	<b>31</b>	<b>\$101.38M</b>	<b>\$33.15M</b>

# Factors used in development of recommendation

1. Technical merit, via scores
2. Local benefit, via public comment
3. Sub-regional benefit, via indication of priorities
4. Regional and federal policy alignment, via ten RFFA Objectives

# Technical Evaluation

- Reflection of project's alignment with RFFA policy goals/objectives
- Numerical scores based on weighted criteria
- Five-person work group reviewed proposals, assigned scores

# Public comment

- Over 3,600 comments received, via website, email, letter, postcard, voice mail, petition and public testimony
- Heard comments in favor of, and some against specific projects
- Summary focuses on level of support for projects by percentage, as well as the volume of responses

# Sub-regional prioritization

- Opportunity for Counties and PBOT to be strategic, prioritizing projects they collectively support as important to their communities
- Recognizes additional information that citizens may not be aware of, or not reflected in technical evaluation

# RFFA objectives

- Ten policy objectives that define how the RFFA process should be conducted and what outcomes should be achieved with the overall allocation of funding
- Among these is “selecting projects from throughout the region.” Not formula-based

# Project readiness information

- Readiness is not a tool in the project selection process
- Review determined that all projects have some level of readiness issue needing to be addressed
- Readiness comments will be used to better prepare selected projects for funding obligation

# 11/18/16 TPAC discussion

- Presented two examples of how to use input in developing recommendation
- Example A: Placed greatest weight on technical evaluation
- Example B: Additional consideration of public input and sub-regional prioritization

# Example A

- Follows technical score ranking
- 80% average public support for all projects; 700 supportive comments
- Most projects are sub-regional priorities
- Invests across the region
- \$1.83 million over budget

# Example B

- Places greater emphasis on level of public support – 80% average support, but 2,400 supportive comments
- Better reflection of sub-regional priorities
- Invests across the region
- \$5.03 million over budget
  - Sub-regions have already indicated ways to reduce \$2.1 million over budget

# TPAC Preference

- TPAC indicated that Example B was a better reflection of how they wished to develop a draft recommendation

# Recommendation to JPACT

- TPAC will need to determine how to use these four factors to develop a package of recommended projects
- Recommended funding amounts will need to be balanced to fit within total available in each project category
- Based on input, staff will work with applicants to develop a draft recommendation for discussion at upcoming TPAC meetings

# Options for balancing

1. Reduce scope/timing
2. Increase local contributions
3. Seek other funding sources
4. Defederalize the project

Likely a combination of all options will be utilized in order to balance project package with available funding

# Potential strategies for balancing to available revenues

- Cut funding to projects with lowest technical rankings or public support
- Balance across sub-regions, considering population, number of projects, or other factors
- Identify projects with opportunities to reduce costs or defederalize
- Identify projects with additional funding opportunities
- Other strategies?

# Discussion for today

- Process to date?
- Approach to developing a draft recommendation (Example B)?
- Process/means of balancing recommended project packages?
- Is there any other information you need from staff to inform your conversations at JPACT?

# Memo



**Metro**

600 NE Grand Ave.  
Portland, OR 97232-2736

Date: Tuesday, December 6, 2016  
To: Metro Council  
From: Sam Chase  
Subject: Low Income Fare Meeting One Review

---

On November 30<sup>th</sup>, the first meeting of the Low Income Fares Task force met here at Metro to begin the conversation around what a sustainable, meaningful, targeted and manageable low income fare program might look like for our region.

We had a full table of community leaders including regional representation of elected officials, and several transit-orientated non-profit partners. The bulk of the first meeting was dedicated to review of the comprehensive program evaluation Four Nines Technologies produced for TriMet. They evaluated existing low income fare programs from across the region to show how different models engaged with different technical questions, like, how to measure low income, what percentage of subsidy would be provided, how the programs would be implemented and funded. It was a thorough and thought provoking discussion for the group, with several members noting that they had no idea the complex questions that come along with this kind of initiative.

We now have three other meetings planned, with the next one to take place this Thursday at 9:30 a.m. in Metro Council Chambers. An important highlight of this meeting will be our invited guests from Seattle, who are coming to share their experience with the ORCA Lift program, which has been a successful model for the Portland region to explore more closely.

## **The meeting breakdown looks like this:**

### Meeting 1, November 30 2016: Build Understanding

The purpose of meeting 1 is for the Taskforce to understand the concept of a low-income fare program and how communities around the country are implementing different program approaches.

### Meeting 2 December 8, 2016: ORCA Lift Case Study

The purpose of meeting 2 is for the Taskforce to take a deeper dive into the benefits and challenges of implementing a low income fare program and discuss lessons learned.

### Meeting 3 January 9, 2017: Program Parameters

The purpose of meeting 3 is to review key program components including administration, eligibility levels, discounts, access, and potential costs and tradeoffs.

### Meeting 4 January 23, 2017: Funding

The purpose of meeting 4 is to review potential cost models and identify a preferred concept as well as potential funding approaches.

There is a list of participants attached with this memo. I look forward to providing Council with more information as our task force continues its work. If you have any questions, please let Ernie or I know. I invite Council to join us Thursday morning from 9:45 to 10:45 a.m., to hear the Seattle presentation.

## **Participants**

### **Multnomah County –**

- Chair Deborah Kafoury
- Portland Commissioner Amanda Fritz
- Wood Village Councilor Tim Clark

### **Clackamas County –**

- Chair-elect Jim Bernard
- Milwaukie Mayor Mark Gamba
- Oregon City Commissioner Renate Mengelberg

### **Washington County –**

- Commissioner Dick Schouten
- Beaverton Mayor Denny Doyle
- Forest Grove Mayor Pete Truax

### **Legislative –**

- Rep. Diego Hernandez
- Rep. Lew Frederick
- Rep. Alissa Keny-Guyer
- Rep. Barbara Smith Warner

### **Community Based Organizations –**

- OPAL – Huy Ong
- Bus Riders Unite! – Orlando Lopez
- Ride Connection – Elaine Wells
- Coalition of Communities of Color – Maggie Tallmadge
- APANO – Duncan Hwang
- Street Trust – Rob Sadowsky
- Oregon Food Bank – Anneliese Koehler
- Mt. Hood Community College – Michael Calcagno
- Westside Economic Alliance – Pam Treece
- David-Douglass School District – Freda Christopher

### **Other –**

- TriMet Board – Bruce Warner
- Mayor-elect Wheeler's Office – Nathan Howard
- Clackamas County H3S – Theresa Christopherson