

Agenda



Metro

600 NE Grand Ave.
Portland, OR 97232-2736

Meeting: Joint Policy Advisory Committee on Transportation (JPACT)
Date: Thursday, Dec. 22, 2016
Time: 7:30 to 9 a.m.
Place: Metro Regional Center, Council Chamber

- | | | | |
|----------------|------------|---|-----------------------------|
| 7:30 AM | 1. | CALL TO ORDER, DECLARATION OF A QUORUM & INTRODUCTIONS | Craig Dirksen, Chair |
| 7:35 AM | 2. | CITIZEN COMMUNICATIONS ON JPACT ITEMS | |
| 7:40 AM | 3. | UPDATES FROM THE CHAIR & COMMITTEE MEMBERS | Craig Dirksen, Chair |
| 7:45 AM | 4. | <u>CONSENT AGENDA</u> | |
| | * | <ul style="list-style-type: none">• Consideration of the November 10, 2016 Minutes | |
| | 5. | <u>INFORMATION/DISCUSSION ITEMS</u> | |
| 7:50 AM | 5.1 | # JPACT Finance Subcommittee Recap | Craig Dirksen, Chair |
| 8:00 AM | 5.2 | JPACT Legislative Agenda | Noah Siegel, Metro |
| 8:25 AM | 5.3 | * Regional Flexible Fund Step 2 Project Selection | Ted Leybold, Metro |
| | | <ul style="list-style-type: none">• Background• Public Input• Priorities → Allocation | Dan Kaempff, Metro |
| 9:00 AM | 6. | ADJOURN | Craig Dirksen, Chair |

* Material available electronically # Material available at the meeting

Upcoming JPACT Meetings:

- Thursday, January 19, 2017
- Thursday, February 16, 2017
- Thursday, March 16, 2017

For agenda and schedule information, contact Nellie Papsdorf: 503-797-1916 or Nellie.papsdorf@oregonmetro.gov.
To check on closure or cancellations during inclement weather please call 503-797-1700.

2016/2017 JPACT Work Program

As of 12/19/16

*Items in italics are tentative; **bold** denotes required items
*Reflects new 2016 meeting schedule: 3rd Thursday of each month**

<p><u>December 22, 2016*</u></p> <p>*rescheduled from 12/15 due to weather</p> <ul style="list-style-type: none"> • Chair comments (5+ min) • JPACT Finance Subcommittee Recap – Information/Discussion (Chair Dirksen/Malu Wilkinson, Metro; 10 min) • JPACT Legislative Agenda – Information/Discussion (Noah Siegel, Metro; 25 min) • Regional Flexible Fund Step 2 Project Selection – Discussion (Ted Leybold/Dan Kaempff, Metro; 35 min) <p><u>Dec. 2, 8am – 12pm (OCC):</u> RTP Regional Leadership Forum #3 (Connecting Our Priorities to Our Vision)</p> <p><u>Dec. 9:</u> Oregon Metropolitan Planning Organization Consortium (OMPOC), Salem, OR</p>	<p><u>January 19, 2017</u></p> <ul style="list-style-type: none"> • Chair comments TBD (5+ min) <ul style="list-style-type: none"> ○ Regional Leadership Forum #3 Recap • Special Transportation Fund/5310 Allocation/Process – Information/Discussion (TriMet; 15 min) • JPACT Legislative Agenda – Action • Regional Flexible Fund Step 2 Project Allocation – Final Discussion & Action (Ted Leybold/Dan Kaempff, Metro) <p><u>Jan. 30, 7:30-9am:</u> JPACT Finance Subcommittee</p>
<p><u>February 16, 2017</u></p> <ul style="list-style-type: none"> • Chair comments TBD (5+ min) • 2018 RTP Update: Building the RTP Investment Strategy – Information/Discussion (Ellis, Metro; 45 min) • 2018 RTP Update: Vision Zero and Safety Crash Data Analysis (Lake McTighe, Metro; 20 min) <p><u>Feb. 25 – Mar. 1:</u> National Association of Counties Legislative Conference, Washington, D.C.</p>	<p><u>March 16, 2017</u></p> <ul style="list-style-type: none"> • Chair comments TBD (5+ min) • Draft Unified Planning Work Program (UPWP) 2017-2018 – Information/Discussion (Chris Myers, Metro; 15 min) • 2018 RTP: Regional Transit Vision (Jamie Snook, Metro; TBD) • 2018 RTP: Regional Freight Plan Update (Tim Collins, Metro; TBD) • <i>Powell-Division Transit LPA and RTP Amendment – Recommendation (Elizabeth Mros-O'Hara, Metro; 30 min)</i> <p><u>Mar. 11-15:</u> National League of Cities Conference, Washington, D.C.</p> <p><u>Mar. 26-31:</u> Spring Break</p>

<p><u>April 20, 2017</u></p> <ul style="list-style-type: none"> • Chair comments TBD (5+ min) • Draft Unified Planning Work Program (UPWP) 2017-2018 – Recommendation (Chris Myers, Metro; 15 min) • 2018 RTP Update: Building the RTP Investment Strategy – Recommendation (Ellis, Metro; TBD) 	<p><u>May 18, 2017</u></p> <ul style="list-style-type: none"> • Chair comments TBD (5+ min) • <i>Powell-Division Transit LPA and RTP Amendment – Recommendation (TBD, Metro; 40 min)</i>
<p><u>June 15, 2017</u></p> <ul style="list-style-type: none"> • Chair comments TBD (5+ min) • 2018-2021 Metropolitan Transportation Improvement Program (MTIP) – Information/Discussion (Ted Leybold/Grace Cho, Metro; TBD) 	<p><u>July 20, 2017</u></p> <ul style="list-style-type: none"> • Chair comments TBD (5+ min) • 2018 RTP: Digital Mobility (Ellis, Metro; TBD) • 2018 RTP: Resilience (Ellis, Metro; TBD) • 2018-2021 Metropolitan Transportation Improvement Program (MTIP) – Recommendation (Ted Leybold /Grace Cho, Metro; TBD)
<p><u>August 17, 2017</u></p> <ul style="list-style-type: none"> • Chair comments TBD (5+ min) 	<p><u>September 21, 2017</u></p> <ul style="list-style-type: none"> • Chair comments TBD (5+ min)
<p><u>October 19, 2017</u></p> <ul style="list-style-type: none"> • Chair comments TBD (5+ min) 	<p><u>November 16, 2017</u></p> <ul style="list-style-type: none"> • Chair comments TBD (5+ min) • 2018 RTP: Analysis Findings and Background on Regional Leadership Forum #4 (Ellis, Metro; TBD)

RTP Regional Leadership Forums:

- **April 2016:** RTP Regional Leadership Forum #1 (Exploring Big Ideas for Our Transportation Future)
- **September 2016:** RTP Regional Leadership Forum #2 (Building the Future We Want)
- **December 2016:** RTP Regional Leadership Forum #3 (Connecting Our Priorities to Our Vision)
- **December 2017:** RTP Regional Leadership Forum #4 (Drafting Our Shared Plan for the Region)
- **June 2018:** RTP Regional Leadership Forum #5 (Finalizing Our Shared Plan for the Region)

Parking Lot:

- Southwest Corridor Plan
- Land use & transportation connections
- Prioritization of projects/programs
- Westside Freight Study/ITS improvements & funding
- All Roads Safety Program (ODOT)
- Air Quality program status update
- Washington County Transportation Futures Study (TBD)



Metro | Memo

Date: October 25, 2016
To: JPACT Members, Alternates and Interested Parties
From: Nellie Papsdorf, Metro
Subject: 2017 Joint Policy Advisory Committee on Transportation (JPACT) Meeting Schedule

Please mark your calendars with the following 2017 JPACT meeting dates. JPACT meetings will be held on the third Thursday of the month, from 7:30 a.m. to 9 a.m. in the Metro Council Chamber (unless otherwise notified):

- January 19, 2017
- February 16, 2017
- March 16, 2017
- April 20, 2017
- May 18, 2017
- June 15, 2017
- July 20, 2017
- August 17, 2017
- September 21, 2017
- October 19, 2017
- November 16, 2017
- December 21, 2017



JOINT POLICY ADVISORY COMMITTEE ON TRANSPORTATION (JPACT)
Meeting Minutes
November 10, 2016
Metro Regional Center, Council Chamber

MEMBERS PRESENT

Shirley Craddick
Craig Dirksen, *Chair*
Kathryn Harrington
Tim Knapp
Neil McFarlane
Diane McKeel
Steve Novick
Roy Rogers
Paul Savas
Jeanne Stewart
Kris Strickler
Rian Windsheimer

AFFILIATION

Metro Council
Metro Council
Metro Council
City of Wilsonville, representing Cities of Clackamas County
TriMet
Multnomah County
City of Portland
Washington County
Clackamas County
Clark County
Washington State Department of Transportation
Oregon Department of Transportation

ALTERNATES PRESENT

David Collier
Jef Dalin
Doug Daoust
Susie Lahsene
Anne McEnerny-Ogle

AFFILIATION

Oregon Department of Environmental Quality
City of Cornelius, representing Cities of Washington County
City of Troutdale, representing Cities of Multnomah County
Port of Portland
City of Vancouver

OTHERS PRESENT: Kris Deffebach, Jeff Gudman, Eric Hesse, Doug Kelsey, Stephan Lashbrook, Alan Lehto, Matt Ransom

STAFF: Grace Cho, Kim Ellis, Shaina Hobbs, Dan Kaempff, Ted Leybold, Lake McTighe, Nellie Papsdorf, Chris Spencer, Caleb Winter

1. CALL TO ORDER AND DECLARATION OF A QUORUM

JPACT Chair Craig Dirksen called the meeting to order and declared a quorum at 7:37 a.m.

2. CITIZEN COMMUNICATION ON JPACT ITEMS

Meesa Long, Brentwood-Darlington Neighborhood Association Ms. Long asked JPACT members to consider the Brentwood-Darlington neighborhood's Safe Routes to School project and shared that her neighborhood does not have sidewalks. Ms. Long shared photos of the dangerous walking

conditions in her neighborhood (Doc. No. 111016j-01). She stated that over 1,000 people in her community had signed a letter in support of Safe Routes to School funds.

3. UPDATES FROM THE CHAIR AND COMMITTEE MEMBERS

Chair Dirksen, JPACT Members, and staff provided updates on the following items:

- Chair Dirksen shared that Seattle's ST3 measure passed, which will build light rail extensions, bus rapid transit (BRT) and other enhanced transit service. He added that Measure M in Los Angeles was passed, renewing an existing half-cent sales tax and approving an additional half-cent sales tax to expand and improve light rail and subway lines. He noted that the tax is expected to bring in \$860 million annually.
- He shared that the vote on light rail in the City of Tigard was yet to be finalized. He noted that the vote was so close that the results may not be published for several weeks.
- Chair Dirksen noted that the RFFA comment period ended on Monday, November 7th. He stated that Metro staff provided an interactive comment map, which had over 2000 visitors. He noted that at the January JPACT meeting, Metro staff would present a recommended list of projects for the committee's adoption.
- He informed JPACT members that ODOT had convened an advisory committee on CMAQ funding distribution and invited him to participate. He added that the first meeting would be in December.
- Chair Dirksen called on Councilor Shirley Craddick to give an update on the Powell-Division Project. She noted that the steering committee had decided on bus rapid transit as the locally preferred option. Councilor Craddick shared that the bus route will travel along Division Street. Mr. Neil McFarlane shared that it was not yet determined which bridge the BRT route will cross. He noted that many people had voiced their preference for a crossing at the Tilikum Crossing Bridge.
- Chair Dirksen reminded JPACT that the Transportation 4 America conference would be taking place in Sacramento, California from November 15-17 and the JPACT "best practices" trip to Seattle would be on November 18.

4. CONSIDERATION OF THE JPACT MINUTES FOR SEPTEMBER 15, 2016

MOTION: Councilor Kathryn Harrington moved, and Councilor Jeanne Stewart seconded, to approve the September 15, 2016 minutes.

ACTION: With all in favor, the motion passed.

5. INFORMATION/DISCUSSION ITEMS

5.1 2018 RTP Update: Project Update and Background for Regional Leadership Forum #3 (Connecting our Vision and Values to Our Priorities)

Chair Dirksen called on Kim Ellis to give an update on the 2018 Regional Transportation Plan update process.

Key elements of the presentation included:

- Ms. Kim Ellis informed JPACT that the update of the Regional Transportation Plan was building off of past regional efforts, such as the 2014 Climate Smart Strategy and the 2040 Vision.
- Ms. Ellis encouraged JPACT to register for the third Regional Leadership Forum, scheduled for December 2nd at the Oregon Convention Center.
- Ms. Ellis shared that the Regional Transportation Plan Update addressed several challenges to the region's economic prosperity. She noted that the region's transportation needs continued to outpace funding and the region's competitive advantage and success would hinge upon how well the region works together to build a path to future funding.
- Ms. Ellis noted that the RTP update process had provided many opportunities for public input and collaboration amongst leadership. Some of these opportunities included technical work group meetings, stakeholder meetings and regional leadership forums.
- Ms. Ellis informed JPACT members of the next steps in the RTP update process.

Member discussion included:

- Commissioner Paul Savas stated that one of the challenges faced by the region is displacement. He recommended that the RTP update addressed maintaining affordability and avoiding displacement. Commissioner Savas noted that areas in unincorporated Clackamas County near the Orange Line had rental apartments with rents of over \$2,000 a month.
- Mayor Tim Knapp asked what the strategies are to move toward a defederalized goal. He noted that construction costs could be lowered if there was less reliance on federal funds, which often have costly stipulations. Chair Dirksen noted that ODOT has a funding swap program in order to make project dollars more effective, although the program doesn't extend to the Portland area.
- Ms. Susie Lahsene stated that obligating funds in a timely manner might put the region at an advantage for securing more funding.

5.2 2018 RTP: Regional Transit Strategy – Regional Transit Vision

Chair Dirksen called on Ms. Jamie Snook, Metro staff, to discuss the next steps in the RFFA process. Chair Dirksen noted that we are in a time of unprecedented growth in the region. He noted that several areas across the country were investing billions of dollars in their transportation systems.

Key elements of the presentation included:

- Ms. Jamie Snook shared that she had been working with agencies such as C-TRAN, Ride Connection, TriMet and Portland Streetcar to create a path toward implementation. She stated that TriMet's Service Enhancement Plan and Metro's Climate Smart Strategy had set the stage for many of the improvements included in the Regional Transit Vision.
- Ms. Snook noted that the Regional Transit Vision was aimed at making transit more frequent, convenient, accessible and affordable.
- Ms. Snook shared that enhanced transit corridors were a part of the transit vision and provided opportunities for smaller investments and improvements such as queue jumps, improved shelters, and more frequent service.
- Ms. Snook shared that Metro staff was in the second stage of developing the vision. She shared that the next two stages were creating a Transit Investment Strategy and Adoption/Implementation.

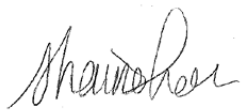
Member discussion included:

- Commissioner Steve Novick expressed his appreciation of the focus on the enhancement of existing transportation resources.
- Mr. Neil McFarlane thanked Ms. Snook for her work on the project and her presentation to the TriMet board of directors. He noted that the service enhancement plans were the building blocks for additional investments. Mr. McFarlane noted that within the next several years, TriMet will need to repair and replace several of its aging light rail cars and repair several miles of track.
- Councilor Shirley Craddick stated that the region's transit service needed to be the best option to get around so that more people would decide to take transit, rather than drive their cars. Councilor Craddick asked whether the Regional Transit Vision would address the possibility of smaller adjustments being made to existing transit lines in order to better serve the region. Mr. McFarlane stated that TriMet is open to having conversations about service improvements.
- Mr. Rian Windsheimer noted that ODOT now provided shuttle service to Multnomah Falls. He recommended that agencies work with more rural transit agencies to provide connections outside of the region.

ADJOURN

JPACT Chair Dirksen adjourned the meeting at 8:58 a.m.

Respectfully Submitted,

A handwritten signature in cursive script, appearing to read "Shaina Hobbs".

Shaina Hobbs
Recording Secretary

ATTACHMENTS TO THE PUBLIC RECORD FOR THE MEETING OF NOVEMBER 10, 2016

ITEM	DOCUMENT TYPE	DOC DATE	DOCUMENT DESCRIPTION	DOCUMENT No.
2.0	Handout	N/A	Brentwood-Darlington Safe Routes to School Project	111016j-01
5.1	PowerPoint	11/10/16	2018 RTP: Project Update	111016j-02
5.2	PowerPoint	11/10/16	2018 RTP: Regional Transit Vision	111016j-03
N/A	Handout	November 2016	Metro November Hotsheet	111016j-06

Memo



Metro

600 NE Grand Ave.
Portland, OR 97232-2736

Date: Wednesday, December 7, 2016
To: JPACT and Interested Parties
From: Dan Kaempff, Principal Transportation Planner
Subject: Development of RFFA Step 2 project recommendation

Purpose

Brief JPACT 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. (The detail of the technical evaluation scoring is found as 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 are 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. The full public engagement report is available at oregonmetro.gov/rffa)
4. **RFFA Policy Objectives.** Adherence of the final RFFA package in its entirety to the ten RFFA Objectives¹

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.

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 two examples representing different ways they can use these four sources of input in the development of their recommendation. These two examples are found in Attachment D to this staff report.

¹ Section 6.0 of the 2018-21 MTIP-RFFA Policy Report

Example A illustrates a package of projects that would be proposed by following a straight technical ranking, and using the public comment and subregional priorities as additional informative sources of information.

Example B illustrates how the project package could look by putting more emphasis on the public comment and subregional prioritization.

TPAC indicated that Example B reflected their preference for developing a recommended package of projects. They felt it was important to use 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. In particular, 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. 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.

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 reduce project costs by defederalizing the project

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

Staff is requesting input and feedback regarding TPAC’s identified approach from JPACT at their December 15 meeting. Once JPACT has conveyed any input they wish to provide, staff will work with TPAC at their December 16 and an additional 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.

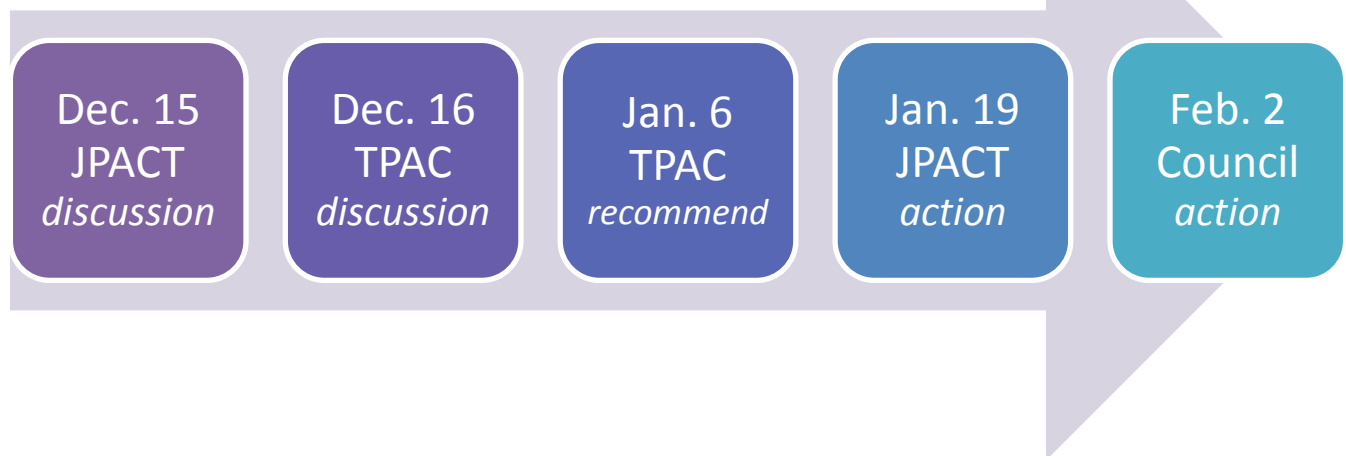
Next steps

December 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

2019-21 regional flexible funds active transportation project submissions	BeavertonCreek Trail	Brentwood-Darlington safe routes to school	Complete Cleveland Street	Complete Division Street	Cornelius Pass walking and biking bridge design	Cornfoot Road walking and biking path	Cully walking and biking parkway
Sponsor	Tualatin Hills Parks & Recreation District	City of Portland	City of Gresham	City of Gresham	Washington County	Port of Portland	City of Portland
Requested	\$3,892,399	\$3,100,850	\$3,141,156	\$3,459,284	\$800,000	\$3,327,672	\$2,998,153
Serves communities with higher number of historically underserved populations (people of color, people with low income, people who don't speak English well, older and younger people, people with disabilities)	9.0/9	9.0/9	9.0/9	9.0/9	4.8/9	9.0/9	9.0/9
Improves safety for walking and biking	6.0/9	8.4/9	4.8/9	6.6/9	6.0/9	6.6/9	7.2/9
Improves access to high priority destinations (jobs, services, schools)	7.8/9	9.0/9	8.4/9	7.2/9	7.2/9	6.0/9	9.0/9
Serves high population areas or high growth areas	9.0/9	3.0/9	7.8/9	7.2/9	9.0/9	7.2/9	8.4/9
Creates a key connection in the biking and walking system	5.2/6	5.6/6	4.8/6	4.8/6	6.0/6	4.8/6	5.6/6
Increases biking, walking and use of transit	6.0/6	4.0/6	4.0/6	2.0/6	6.0/6	6.0/6	6.0/6
Creates a key connection between transit and employment areas	6.0/6	3.6/6	5.6/6	4.0/6	3.6/6	4.8/6	4.0/6
Includes an outreach or education component	1.6/3	2.6/3	1.8/3	1.8/3	1.8/3	1.8/3	2.8/3
Leverages other funding opportunities	1.0/3	3.0/3	1.8/3	1.8/3	1.4/3	1.4/3	2.8/3
Reduces the need for highway expansion by adding other capacity	2.4/3	1.4/3	2.2/3	2.2/3	2.2/3	1.4/3	2.2/3

2019-21 regional flexible funds active transportation project submissions	David Douglas safe routes to school	Designing Highland Drive /Pleasant View Drive /190th Ave.	Designing Hogan Road	Fanno Greenway Regional Trail	Halsey Street safety and access to transit	Herman Road walking and biking improvements project eng.	Highway 43 walking and biking improvements
Sponsor	City of Portland	City of Gresham	City of Gresham	City of Tigard	City of Portland	City of Tualatin	City of West Linn
Requested	\$3,048,000	\$8,487,054	\$9,633,428	\$6,700,600	\$2,992,800	\$625,000	\$3,400,000
Serves communities with higher number of historically underserved populations (people of color, people with low income, people who don't speak English well, older and younger people, people with disabilities)	9.0/9	9.0/9	8.4/9	6.0/9	9.0/9	7.2/9	4.8/9
Improves safety for walking and biking	7.2/9	5.4/9	7.8/9	4.8/9	9.0/9	7.8/9	7.8/9
Improves access to high priority destinations (jobs, services, schools)	7.8/9	3.0/9	4.8/9	7.8/9	8.4/9	7.8/9	6.6/9
Serves high population areas or high growth areas	6.0/9	5.4/9	6.6/9	5.4/9	9.0/9	5.4/9	6.0/9
Creates a key connection in the biking and walking system	3.6/6	4.4/6	4.8/6	5.2/6	6.0/6	6.0/6	5.2/6
Increases biking, walking and use of transit	4.0/6	4.0/6	4.0/6	6.0/6	4.0/6	6.0/6	6.0/6
Creates a key connection between transit and employment areas	3.6/6	2.8/6	3.6/6	5.6/6	5.2/6	4.8/6	4.4/6
Includes an outreach or education component	2.4/3	1.6/3	1.4/3	1.6/3	2.4/3	2.2/3	2.4/3
Leverages other funding opportunities	2.6/3	1.8/3	1.0/3	1.4/3	1.8/3	1.6/3	2.2/3
Reduces the need for highway expansion by adding other capacity	1.6/3	1.8/3	1.6/3	3.0/3	2.8/3	2.4/3	2.2/3

2019-21 regional flexible funds active transportation project submissions	Highway 99W sidewalk safety improvements	Interstate 5 walking and biking bridge	Interstate 205 walking and biking trail	Jade and Montavilla connected centers	Johnson Street access to school	Hillsdale Town Center pedestrian connections	Molalla Avenue walking and biking improvements
Sponsor	City of Sherwood	City of Wilsonville	City of West Linn	City of Portland	Washington County	City of Portland	Oregon City
Requested	\$2,168,000	\$2,250,000	\$2,778,873	\$3,941,500	\$4,700,000	\$2,346,000	\$3,985,379
Serves communities with higher number of historically underserved populations (people of color, people with low income, people who don't speak English well, older and younger people, people with disabilities)	3.6/9	6.6/9	0.6/9	9.0/9	9.0/9	4.2/9	9.0/9
Improves safety for walking and biking	4.8/9	9.0/9	4.2/9	8.4/9	6.0/9	9.0/9	8.4/9
Improves access to high priority destinations (jobs, services, schools)	5.4/9	8.4/9	2.4/9	8.4/9	7.8/9	7.8/9	9.0/9
Serves high population areas or high growth areas	4.8/9	7.8/9	1.8/9	8.4/9	6.0/9	6.6/9	7.8/9
Creates a key connection in the biking and walking system	4.4/6	5.6/6	2.8/6	6.0/6	4.0/6	4.0/6	5.2/6
Increases biking, walking and use of transit	6.0/6	6.0/6	6.0/6	4.0/6	4.0/6	6.0/6	4.0/6
Creates a key connection between transit and employment areas	2.0/6	5.6/6	2.4/6	3.2/6	3.6/6	4.4/6	4.0/6
Includes an outreach or education component	1.0/3	2.8/3	0.8/3	2.4/3	2.2/3	2.6/3	1.6/3
Leverages other funding opportunities	1.6/3	2.2/3	0.6/3	2.4/3	1.2/3	1.8/3	3.0/3
Reduces the need for highway expansion by adding other capacity	2.0/3	2.0/3	0.6/3	2.6/3	1.4/3	2.2/3	1.6/3

2019-21 regional flexible funds active transportation project submissions	Monroe Street neighborhood greenway	Monroe Street walking and biking improvements	North Portland Greenway Trail	Outer Stark/Halsey complete streets	Sandy Boulevard walking and biking improvements	Westside Trail walking and biking bridge design
Sponsor	City of Milwaukie	Clackamas County	City of Portland	City of Portland	Multnomah County	Washington County
Requested	\$2,320,000	\$3,000,000	\$2,909,680	\$300,000	\$5,319,631	\$800,000
Serves communities with higher number of historically underserved populations (people of color, people with low income, people who don't speak English well, older and younger people, people with disabilities)	6.6/9	9.0/9	9.0/9	9.0/9	9.0/9	5.4/9
Improves safety for walking and biking	6.0/9	6.0/9	6.0/9	9.0/9	4.2/9	6.0/9
Improves access to high priority destinations (jobs, services, schools)	7.8/9	8.4/9	9.0/9	8.4/9	8.4/9	8.4/9
Serves high population areas or high growth areas	6.6/9	5.4/9	9.0/9	8.4/9	6.6/9	6.6/9
Creates a key connection in the biking and walking system	5.6/6	6.0/6	4.8/6	4.0/6	4.8/6	5.6/6
Increases biking, walking and use of transit	4.0/6	4.0/6	4.0/6	4.0/6	4.0/6	6.0/6
Creates a key connection between transit and employment areas	5.2/6	5.6/6	0.0/6	4.4/6	4.8/6	4.4/6
Includes an outreach or education component	1.0/3	2.8/3	2.6/3	2.6/3	2.4/3	1.4/3
Leverages other funding opportunities	1.4/3	2.6/3	1.2/3	1.4/3	1.2/3	2.4/3
Reduces the need for highway expansion by adding other capacity	2.4/3	2.6/3	1.8/3	2.4/3	2.2/3	2.4/3

2019-21 regional flexible funds freight project submissions	Basalt Creek Parkway Extension	Central Eastside Access and Circulation Improvements	Columbia Blvd ITS	Hunziker Road Industrial Area	Regional Freight Studies
Sponsor	Washington County	City of Portland	City of Portland	City of Tigard	Metro
Amount	\$3,000,000	\$3,002,433	\$600,000	\$1,851,740	\$500,000
Can leverage (or prepare projects for) new or competitive funds	6.6/9	8.4/9	7.2/9	9.0/9	n/a
Reduces freight vehicle delay	4.8/9	5.4/9	3.6/9	9.0/9	n/a
Project increases freight access to industrial lands, employment centers & local businesses, and rail facilities for regional shippers	7.8/9	7.8/9	6.0/9	7.8/9	n/a
Projects that help green the economy and offer economic opportunities for EJ/underserved communities ¹	5.4/9	5.4/9	4.2/9	7.8/9	n/a
Improves safety by removing conflicts with active transportation or other modes, and/or provides adequate mitigation for any potential conflicts	4.0/6	5.2/6	2.0/6	4.4/6	n/a
Reduces air toxics or particulate matter	3.6/6	4.8/6	4.0/6	2.4/6	n/a
Reduces impacts to EJ communities (e.g., reduced noise, land use conflict, emissions)	4.4/6	3.2/6	5.6/6	2.4/6	n/a
Increases freight reliability	5.2/6	4.4/6	4.8/6	5.2/6	n/a
May not get funding otherwise	1.8/3	2.6/3	0.6/3	1.0/3	n/a
Reduces the need for highway expansion	1.2/3	2.4/3	2.2/3	1.2/3	n/a
Addresses issues and improves connectivity among multiple freight modes	1.8/3	3.0/3	0.6/3	2.6/3	n/a

¹ Greening the economy means creating a low-carbon, resource-efficient and socially inclusive economy.



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 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 230th 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 230th 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

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 72nd 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 flourish at the end.

Commissioner Steve Novick



WASHINGTON COUNTY

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 108th 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', written in a cursive style.

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

cc: Andrew Singelakis, Director Land Use & Transportation

attachments

Regional flexible funds allocation, summary of comments on proposed projects | Nov. 10, 2016 (Complete public engagement report is at oregonmetro.gov/rffa)

Active transportation

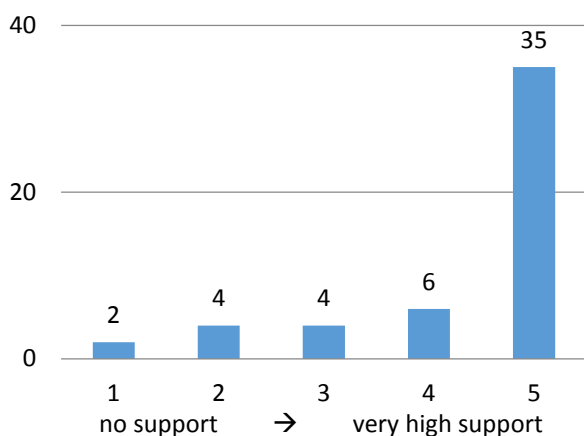
Beaverton Creek Trail

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**

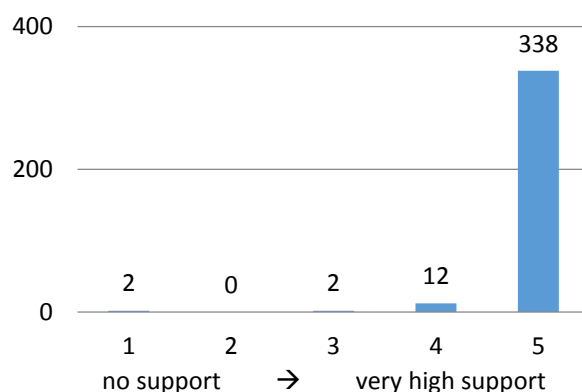
(one additional email was unclear in its position)

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:



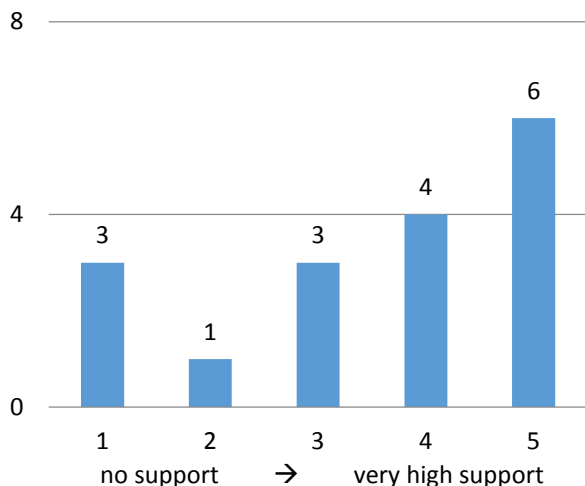
- Students often must walk in the road to get to school due to a lack of sidewalks
- Students in wheelchairs at a local Community Transition School must travel in the road
- Neighborhood has been underserved for a long time and has been rated as having high property tax inequities

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

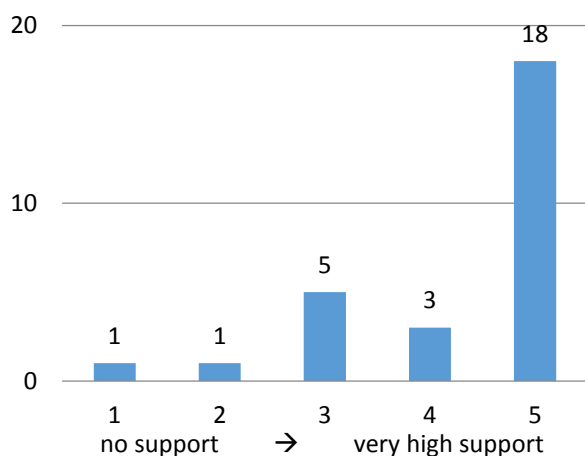
Complete Division Street

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

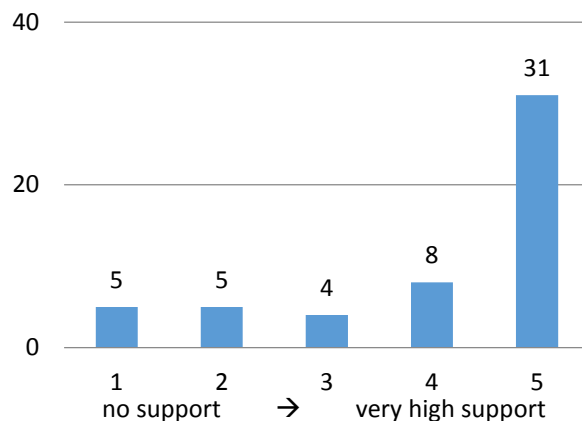
Cornelius Pass walking and biking bridge design

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

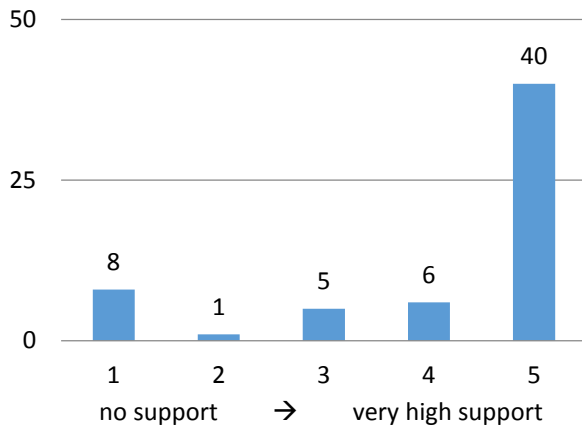
Cornfoot Road walking and biking path

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

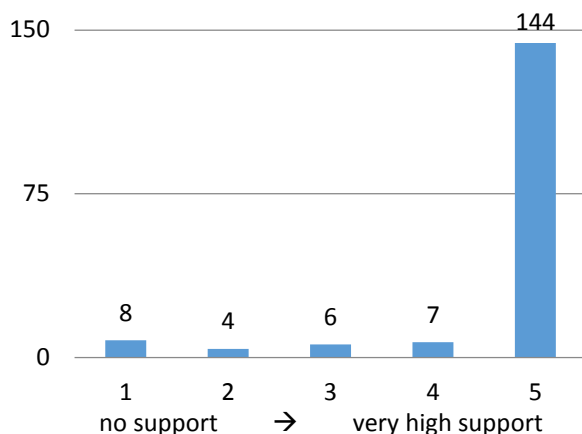
Cully walking and biking parkway

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 72nd 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 72nd Ave park blocks

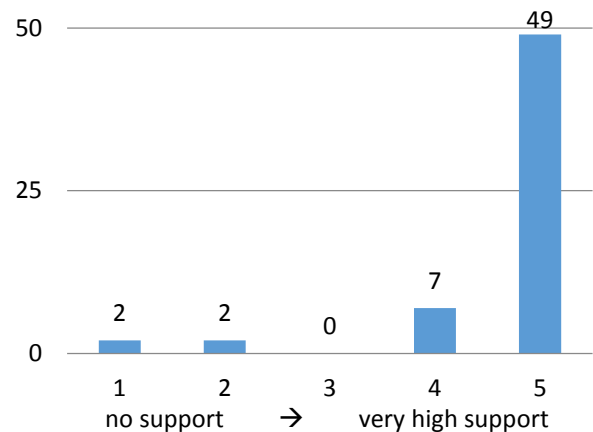
David Douglas safe routes to school

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:



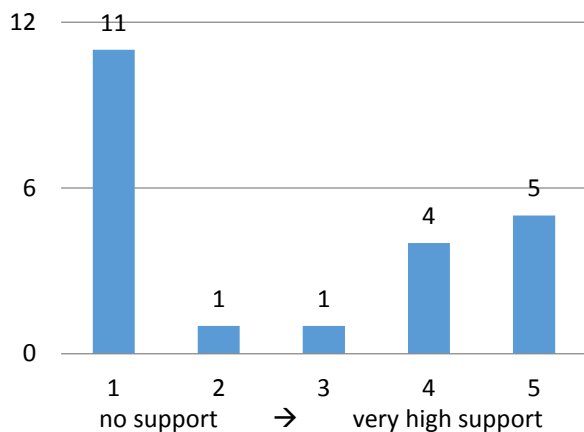
- It is essential to provide children with a safe way to walk or bike to school
- David Douglas is one of the largest schools in the region – this investment will have an impact
- This part of East Portland is higher density, so the impacts will be felt more broadly

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

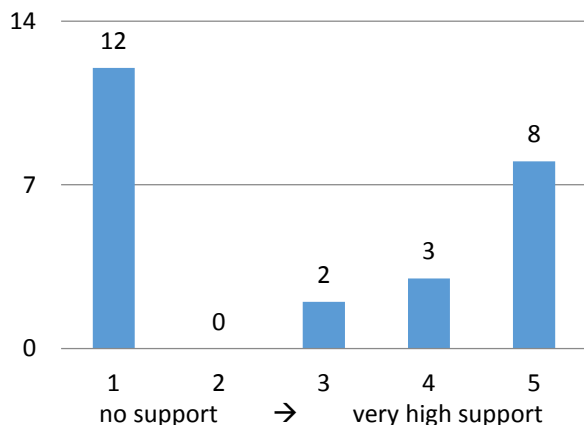
Designing Hogan Road

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

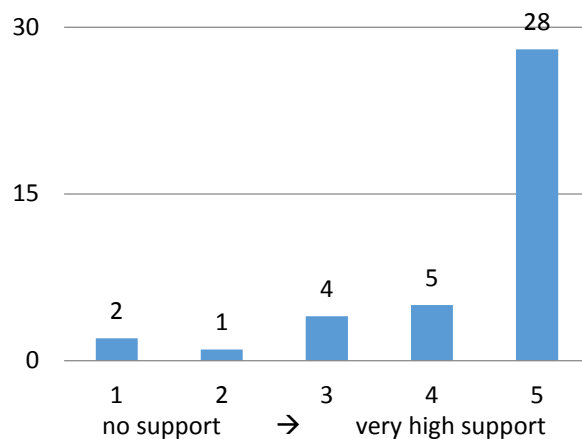
Fanno Greenway Regional Trail

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.

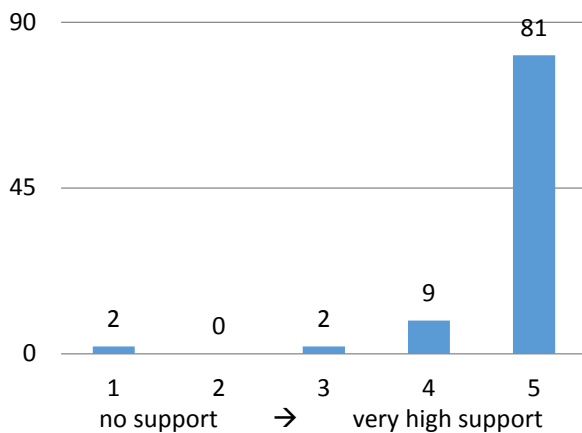
Halsey Street safety and access to transit

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 82nd 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

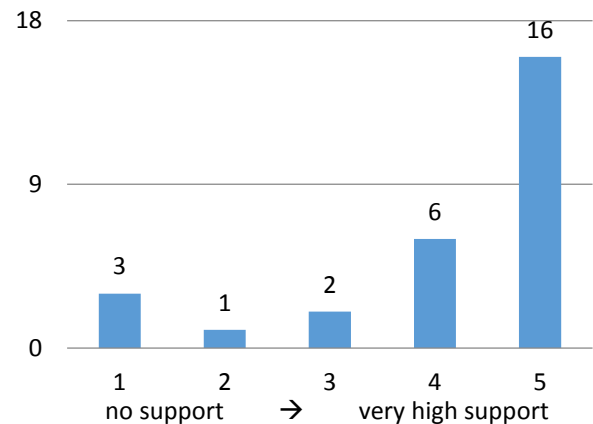
Herman Road walking and biking improvements project engineering

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

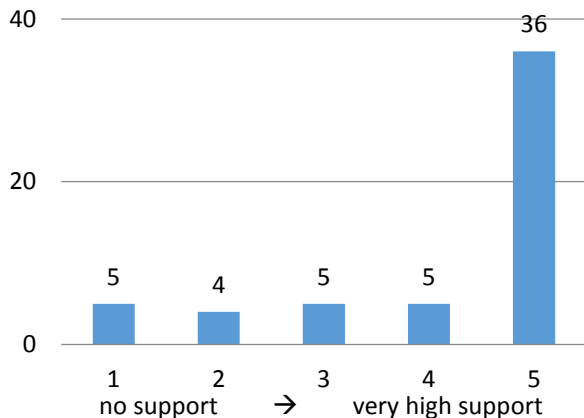
improvements | City of West Linn | \$3,400,000

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

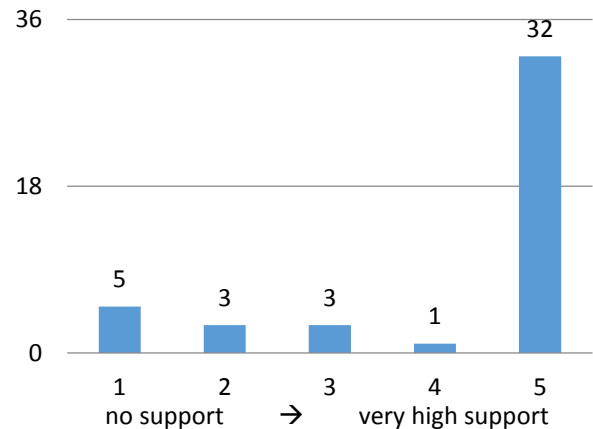
Highway 99W sidewalk safety improvements

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?

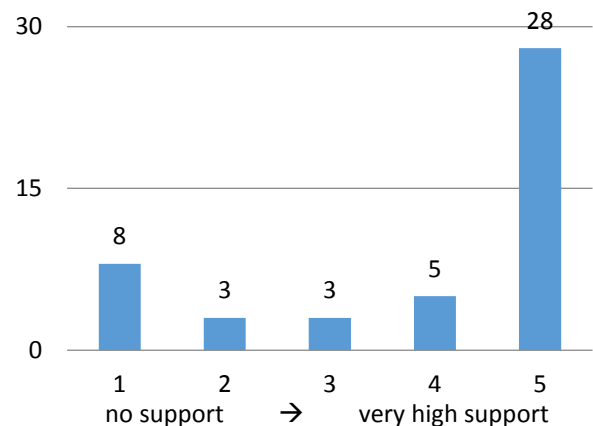
Hillsdale Town Center pedestrian connections

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

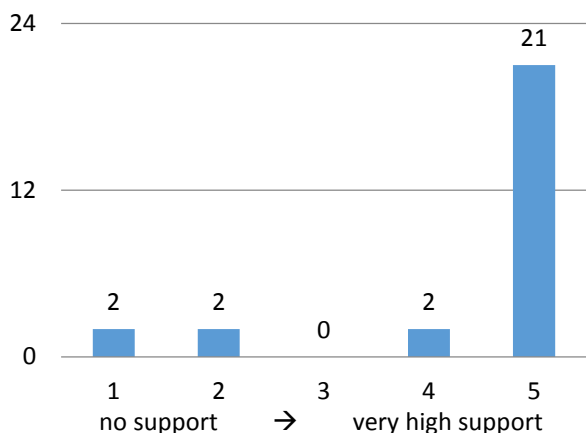
Interstate 5 walking and biking bridge

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

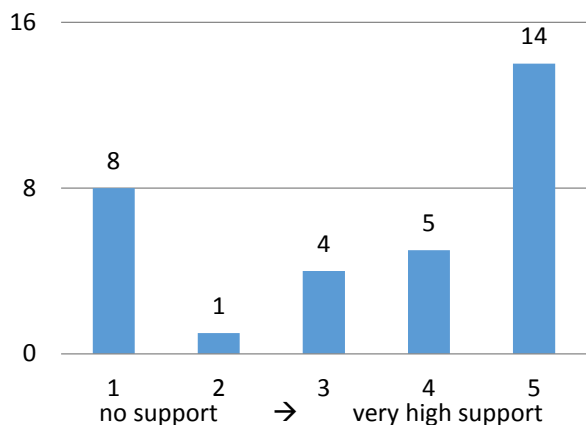
Interstate 205 walking and biking trail

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

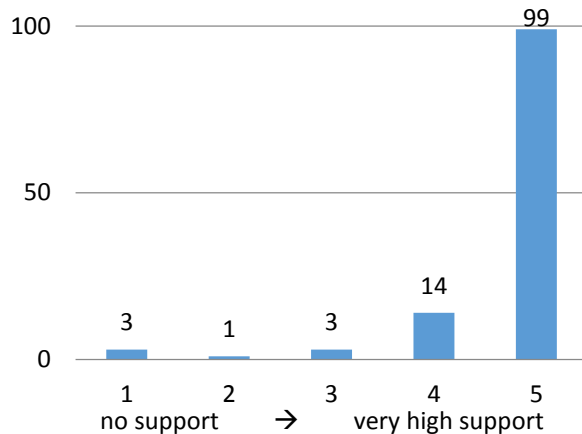
Jade and Montavilla connected centers

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

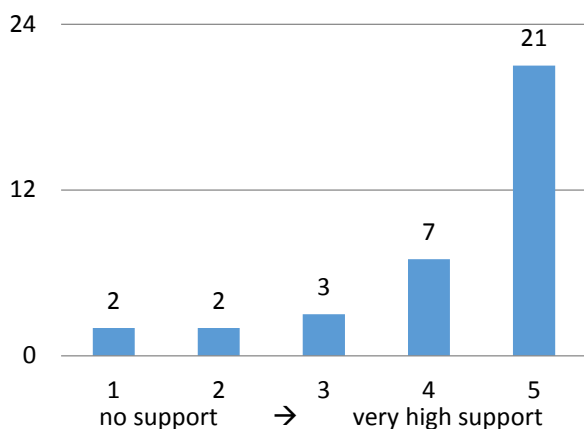
Johnson Street access to school

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

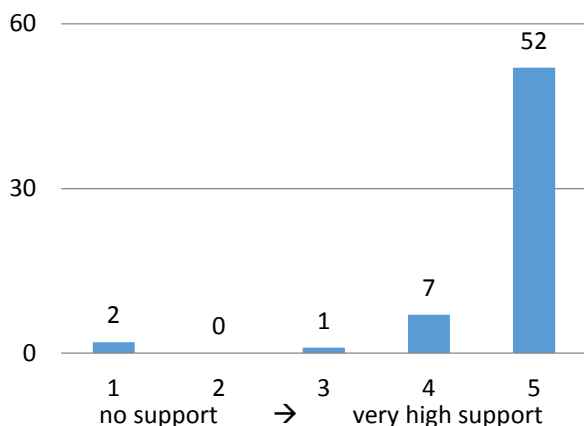
Molalla Avenue walking and biking

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

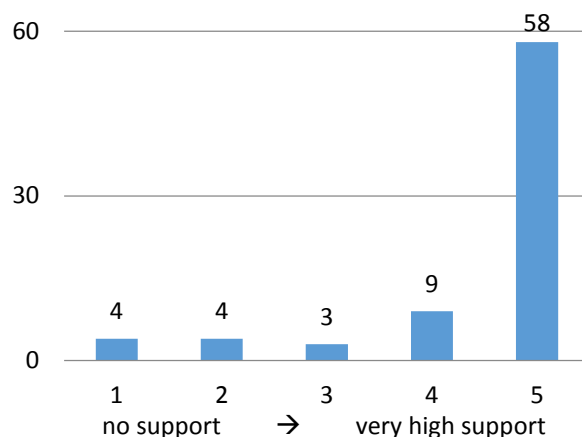
City of Milwaukie | \$2,320,000

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

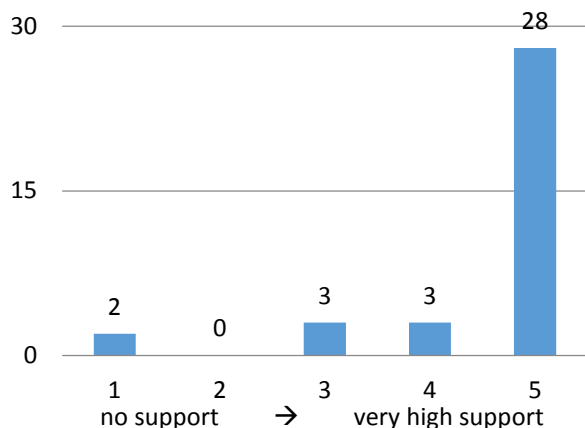
improvements | Clackamas County | \$3,000,000

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

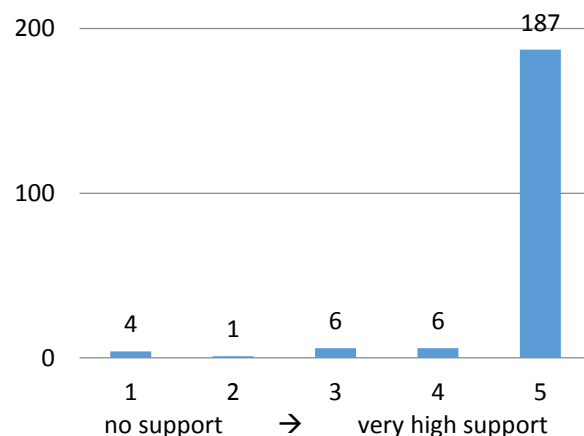
North Portland Greenway Trail

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

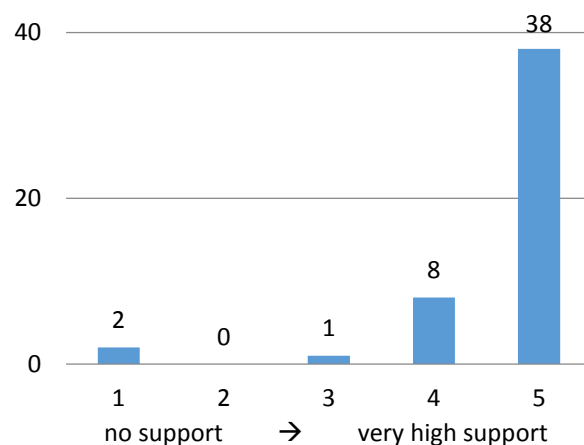
Outer Stark/Halsey complete streets

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:

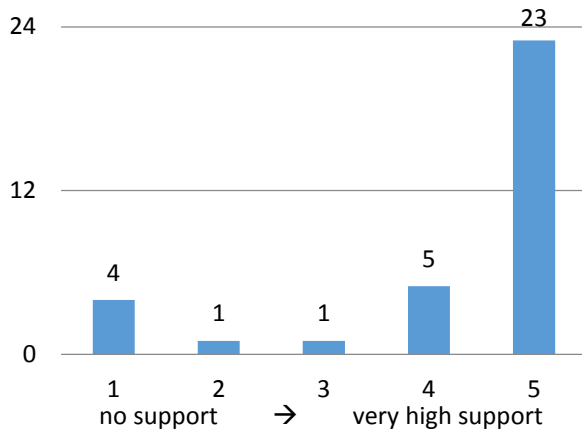


- These two important arterials in East Portland need active transportation investments
- This project will complement the work being done at Gateway Green
- Comfort through lower speed limits and transit movement need to be prioritized

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

Number of web tool comments: **35**

Web tool support levels:



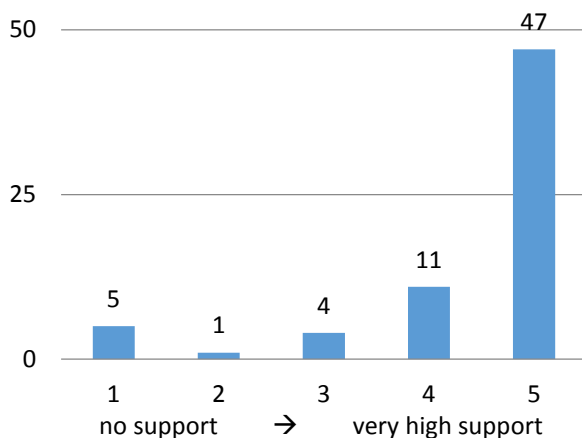
- Project will serve vulnerable populations living in trailer parks along Sandy Blvd
- Sandy Blvd is a freight route and bicycle parkway, but it does not work for the latter mode
- The improvements here should be paired with a connection to the Fairview-Gresham Trail

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

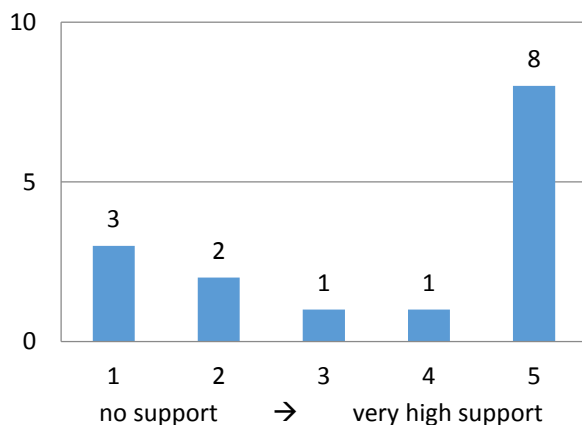
- Apparently, there is long-standing opposition to this bridge from neighbors to the north

Freight

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

Number of web tool comments: **15**

Web tool support levels:



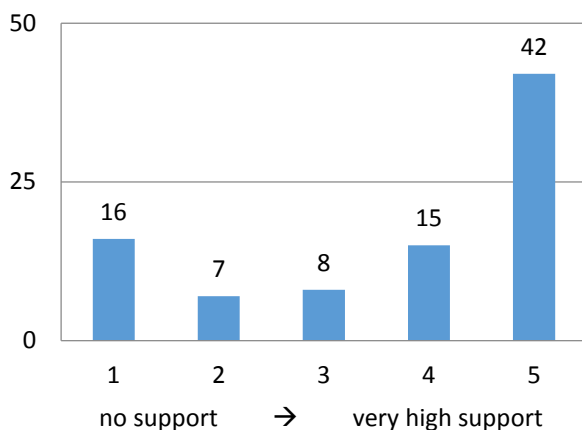
- This is a much-needed project that will improve traffic flow
- This proposal appears to do little to make active transportation safer along a freight corridor

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:



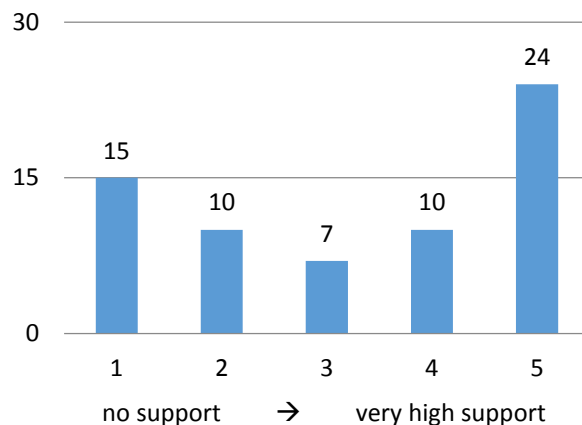
- The new traffic signals will make movement of all modes safer through this dynamic area
- The 11th/Sandy/Ankeny intersection is dangerous, and the improvements are needed

- 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

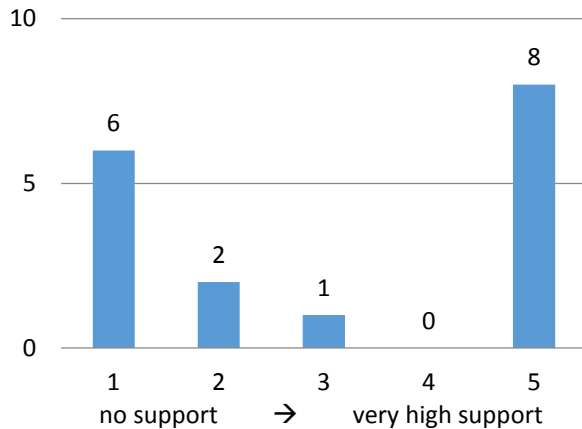
Hunziker Road industrial area transportation

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?

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			
<u>Project name</u>	<u>Applicant</u>	<u>Sub-region</u>	<u>RFFA request</u>	<u>Total (330 max.)</u>	<u>Technical score ranking</u>	<u>Identified as subregional priority?</u>	<u># of comments received</u>	<u>% positive</u>	<u>Package total</u>	<u>Amt. needed to balance</u>
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			
Project name	Applicant	Sub-region	RFFA request	Total (315 max.)	Technical score ranking	Identified as subregional priority?	# of comments received	% positive	Package total	Amt. needed to balance
Halsey Street Safety and Access to Transit	City of Portland	Portland	\$2,992,800	288	1	Yes	101	96%	\$26,426,387	(\$616,387)
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	\$1,550,000	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:	\$91,725,459							

Example B - Balanced

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%	\$29,627,237	(\$3,817,237)
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	\$1,550,000	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%		
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%		
Highway 43 Walking and Biking Improvements	City of West Linn	Clackamas	\$3,400,000	238	17	Yes	69	77%		
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%		
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%		
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:	\$91,725,459							

Materials following this page were distributed at the meeting.



West Linn

December 22, 2016

Craig Dirksen METRO Council Chair
Shirley Craddick METRO Council Co-Chair
JPACT Members

JPACT Members, I am Russ Axelrod the Mayor of West Linn and I want to thank you for the opportunity to comment on our innovative and critically needed Hwy 43 improvement plan.

As you know, Hwy 43 is the primary north-south arterial through our city and the only N-S connector west of the Willamette River other than I-5.

It provides a critical transportation corridor route into and out of Portland, and it is the primary and only TriMet transit route serving our south-metro region.

Hwy 43 is old, more than 100 years old, and it has become a failed roadway of increasing congestion, air pollution and safety hazards to our citizens and regional commuters – now numbering some 35,000 or more per day.

I have witnessed the decline of Hwy 43 for 25 years now, and it has become especially dangerous for seniors and children, pedestrians and bicyclists, in addition to automobile and truck drivers.

It's reached the point where many residents will no longer use the TriMet bus because it's not possible to cross the roadway safely many times of the day.

In fact, there remain today sections of ODOT's highway where we have no sidewalks at all, and no handicap accessibility including at traffic signals.

This corridor serves all of West Linn and the region, but it's also through a part of West Linn that's teeming with senior citizens, new families and small children seeking lower cost housing, and opportunities to shop locally and get to schools and parks safely without always having to jump into their cars.

West Linn has worked for years to develop this critical Hwy 43 project to improve the corridor conditions. It now includes an innovative separated cycle-track design to ensure comfortable and safe pedestrian, bicycle and auto traffic. It includes state-of-the-art intersection design plans and improvements to support transit. In short, it incorporates the latest designs to facilitate true multi-modal transportation.

The project has received great support from our neighbors in Lake Oswego and Oregon City, and from surrounding cities.



West Linn

The project was ranked number 1 by the Clackamas County CTAC and C4 Committees and had unanimous support from regional leaders during the evaluation process.

The project has been recommended for \$1.2 m regional STIP funding to the OTC, I'm proud to mention our first STIP grant ever, but these funds are at risk without the RFFA support from Metro.

I want to emphasize that West Linn has never received any RFFA funding over the past decade while other projects and communities have received repeated awards.

West Linn is moving forward in a positive direction, and we ask Metro to support our community as a partner to help take care of this vital corridor serving the broader Metro region.

I want to also emphasize that the upgrade of Hwy 43 will help to stimulate desired economic development along the corridor and for the region.

This project will construct just the first phase of our plan to improve Hwy 43 along this important corridor which is already vital, but will become increasingly important as Oregon City develops the Willamette Falls property (Legacy Project) and West Linn follows with its improvements to the river corridor through West Linn now in the early master planning stage.

It will also eventually support recent bike and vehicle improvements/connections at the Sellwood Bridge to the north.

On behalf of our citizens, I urge you to support this innovative model project to build safe, multimodal transportation facilities along this vital regional corridor.

Thank you for your time and for your support of our shared community objectives.

Respectfully,

Russell B. Axelrod
Mayor

City of West Linn

raxelrod@westlinnoregon.gov

(503) 568-2804

Edward Schwarz – Testimony for JPACT Meeting

December 22, 2016

Chair Dirksen and Committee Members,

Thank you for the opportunity to provide this testimony today.

My name is Ed Schwarz and I live in West Linn. I am the President of the Savanna Oaks Neighborhood Association, one of eleven Neighborhood Associations in West Linn, and Chair of the Neighborhood Association Presidents advisory board for the City of West Linn.

At our most recent monthly meeting, the nine Neighborhood Association Presidents in attendance unanimously voted their support for my testimony to you today regarding West Linn's Hwy. 43 Multimodal Transportation Safety Project. The first phase of this project will improve pedestrian, biking, transit, and vehicular mobility along Highway 43 from the Lake Oswego border to Mary S. Young Park. Most importantly, it will improve safety along this route as well.

The reasons for our support include:

1. This project includes uninterrupted bicycle paths and sidewalks, improved transit stops, improved lighting, and ADA accessibility. It will eventually provide a bicycle route from Oregon City through to the Sellwood Bridge and Portland.
2. West Linn has been working on plans for this corridor and trying to fund improvements for many years. The City has already been awarded \$1.1 million in State Enhanced Funding for this project. Another \$1.31 million will come from West Linn's System Development Charges and street funding. The \$3.4 million from the RFFA grant will allow this Multimodal Transportation Safety Project to be successfully completed.
3. Hwy. 43 is a major traffic corridor to Portland from West Linn and beyond. Improving it will help traffic and transit flow more smoothly, especially during morning and evening commute hours.
4. The two main roads through West Linn are I-205 and Hwy. 43. These roads divide our city. This project would help to bridge that divide and bring both sides of Hwy. 43 together once again.
5. West Linn has never received RFFA grant funding.
6. The area along Hwy. 43 in West Linn has long been underutilized when it comes to its commercial potential. Improving this road to help with traffic and pedestrian flow will also help to revitalize the commercial property along it.

For the reasons outlined above, we, the Neighborhood Association Presidents of West Linn, request your support of the Multimodal Transportation Safety Project grant funding.

Thank you for your time.

Edward Schwarz
Chair, NAP Advisory Group
West Linn, OR

From: John Bildsoe [<mailto:johnbildsoe@frontier.com>]

Sent: Monday, November 07, 2016 9:59 AM

To: Shirley Craddick; district4@multco.us; lori stegmann; m@calcagnomedia.com; Trans System Accounts

Cc: Bob Stacey; Elizabeth Mros-O'Hara; Lehto, Alan; Kelly, Katherine; Aaron Abrams; Carol Rulla

Subject: Division Street BRT Stop Spacing / Stops Logic & RFFA for East Multnomah County

Shirley, Diane, Lori & Michael,

I want to take some time to share my thoughts before today's Steering Committee meeting. As you recall, I voted a "yellow" card at our last Powell-Division Steering Committee meeting, and although infrastructural improvements to East County public transportation are important, I may not be getting any closer towards 'green' this afternoon.

This e-mail shall also serve as my comments regarding City of Gresham's Division Street (Birdsdale to Wallula) Regional Flexible Funding request which —currently ranked 21st out of 27 applicants— might not receive much of the \$33mio targeted for safer sidewalks and bikeways.

Put bluntly, equity for residents east of the Portland/Gresham city line doesn't travel well.

I was a little skeptical about the "average" distances between stations documented in handouts we were given at our last Steering Committee meeting. My own research indicates that average distances between stations are equal, but some distances are more equal than others. Staff has since revised the Oct 24th numbers and should have provided you the corrected distances between stations in feet as well as tenths of a mile. You can clearly see that Gresham BRT stops are spaced farther apart than other areas on the BRT route. There are practical reasons for this... most notably the relative paucity of ridership at the east end of the line.

That said, from a neighborhood livability perspective, the proposed BRT station locations east of 172nd Avenue are unacceptably far apart, given the lack of neighborhood sidewalks and street crossings. As a representative of the Neighborhood Associations in Gresham, it seems incumbent upon me to object as strongly as possible to route and station location strategies that could expose Gresham transit users —or any users along the #4 Route— to significantly higher risk of being struck by vehicular traffic.

Here are two real-life examples:

1. Earlier this Fall, my daughter was returning home from after school work on the #4 bus line when the bus driver didn't catch the call signal she made. She was let off at the next stop (which is about where a proposed BRT stop would be.) She opted to walk home via the "Yellow Route" on the attached diagram.

DIAGRAM KEY

- Green route - the current bus stop - **0.36 mi** with about 100 feet of sidewalk; 80 ft elevation gain
- Blue route - Proposed BRT stop with about 200 feet of sidewalk - **0.54 mi**; 140 ft elevation gain
- Yellow route - the current bus stop and near proposed BRT stop - **0.79 mi** with some sidewalk and enough horizontal ground next to Division to be safe, then local streets with low traffic (but no sidewalks)
- Red route - current bus stop and near proposed BRT stop - **0.50 mi** with steep hillsides little or no sidewalk on Division; 0 feet of sidewalk on Birdsdale





BRT Stops	Stop #	Metro Miles	JB GIS	Sector Avg	Math Error	Error as a %
OMSI	1	0.5	0.70		-0.20	28.6%
	2	0.3	0.03		0.27	900.0%
	3	0.3	0.23		0.07	30.4%
	4	0.4	0.43		-0.03	7.0%
Div & 12th	5	0.4	0.43	0.33	-0.03	7.0%
	6	0.2	0.29		-0.09	31.0%
	7	0.2	0.25		-0.05	20.0%
	8	0.2	0.24		-0.04	16.7%
	9	0.4	0.33		0.07	21.2%
	10	0.3	0.33		-0.03	9.1%
	11	0.3	0.29		0.01	3.4%
	12	0.4	0.40		0.00	0.0%
	13	0.6	0.39		0.21	53.8%
	14	0.4	0.40		0.00	0.0%
Div & 82nd	15	0.3	0.32		-0.02	6.3%
	16	0.2	0.19	0.29	0.01	5.3%
	17	0.4	0.37		0.03	8.1%
	18	0.4	0.37		0.03	8.1%
	19	0.6	0.55		0.05	9.1%
	20	0.3	0.35		-0.05	14.3%
	21	0.2	0.16		0.04	25.0%
	22	0.1	0.14		-0.04	28.6%
	23	0.2	0.23		-0.03	13.0%
	24	0.3	0.25		0.05	20.0%
Div & 174th	25	0.1	0.19		-0.09	47.4%
	26	0.3	0.34		-0.04	11.8%
	27	0.2	0.16		0.04	25.0%
	28	0.4	0.37		0.03	8.1%
	29	0.3	0.31		-0.01	3.2%
	30	0.3	0.27		0.03	11.1%
	31	0.3	0.32		-0.02	6.3%
	32	0.4	0.44	0.41	-0.04	9.1%
	33	0.4	0.38		0.02	5.3%
	34	0.5	0.46		0.04	8.7%
GreshTransCtr	35	0.4	0.36		0.04	11.1%
	36	0.3	0.30		0.00	0.0%
	37	0.5	0.46		0.04	8.7%
	38	0.5	0.46		0.04	8.7%
Total Route		12.8	12.49		0.31	2.5%
Avg Between Stops		0.3	0.33			

December 22, 2016

Craig Dirksen METRO Council Chair
Shirley Craddick METRO Council Co-Chair
JPACT Members

I am Robert Stowell and have come before you today to urge you give West Linn the chance to improve Highway 43 and make it a much safer place for cars, bikes and pedestrians.

I have lived less than a block from 43 since moving to West Linn in 1970.

Over the years I can't even remember the number of rear ender that have happened at Arbor Dr. and Hwy 43 because of the lack of a left turn lane. I can't even tell how many cars are passing on the right in the bike lane when others are trying to turn off of Hwy 43 to go up or down Arbor Dr. I recall an incident that happened to my wife when she and another car were both turning up and down Arbor off Hwy 43 at the same time when a car three cars back decided to pass on right in the bike lane and plowed into the back of our car. No one was hurt, but damage was to our car.

My health no longer allows me bike and run. I now walk three to four days a week. At times it is almost impossible to cross Hwy 43 at Arbor Dr. There are no marked cross walks other than at the signals. Sometimes I literally hold my hand up to get someone to stop so I can get across. This even happens at a clearly marked cross walk at Glenmorie in Lake Oswego. It doesn't make any difference that a couple of years ago a law was passed requiring cars to stop where streets enter the highway even if it's not marked.

The only improvements made on Hwy 43 since 1970 is when a remodel or new development requires half street improvement including sidewalks.

In closing I hope after all these years we can move forward to do the badly need improvements to Highway 43 to make it safer for all users.

Thank you for your time.

Robert Stowell
2606 Maria Ct.
West Linn 97068
503 636-3915

Please Approve the Funding for the Multimodal Transportation Project

This is personal for me and for a lot of the people in my town. A couple of my friends, Cornelia and Chris, were hit by an SUV while they were walking to dinner on Highway 43 on January 9th of last year. I am submitting a copy of the West Linn Tidings article about this serious accident. They were thrown 30 feet.

Improving pedestrian, biking, transit, and vehicular mobility along Highway 43 from the Lake Oswego border to Mary S Young Park is a project that I hope you will fund. The city of West Linn has already been awarded \$1.1 million in State Enhance Funding. Another \$1.310 million will come from city SDC and street funding. The \$3.4 million from the RFFA grant will allow this project to be successfully completed.

Uninterrupted bicycle paths and sidewalks, ADA accessibility, improved transit stops and lighting are all included in this proposal. Two protected intersections will also be installed.

Please approve the grant funding for the Multimodal Transportation Project on Highway 43. Do it for Cornelia and Chris. Do it for all of the pedestrians and bicyclists and the bus riders and motorists who want to safely enjoy being mobile.

Thank you,

Roberta Schwarz

West Linn

Walking on

Created on Thursday, 29 January 2015 | Written by [Patrick Malee](#) | 

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[7 Comments](#)

Longtime WL residents working to get back on their feet after serious accident



Photo Credit: TIDINGS PHOTO: VERN UYETAKE - Cornelia Seigneur and her husband, Chris, are recovering and happy to be alive after being struck by an SUV back on Jan. 9

At 4:49 p.m. Jan. 9, Cornelia Seigneur shared a new blog post on her Facebook page.

She doesn't blog every day, or even every week, but Seigneur was inspired to post her thoughts that particular afternoon — the day after her daughter had returned to her home in Germany.

"May I treat all of my people, my family, my friends, as if they are only here a short time," she wrote. "Because, maybe they are. Maybe I am."

Less than an hour later, Seigneur and her husband, Chris, were struck by an SUV on Highway 43.

...

The last thing she remembers is seeing people drinking coffee outside of Starbucks.

It was a "beautiful, sunny" evening in West Linn, and the Seigneurs decided to take a walk from their Robinwood area home to the Linn City Pub for happy hour.

Walking along Highway 43, they considered stopping at Thai Orchid or Bugatti's Restaurant, but ultimately decided to stick with their original plan. As they passed McDonalds and waited to cross at Walling Way, Chris Seigneur watched to make sure none of the rush hour traffic was turning into the intersection. In the 25-plus years since they'd moved to West Linn, the Seigneurs had learned to be particularly cautious on the busier streets.

They were about halfway across the intersection when — all of a sudden — Chris Seigneur awoke on the pavement.

"We got hit from behind, and never saw anyone coming," he said.

When Chris looked up, he saw Cornelia lying 30 feet away, crumbled up "like a rag doll," as he remembered. He tried to get up and help her, but was instead pushed back to the ground.

"You've been in an accident," a voice explained shortly before Chris was loaded into an ambulance.

After being thrown nearly 30 feet, Cornelia was knocked out cold, and didn't come to until she was also in an ambulance on the way to OHSU, about 34 minutes after the accident.

"I was asking questions, the same ones, over and over again," she said.

At least, that's what she was told; two weeks later, she doesn't remember asking questions in the ambulance. Her first true memory came almost two hours after the crash, when her son Ryan said, "Mom, you were in an accident."

"Those words haunt me," Cornelia said.

...

In the end, both Cornelia and Chris Seigneur escaped the crash with serious, but not life-threatening, injuries.

Cornelia was diagnosed with a concussion, and her right ear was nearly severed in two. Chris had a broken pelvis and suffered from temporary brain bleeding.

The driver of the car, 72-year old Michael Haftorson, remained at the scene and was cooperative after the crash, according West Linn police. Lighting and visibility conditions were believed to play a role in the crash, police said, and an initial suspicion of drunk driving proved to be false.

The weeks following the crash have been defined by recovery — with Cornelia resting at home while Chris rehabbed at The Pearl health center in Lake Oswego — as well as an “overwhelming” community response.



Photo Credit: SUBMITTED PHOTO - Chris Seigneur is joined by his sons - Augustin, 11, and Wesley, 17 - as he exits The Pearl rehabilitation center.

“I was released from the hospital on Monday after the accident, and one of my greatest fears was that I couldn’t be there to help my wife and my family,” Chris Seigneur said. “Typically, if she’s hurt, I take over for her, or she does for me if I’m hurt. “I’m used to being the guy who takes care of things, but this time I couldn’t.”

And so, when Chris heard about the meals that were delivered even before Cornelia returned home, and the scores of neighbors, friends and family who stopped by to help around the house, he cried.

“That’s the amazing part, the overwhelming community support,” he said. “When both adults in a family are taken out, you need a lot of support.”

When she returned home Jan. 11, two days after the accident, Cornelia Seigneur was instructed to rest as much as possible. Her “screen time” — reading emails, sending text messages, checking social media — was limited to just 10 minutes at a time, and work was of course out of the question.

The best thing she could do was rest, but with three kids at home and her husband rehabbing in Lake Oswego, it was easier said than done.

Luckily, the Seigneurs had plenty of friends to rely on. Immediately after the crash, Seigneur’s daughter, Rachel, set up a Facebook group to keep people informed and organize efforts to help. Shortly thereafter, another friend of the family set up an account with the “Take Them a Meal” service.

So rapid was the response that the Seigneurs now have meals stocked all the way through March 2. Visitors arrived in droves, and as neighbor Bill Adams recalled, “It was like Grand Central Station up there.”

"We are just amazed and so humbly grateful for the outpouring of support," Cornelia Seigneur said. "This accident has really opened my eyes to how far and wide and deep our lives go, and how important people are in our lives."

A deluge of cards and flowers flooded in from across the country, and the Seigneurs' living room now serves as a monument to the community's concern.

"My friend said, 'It's like your funeral, but you're alive,'" Cornelia said. "It's weird because people are sending me all of these messages like, 'Oh my gosh, remember when you did that? Or remember when you were my teacher, or when we did Bible study together, or when we did this or this'?"

"It's kind of like, wow, and I'm alive to hear all of this."

...

Having completed the on-site portion of his rehabilitation at The Pearl, Chris Seigneur returned home last Saturday. Though not 100 percent recovered, he said his right leg is beginning to respond "almost like it typically would."

Cornelia's screen time limitations will last until at least Feb. 1, and she will soon begin follow up appointments with speech, physical and occupational therapists, as well as a sports medicine doctor and a reconstruction specialist for her ear.

In a recent prayer before dinner, the Seigneurs' 17-year old son Michael Josef expressed thanks for the safety of his parents and, as Cornelia recalled, asked that "things get back to normal."

Cornelia wasn't so sure.

"I started to think, 'What is normal, anyway?' I don't think I'll ever get back to normal — I don't know if I want to go back to normal," she said. "I think things happen for a reason, and I want to find that reason."

It's a thought that has kept Cornelia awake late at night: Why us? Why did we survive?

"People have been Googling 'pedestrians struck' and several people said, 'Cornelia, every single article that came up before yours was, 'dead...dead...dead.''"

For 25 years, the Seigneurs have been active in the West Linn community — Chris as a Boy Scout leader and Cornelia as a freelance writer, substitute teacher and volunteer. Now, after a near-death experience, Cornelia believes there is something more to pursue.

"God spared us for a reason, and I want to spend the rest of my life finding out why," she said. "There's more work to be done, there's more people to reach, there's more stories to write, there's more people to care for."



Photo Credit: TIDINGS PHOTO: VERN UYETAKE - Cornelia Seigneur is recovering from

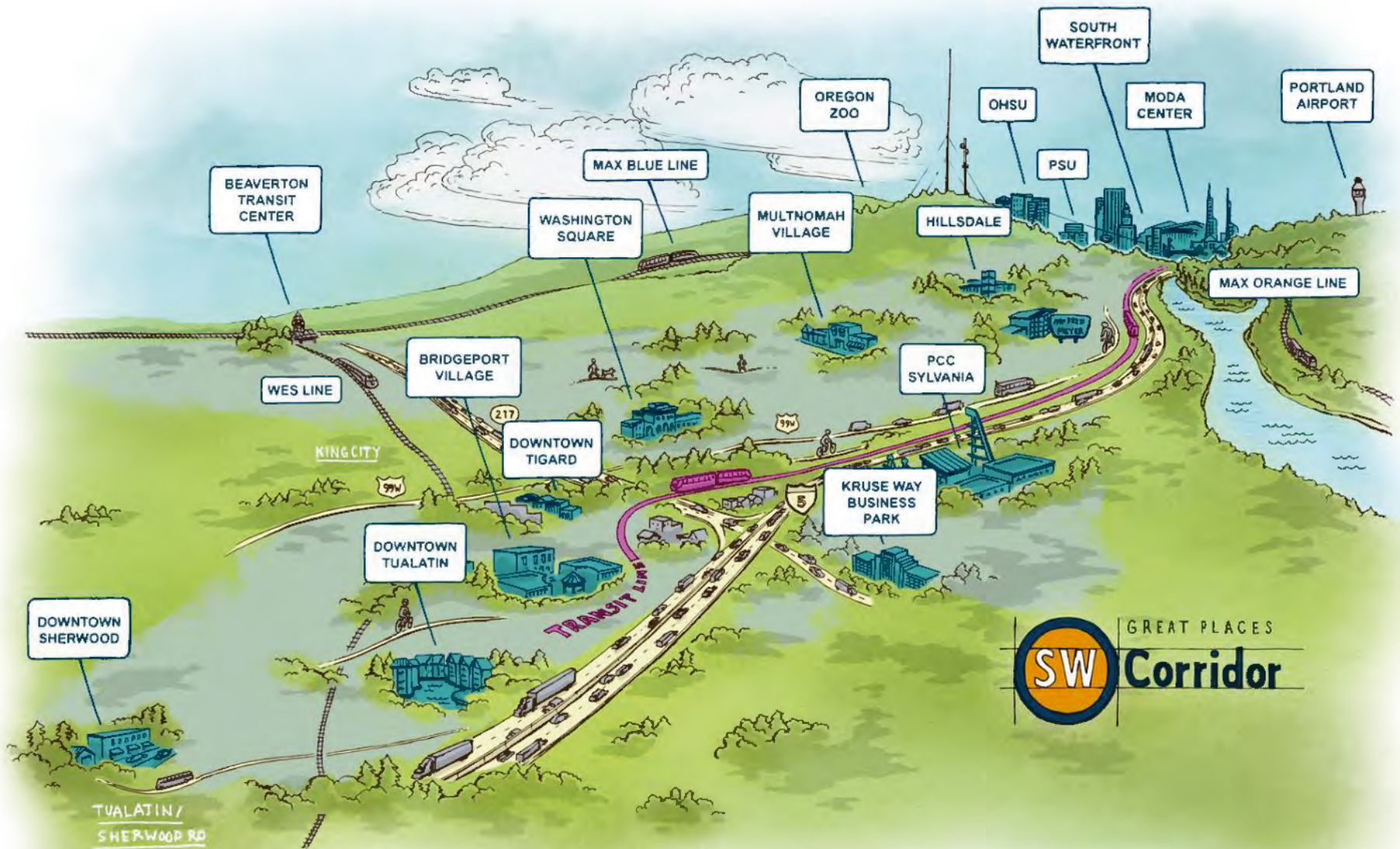
10/24/2016: JPACT Finance Subcommittee summary

Three topics:

Southwest Corridor Light Rail Project

Division Transit Project

Enhanced Transit Corridors



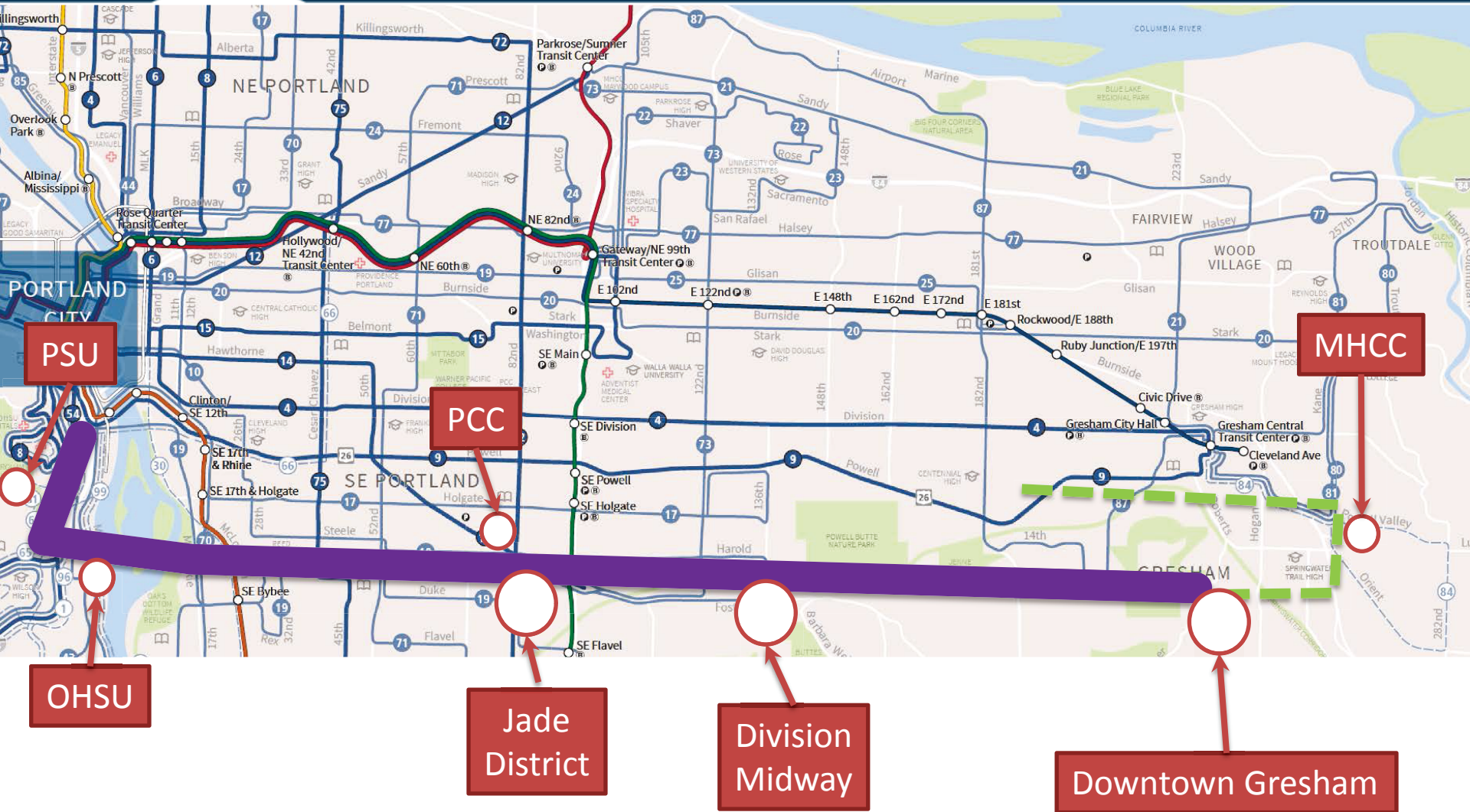
Major Target Dates

- Dec 2016 Start environmental review
- Summer 2017 Enter Project Development
- Dec 2017 Publish draft environmental review
- Mar-May 2018 Confirm Locally Preferred Alternative
- Nov 2018 Possible regional funding vote
- August 2019 Submit for FTA project rating
- Dec 2020 Full Funding Grant Agreement
- 2021-2025 Construction
- 2025-26 Opening!

Preliminary financing strategy

- \$2-2.4b total project cost
- On par with LRT cost/mile nationally
- Goal: 50% FTA **New Starts**
- Non-New Starts share: \$1 to \$1.2b
 - ♦ Regional Flexible Funds - \$75-\$80m
 - ♦ Regional bond – Nov 2018
 - ♦ Lottery backed bonds
 - ♦ Construction period interest
 - ♦ TriMet, ODOT, Washington County, cities

Division Transit Project



Outer Division Improvements

- Queue jumps at key congested intersections to allow buses to move around cars
- Traffic signal priority to give buses longer green lights
- Level or near level platforms
- Upgrading sidewalks with ADA ramps
- Improved street crossings
- Bikes behind stations



Context Sensitive Solutions -

Inner Division

- *More reliable and 15-20% faster than 4 today.*
 - ♦ Maintains street character
 - ♦ New 60- foot buses have 60% passenger capacity to reduce pass ups, multiple door boarding
 - ♦ Smaller stations
 - ♦ Transit signal priority to increase green time for buses.
 - ♦ Fewer stops to reduce delay and *speed up auto travel*



Project Timeline

2014	2015	2016	2017	2018	2019	2020	2021
------	------	------	------	------	------	------	------

PLANNING

Winter and spring 2014 Establish a common understanding of the needs and opportunities for transit and development in the corridor



Summer through fall 2014 Look at the kinds of transit that are feasible and desirable in the corridor, hear ideas about where it should go and identify places that would make safe and active station areas



Winter 2015 through fall 2016 Take the elements that are most supported and feasible, and craft a recommendation on the type of transit, route and strategies for development at station areas



Fall/winter 2016 Refine the recommendation and present it to local and regional elected councils for consideration and endorsement



DESIGN

2015 to 2018 Create detailed design of the new transit line and station areas, and complete environmental review and permitting



CONSTRUCTION

2019 to 2021 Build the transit line and station areas and start new service (Year of service start not yet determined)



Preliminary financing strategy

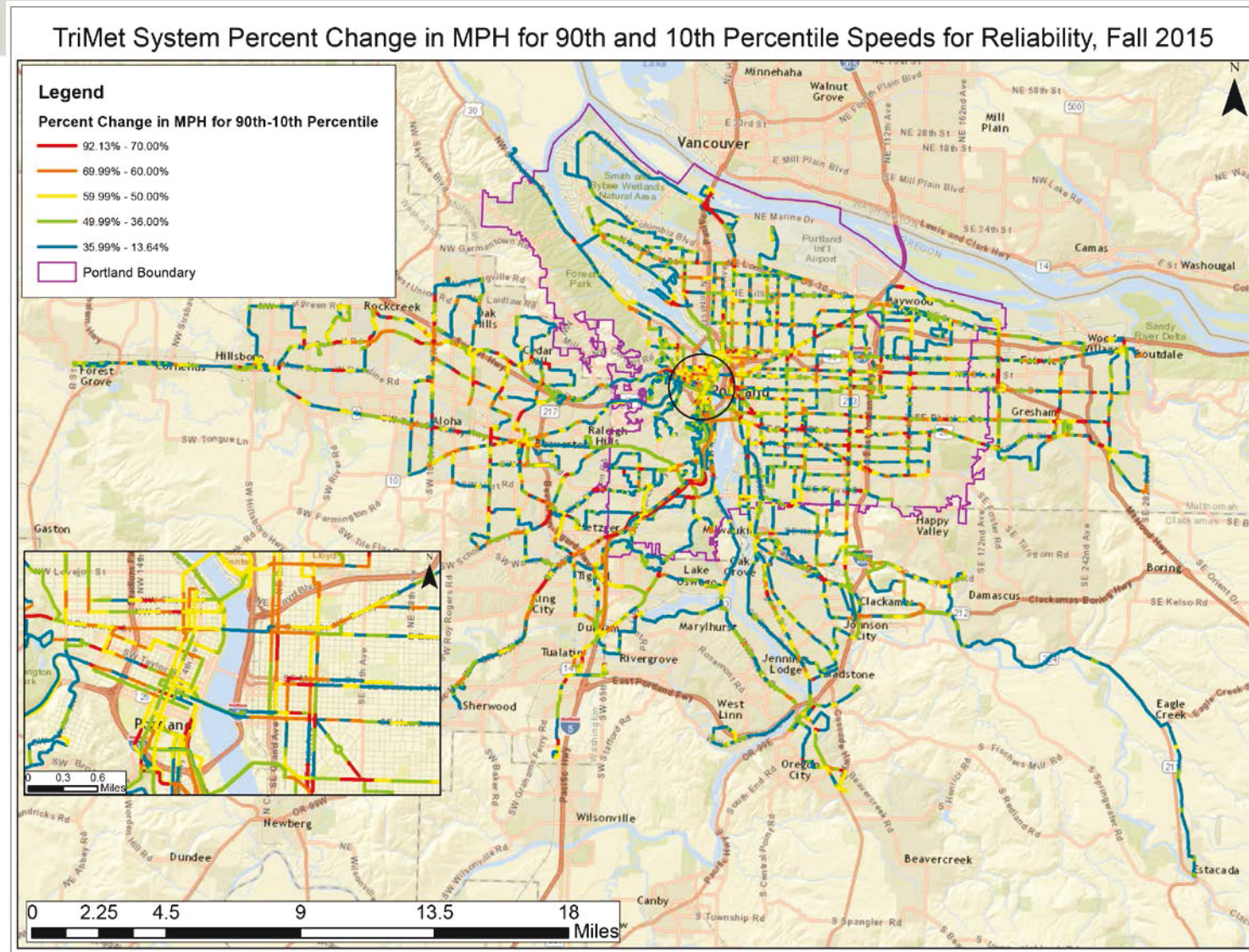
Current and potential funding sources

- ♦ \$100 million FTA Small Starts grant
- ♦ \$25 million Regional Flexible Funds
- ♦ \$25 million TriMet funds
- ♦ \$8-20 million from City of Portland

\$175 million (some gap remains)

Enhanced Transit

Traffic
congestion
slows
buses
across the
region



Calibrating the strategy to our needs

Local & regional bus

Less frequent
Less capacity
Operates in mixed traffic
Streetscape doubles as stop or station
Supports linear development
Connects home, work, school and play
Locally funded

Express bus, frequent bus



Enhanced transit, streetcar

Bus rapid transit, light rail

More frequent
More capacity
All or majority of operation in exclusive guideway
High investment in station access
Supports nodal development
Connects regional and town centers
Federally funded



Funding Request

- Initiate project identification and readiness process to develop an Enhanced Transit Corridors pipeline
- Allocate \$5 Million of the \$80m RFF dedicated to SW Corridor to support this effort



oregonmetro.gov



Region

JPACT Presentation
Thursday, December 15th,
2016

Package



- Governor's Transportation Vision Panel
- Oregon Transportation Forum
- GoOregon
- Joint Interim Committee on Transportation Preservation and Modernization

- Regional Transportation Plan
- Climate Smart Strategy
- Regional Flexible Funds Policy Decision



State Goals

The Governor's panel identified the following statewide priorities:

Maintenance overarching everything...then:

1. Congestion in the Portland metro area
2. Transit
3. Seismic

Alignment with Regional Priorities



Operations and Maintenance

RTP

Congestion Relief

RFFA Priorities

Transit

Climate Smart

Seismic

No adopted policy yet

	Road		Transit		Active Transportation	
Enhance	Request	Source	Request	Source	Request	Source
	<u>Bottlenecks</u> \$45m	Gas tax and fees (bonded for \$500m)	<u>SW Corridor</u> \$150m	Lottery bonds	\$26m Governor's Vision (statewide)	TBD
Fix-it/ Operations	Depends on size of package	Gas tax and fees	\$80-110m (statewide)	Employee payroll tax/Income tax or other?		

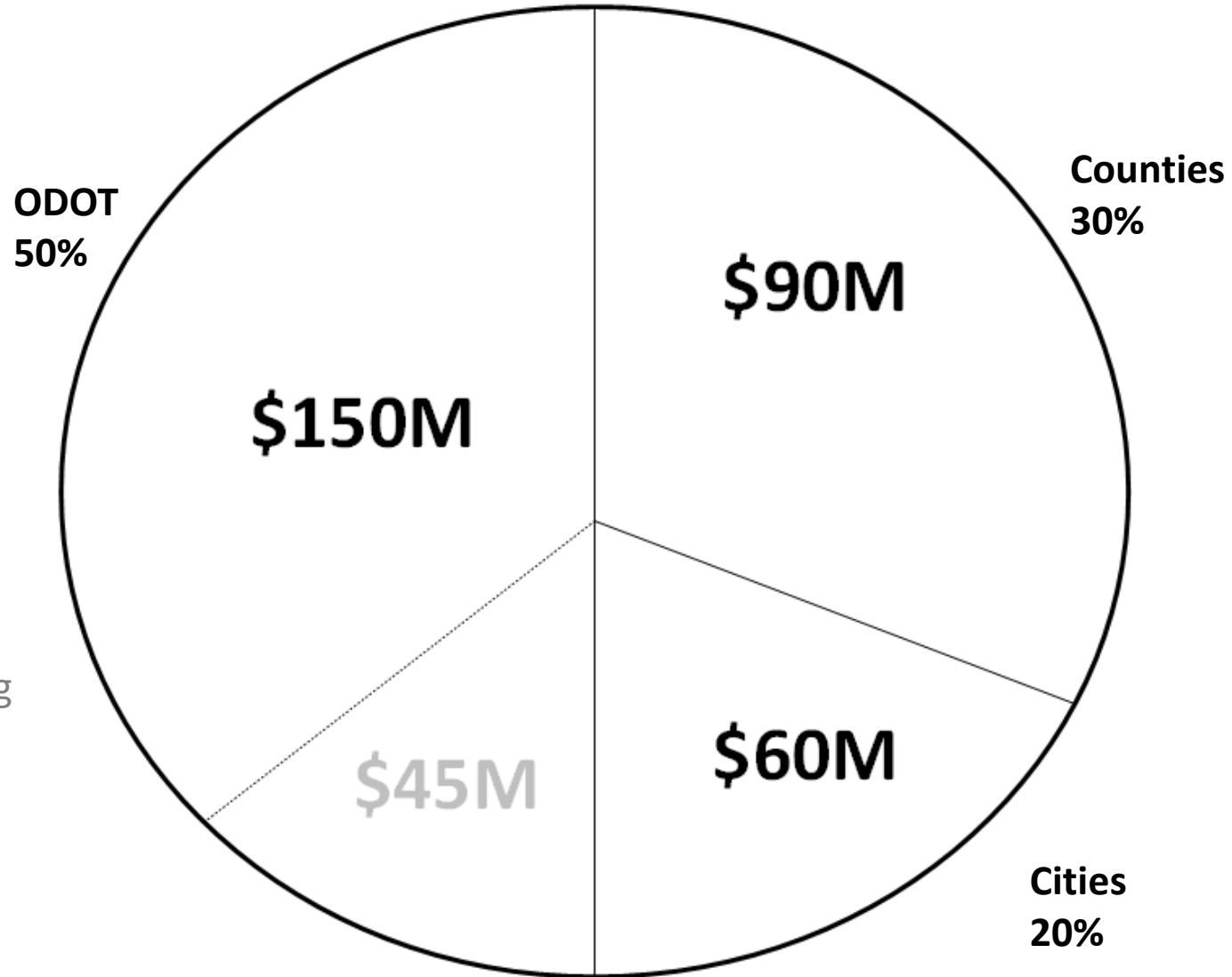
Type	Source	Amount	Challenges	Opportunities
CMAQ Backfill	TBD	\$6-8m annually	No identified funding source; major budget shortfall	Link to air quality concerns and bonding for congestion relief
Connect Oregon	Lottery Bonds	\$100m	Lots of competition for lottery funds	Continue very successful multi-modal program
Statewide Jurisdictional Transfer Pilot Program	Gas Tax	1c proposed in 2015	Larger ask of the base package	Dedicated revenue source to address statewide problem

How Big Must the Package Be?

Focus on Gas Tax & Fees

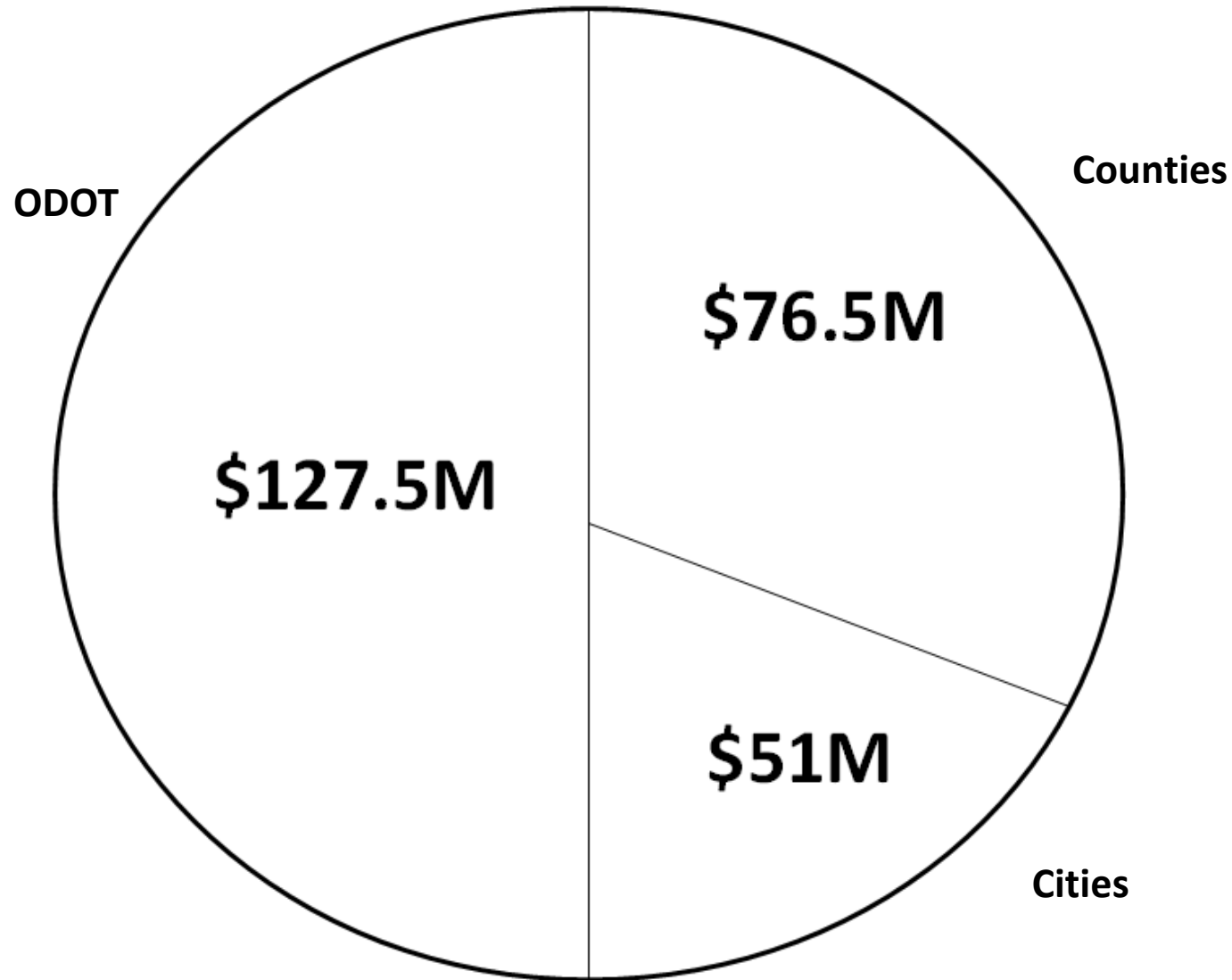
- Region committed to congestion relief – ODOT estimates nearly \$1b cost **for bottleneck projects**
- Need \$500m from state to leverage regional and federal funds
- This means about \$45m **annually** to be bonded from the package

ODOT

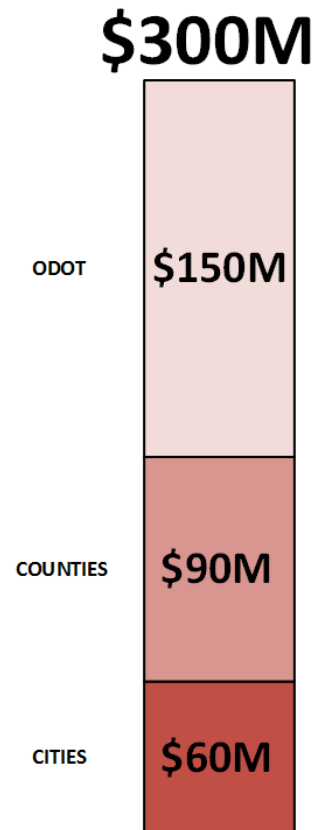


ODOT total after bonding
commitment:
\$105M

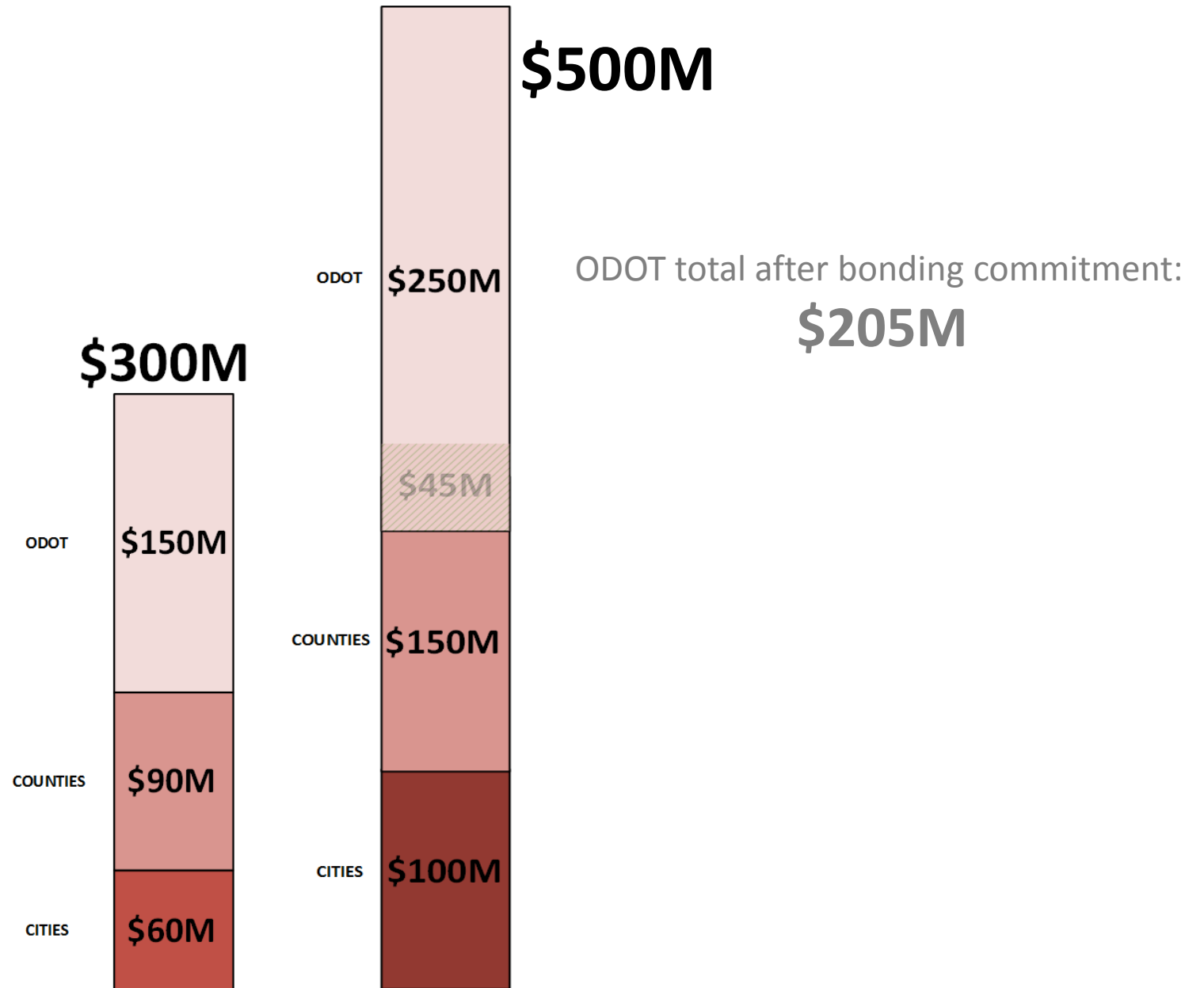
Option 2: \$45M Off-The-Top



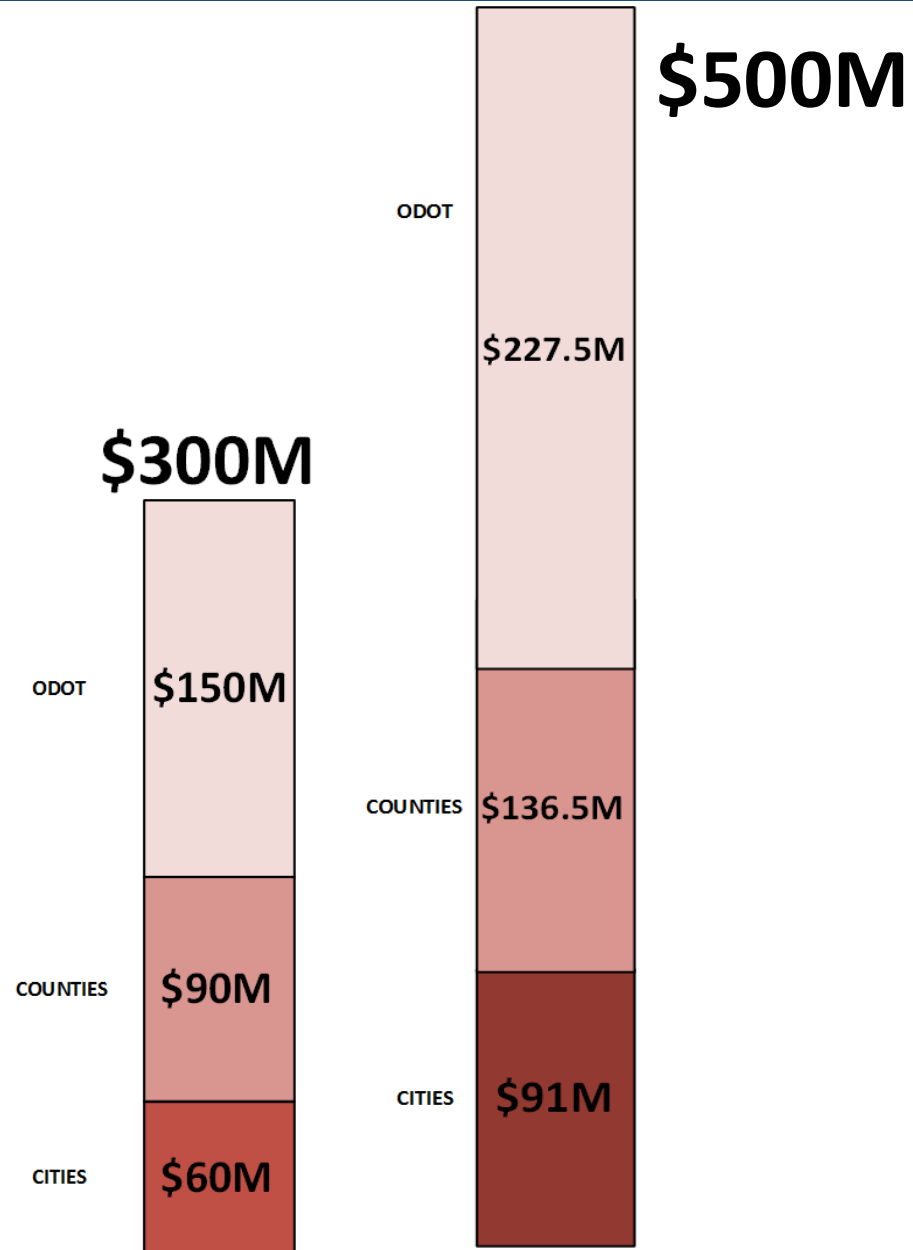
Growing the Pie



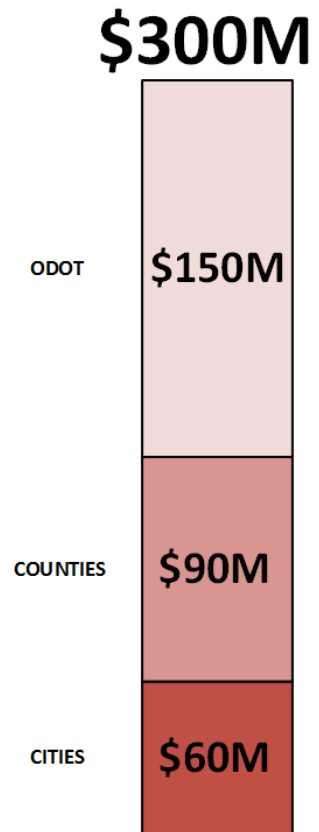
ODOT



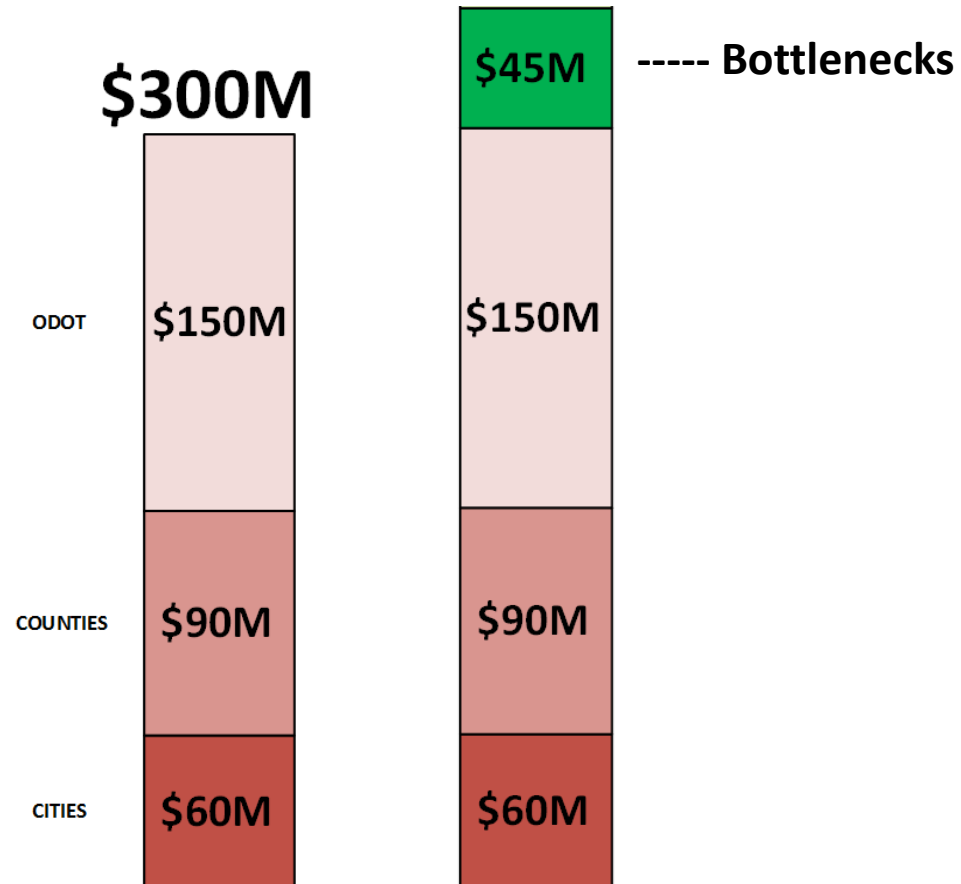
Option 2: \$45M Off-The-Top



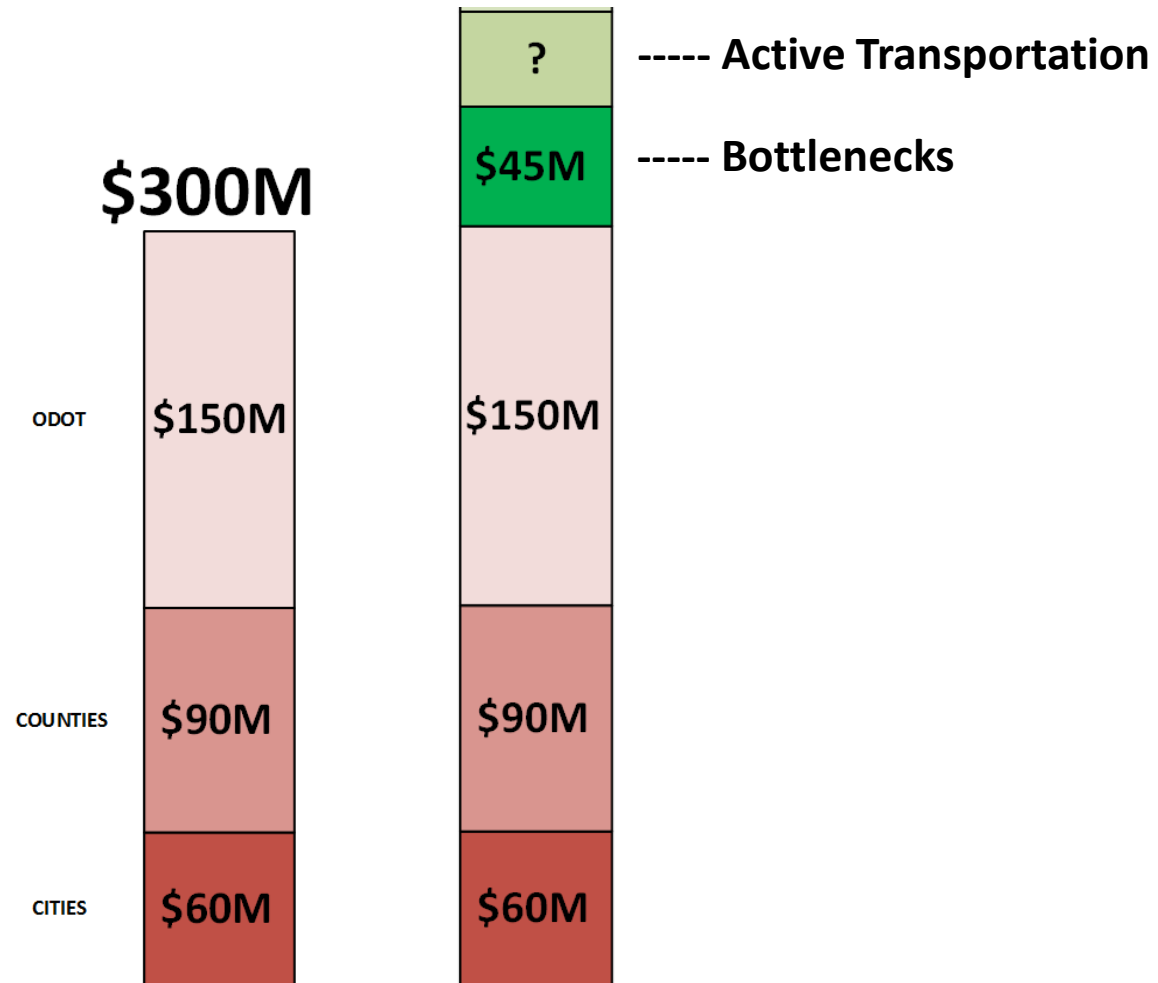
Not Acceptable?



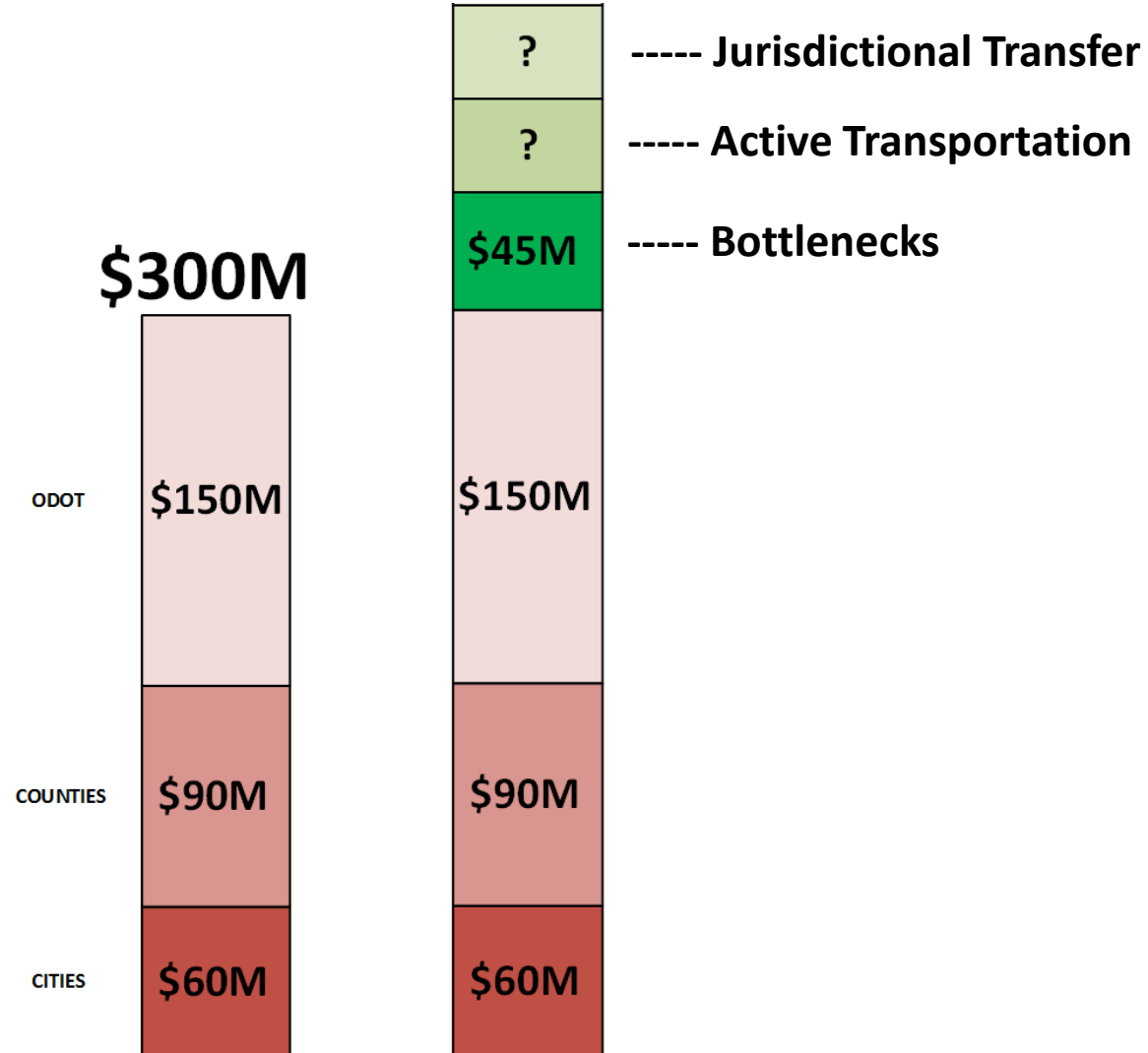
Package?



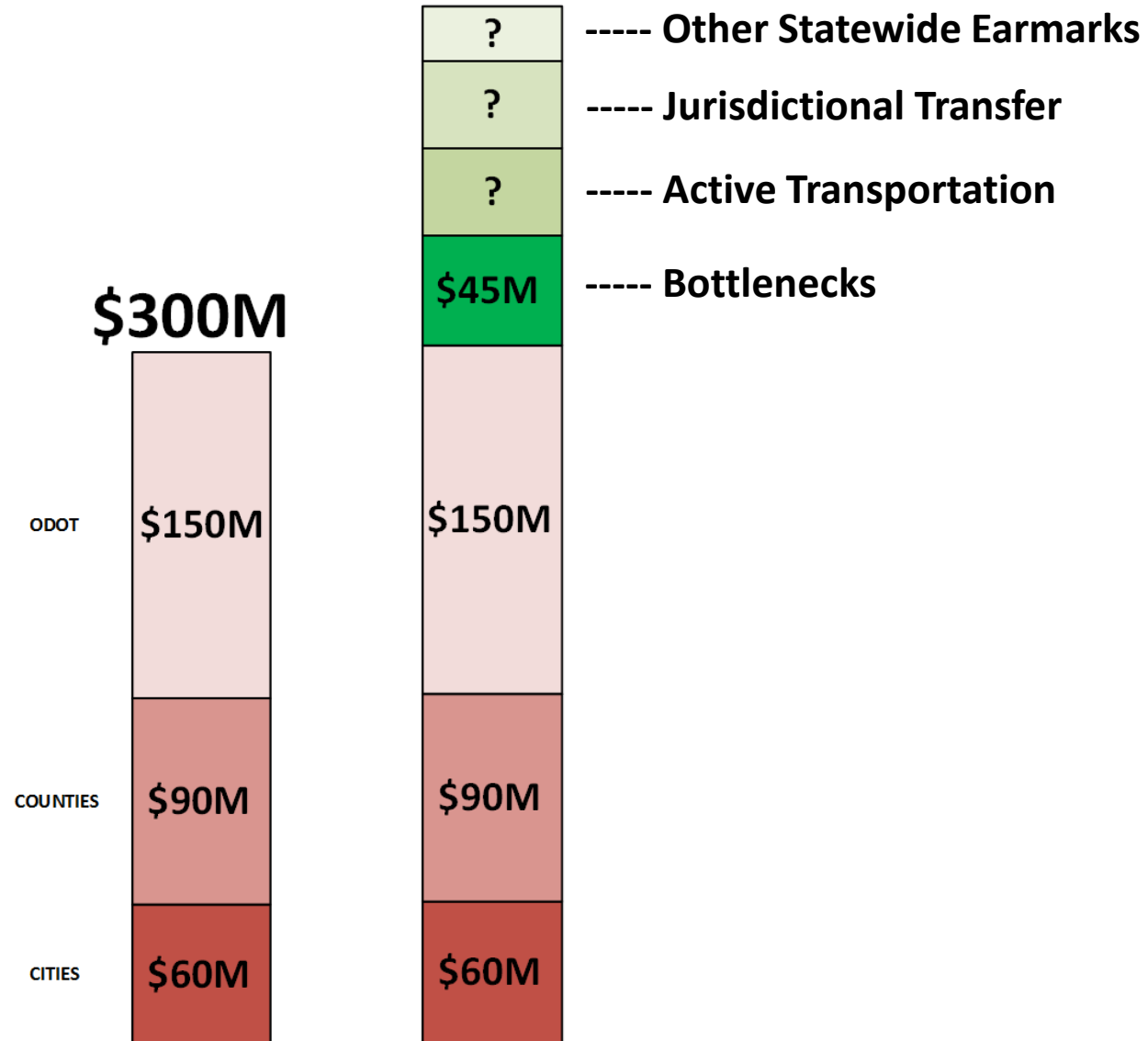
Package?



Package?



Package?



JPACT Legislative Priorities

1. Size of Package

2. Key elements

Transit Operations, Bottlenecks, Active Transportation

3. Lottery for SW Corridor/Connect Oregon

4. Air quality funding (CMAQ)

5. Jurisdictional transfer

Enhanced Transit Corridors

Concept: In order to meet the Portland Metro region’s environmental, economic, livability and equity goals as we grow over the next several decades, we need new partnerships to produce transit service that provides increased capacity and reliability yet is relatively low-cost to construct, context-sensitive, and able to be deployed more quickly throughout the region where needed. Producing this “Enhanced Transit,” through the co-investment of multiple partners could be a major improvement over existing service, including our region’s best Frequent Service bus lines, but less capital-intensive and more quickly implemented than larger scale high capacity transit projects the region has built to date. Investments would serve our many rapidly growing mixed-use centers and corridors and employment areas that demand a higher level of transit service but are not seen as good candidates for light rail, or larger bus rapid transit with fully dedicated lanes.

Enhanced Transit partnerships could also create quicker, higher quality transit connections to connect low-income and transit-dependent riders to jobs, school and services. It would allow for a more fine-grained network of higher-quality transit service to complement our high capacity transit investments, relieve congestion and grow ridership throughout the region in response to the region’s rapid growth.

Enhanced Transit Toolbox: Enhanced Transit service could include elements such as:

- More frequent service
- Longer articulated buses, and in some corridors, streetcar
- Wider stop spacing
- Improved stops with shelter amenities, weather protection, real-time arrival information, bike racks, improved lighting
- Level or near-level boarding platforms
- Off-board electronic fare payment with all-door boarding
- Next-generation transit signal priority
- Intersection treatments such as queue jumps
- Intersection treatments such bus-only signals, and bypass lanes
- Right-turn-except-bus lanes or Business Access and Transit (BAT) lanes
- Exclusive transit lanes where feasible
- Access to Transit investments including sidewalks and pedestrian crossings
- Policy commitments to support transit ridership (TDM Programs, adopted policies to prioritize transit reliability)

Enhanced Transit Corridor “Levels:” While there are numerous possible packages of investment using the toolbox listed above, projects could be grouped into two major categories or Levels, based on the type, intensity and extent of the toolbox elements deployed. See attached table for potential descriptions.

Level 1: Smaller Scale Enhanced Transit (\$10-50 Million)

Level 2: Medium to Large Scale Enhanced Transit with FTA funding partnerships (\$50-300 Million)

Implementation: Implementation of this new program would need to occur region-wide to identify co-investment opportunities for TriMet service increases and develop a comprehensive, prioritized investment pipeline of Enhanced Transit Corridors ready to be included in regional plans and upcoming funding requests. Timing is perfect as TriMet has recently begun implementing its Service Enhancement Plan service improvements and should be leveraging partnerships with local jurisdictions in that investment. Development of the higher level corridors now is also crucial to ensure that Enhanced Transit is able to receive funding in upcoming regional and state funding opportunities and to establish eligibility for federal funding where appropriate.

Enhanced Transit Corridors Typologies

Draft: 10/4/2016

	Level	Potential Improvements	Potential Funding	Rough Cost Range
Foundation	TriMet Service Enhancement Plan Partnerships with Local Jurisdictions Projects prioritized through TriMet's Service Enhancement Plan process in coordination with jurisdiction(s).	<ul style="list-style-type: none">• More frequent service, increased span, route restructuring or new service coverage• Intersection treatments such as queue jumps• Improved stops with basic amenities• Access to Transit investments including sidewalks and pedestrian crossings• Policy commitments to support transit ridership (TDM Programs, adopted policies to prioritize transit reliability)	TriMet Service Local Jurisdiction(s) Institutional or Private Partner(s)	\$2-10 Million
	1 Level 1 Enhanced Transit Lower intensity of investment, infrastructure treatments may be focused as follows: - Modest investments throughout a corridor - Focused investments on key segments of a corridor - Spot improvements on more than one line. Cost range driven primarily by number and type of investments. Projects prioritized through TriMet's Service Enhancement Plan process in coordination with jurisdiction(s) proposing project. Projects identified as Enhanced Transit Corridors in RTP, with RTP project description and cost defined by project partners.	<ul style="list-style-type: none">• More frequent service• Wider stop spacing• Improved stops with shelter amenities, bike racks, real-time arrival information, and improved lighting• Next-generation transit signal priority• Intersection treatments such as queue jumps where feasible• Intersection treatments such bus-only signals, and bypass lanes where feasible• Right-turn-except-bus lanes or Business Access and Transit (BAT) lanes where feasible• Potentially longer articulated buses in some corridors• Access to Transit investments including sidewalks and pedestrian crossings, ADA treatments• Policy commitments to support transit ridership (TDM Programs, adopted policies to prioritize transit reliability)	TriMet Service Local Jurisdiction(s) Institutional or Private Partner(s) State (Connect Oregon, STIP, Transportation Package, ODOT Region 1) Regional Funding Measure TriMet Capital TIGER	\$10-50 Million
	2 Level 2 Enhanced Transit Higher intensity of investment, infrastructure treatments within a corridor and includes new vehicles. Projects likely to seek and qualify for FTA Small Starts program grants. Projects prioritized through Regional Transit System Expansion Policy criteria. Level 2 projects will likely fall within Sub-levels, based on type, extent and intensity of investments. The proposed sub-levels A-C correspond to the FTA Project Justification Warrants, which are based on total project capital cost and existing weekday transit trips in the corridor. These Warrants represent corridor performance at levels that would receive sufficient ratings under the Small Starts program for the project to qualify for the program.	<ul style="list-style-type: none">• More frequent service, at least meeting Federally required minimums• Longer articulated buses, and in some corridors, streetcar, including unique branding• Wider stop spacing• Improved stops with shelter amenities, bike racks, real-time arrival information, improved lighting• Level or near-level boarding platforms• Off-board electronic fare payment with all-door boarding• Next-generation transit signal priority• Intersection treatments such as queue jumps where feasible• Intersection treatments such as bus-only signals, and bypass lanes where feasible• Right-turn-except-bus lanes or Business Access and Transit (BAT) lanes where feasible• Exclusive transit lanes where feasible• Grade separated crossings where needed• Access to Transit investments including sidewalks and pedestrian crossings, ADA treatments• Policy commitments to support transit ridership (TDM Programs, adopted policies to prioritize transit reliability)	FTA Small Starts TriMet Service TriMet Capital Local Jurisdiction(s) Institutional or Private Partner(s) State (Connect Oregon, Transportation Package, STIP, ODOT Region 1) Regional Funding Measure	A) \$50-100 Million* B) \$100-175 Million* C) \$175 Million-\$300 (maximum allowed under Small Starts grant program;* requires significant local funds to overmatch, given FTA funding structure)

*Use Small Starts Warrants to help inform project evaluation and prioritization



PORTLAND BUREAU OF TRANSPORTATION

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Steve Novick Commissioner **Leah Treat** Director

To: JPACT
From: Commissioner Steve Novick
Re: Motion to amend Step 1.A., *Bond Commitments for Regional High Capacity Transit*, of the 2018-21 Metropolitan Transportation Improvement Program & 2019 – 21 Regional Flexible Funds Program to add bond commitments for Enhanced Transit Corridors
Date: Wednesday, December 7, 2016

Transit investment is essential to meeting the long-term needs of our region and the Regional Flexible Funds Program is a critical opportunity to invest in our plans for a regional transit system. This is why Portland strongly supports the current proposal to invest in our transportation strategy and position the region for increased funding for transit, including Southwest Corridor and Powell-Division. At the same time, we know that the needs for increased transit capacity extends beyond these two corridors. Light rail, or bus rapid transit with fully dedicated lanes aren't always the best or most viable options for serving many of the rapidly growing mixed-use centers, corridors and employment areas throughout the region that demand a higher level of transit service.

In order to meet the Portland Metro region's environmental, economic, livability and equity goals as we grow over the next several decades, we need an investment strategy to develop a new type of bus service that provides increased capacity and reliability yet is relatively low-cost to construct, context-sensitive, and able to be deployed more quickly throughout the region where needed. This "missing middle of transit," or "Enhanced Transit," would serve many of our congested and growing centers and corridors and would also set the framework for an integrated regional transit system. Please see the attached, "Enhanced Transit Corridors" description sheet for additional details.

In order to make this new transit service a reality, the City of Portland proposes the following amendment to the 2018-2021 Metropolitan Transportation Improvement Program & 2019-2021 Regional Flexible Funds Program:

Amend Step 1.A Bond Commitments for Regional High Capacity Transit as follows:

New policy direction #1 – Increase to bond commitment for transit

The region has the opportunity to bond an additional amount of flexible funds to continue investing in the region's high-capacity transit (HCT) network. Bond proceeds will enable the region to help fund project planning and capital construction costs for the Powell-Division, Southwest Corridor transit, and "Enhanced Transit" investments. An HCT funding proposal submitted for evaluation should show



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projected return on bonding investment, estimated payoff schedule and ongoing commitment of regional funds, and projection of additional funding sources to be leveraged by a commitment of regional funds. By showing local commitment of its flexible funds, the region will be well-positioned to qualify for additional federal as well as other funding sources. This policy option would direct a commitment of an additional \$15.43 million (\$5.14 million annually) from the 2019-21 RFFA, to provide:

- \$25 million for the final design and construction of the Powell-Division high capacity transit bus project
- ~~\$80~~75 million to the Southwest Corridor project for planning, design, engineering and construction
- \$5 million for development of “Enhanced Transit” corridors to provide an opportunity to create a pipeline of smaller scale transit investments which are ready for grant funding and can be implemented relatively quickly. Allocate \$1.5 Million of the \$5 Million immediately upon action in 2017 to begin project evaluation, scoping and costing estimating process. The remaining \$3.5 Million for Enhanced Transit will remain a need to further engineering and NEPA processes once a project pipeline has been established.

Metro and TriMet have agreed that, as the planning and design of the Southwest Corridor and Powell-Division projects move forward, opportunities to incorporate cost-effective pedestrian and bicycle connections between station areas and adjacent neighborhoods and schools, particularly Title I schools, will be identified and that, to the extent consistent with federal project eligibility and funding limitations, will seek to integrate such meritorious elements into the project design.

TriMet has indicated that in order to maintain project schedules and timelines, there is a desire for the region to make a decision on a funding commitment prior to the regular RFFA scheduled decision point in January 2017. A funding proposal as described above will be submitted by TriMet prior to finalization of an IGA defining the bonding agreement between Metro and TriMet.

Thank you for considering these amendments.

2019-21 RFFA: Developing the Step 2 Project Recommendation

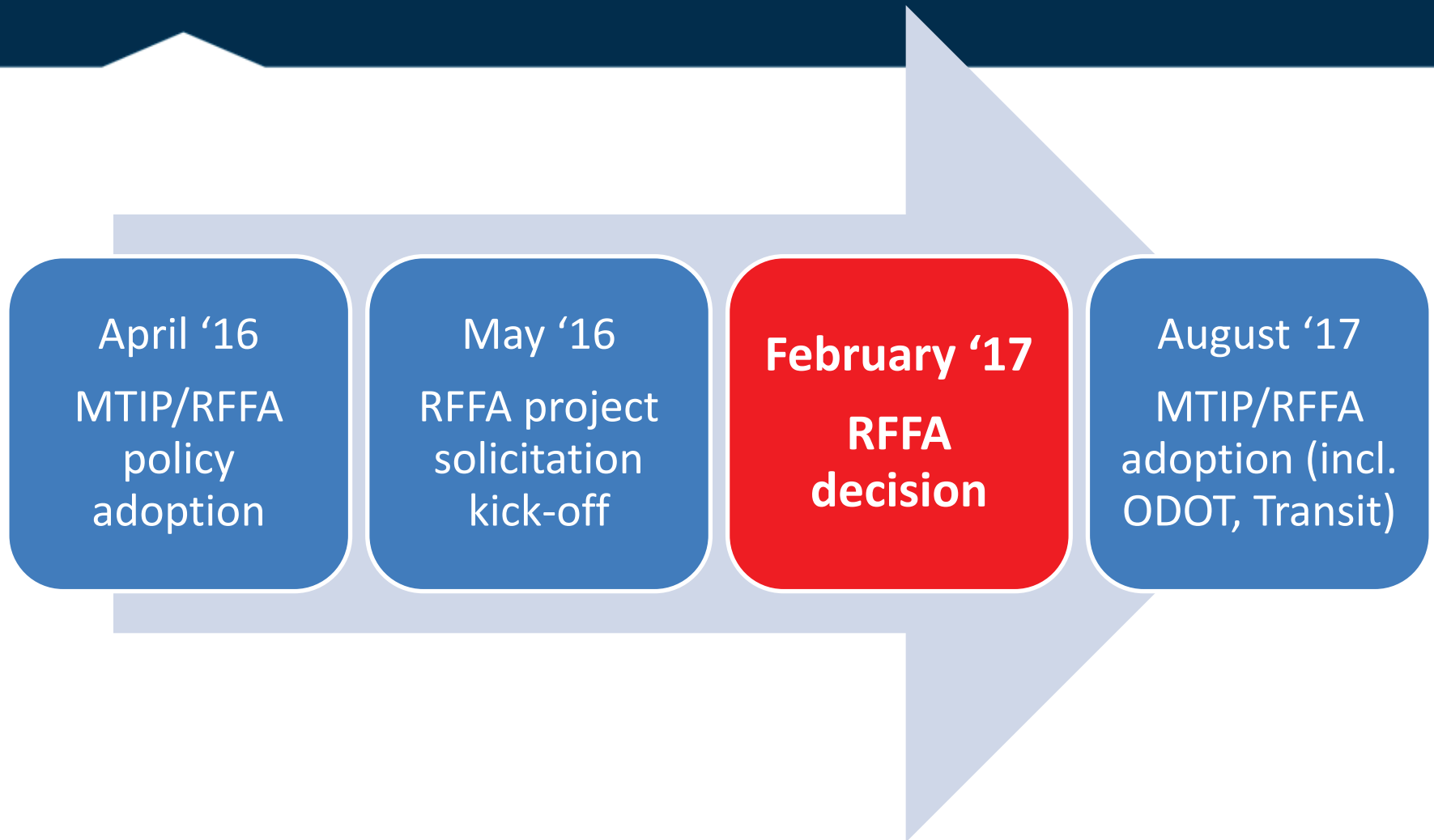
Dan Kaempff - Metro
Presentation to JPACT
December 22, 2016

Today's purpose

Purpose: Brief JPACT on process to date in developing a package of Step 2 Community Investment projects

Outcome: Gather input to inform draft funding recommendation for consideration at the January 19 meeting of JPACT

Timeline



Next steps

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

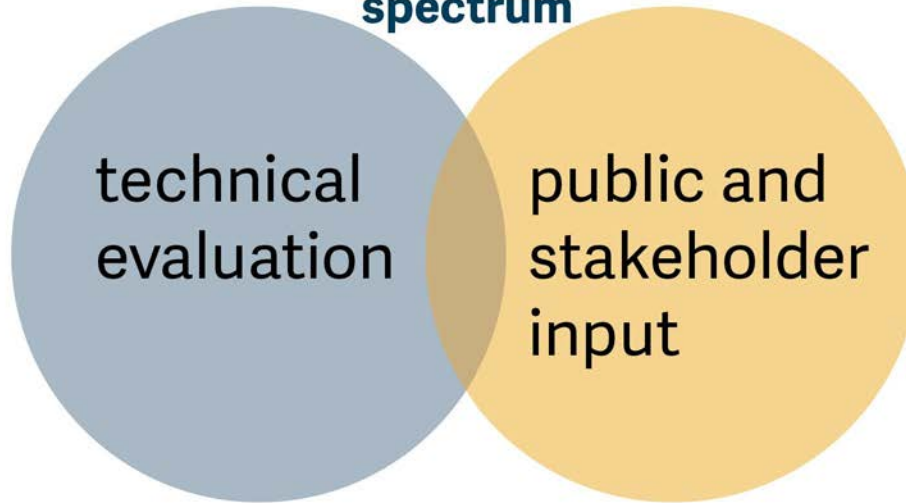
32 applications received

Category	# of app.	Funding request	Amount available
Regional Freight Initiatives	5	\$8.95M	\$7.34M
Active Transportation/ Complete Streets	27	\$91.73M	\$25.81M
Totals	32	\$100.68M	\$33.15M

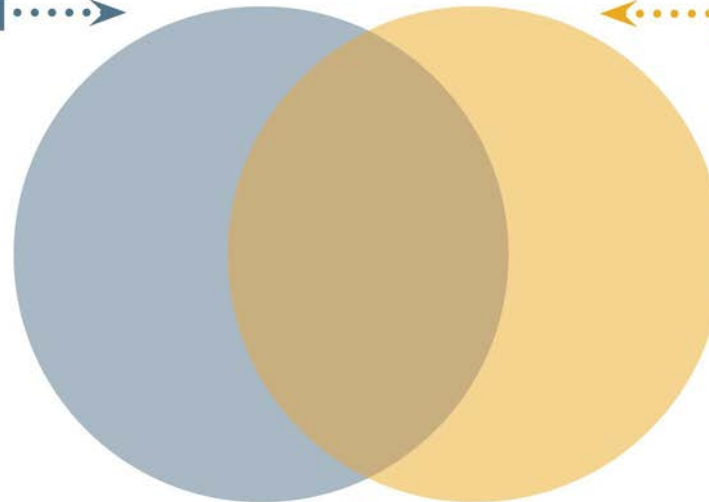
Factors used in development of recommendation

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

data based | **Typical decision spectrum** | public/stakeholder opinion based



Technical data reflects public values when based on community goals, including those of marginalized communities.



Public and stakeholder input reflects the technical data when information is both accessible and relevant.

| **Tighter decision spectrum** |

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

Recommended approach

- TPAC will use four factors in a balanced manner to develop a package of recommended projects (Example B)
- 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

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

Discussion for today

- Approach to developing a draft recommendation (Example B)?
- Process/means of balancing recommended project packages?
- Is there any other input you wish to provide to better inform the TPAC recommendation?
- Project descriptions:
<ftp://ftp.oregonmetro.gov/dist/tran/RFFA/>

2019-21 RFFA Project Summary

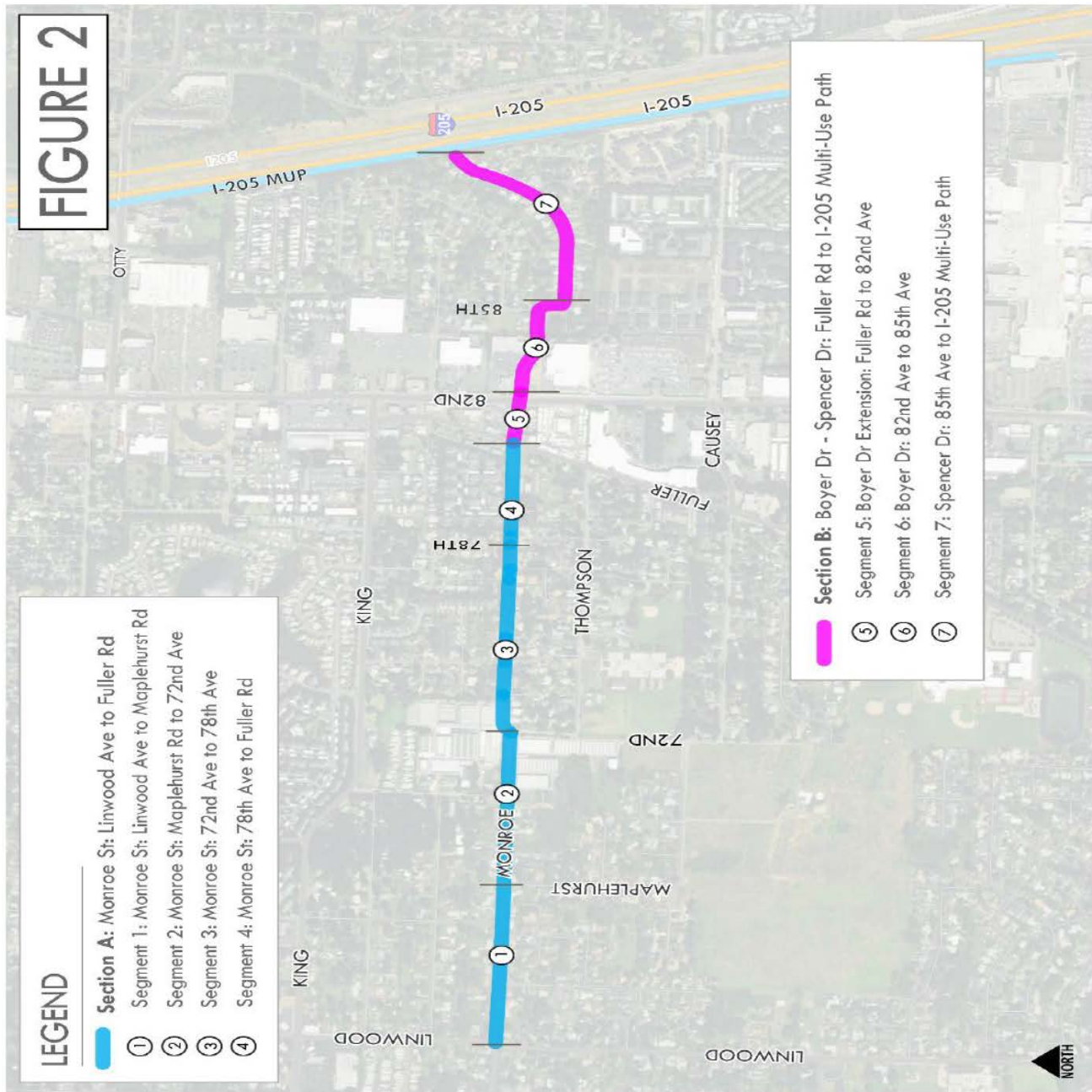
Project Description

Project name:	Monroe Street Active Transportation Project
Applicant jurisdiction:	Clackamas County
Facility or area: street(s), intersection(s), path or area:	Monroe Street between Linwood Avenue Fuller Road, Boyer Drive between Fuller Road and 85th Avenue, 85th Avenue and Spencer Drive to the intersection with the I-205 Multiuse Path.
Beginning facility or milepost:	Intersection of Monroe Street and Linwood Avenue
Ending facility or milepost:	Intersection of Spencer Drive with the I-205 Multiuse Path
Provide a brief description of the project elements:	<p>This connection would improve local access to two lines on the MAX regional light rail system – the Green Line along I-205 and the Orange Line in Milwaukie and provide safer bicycling and walking to and within the Clackamas Regional Center.</p> <p>Addressing the identified regional need while being sensitive to the neighborhood context required a great deal of effort in planning for this corridor. Existing cross-sections, available right-of-way and overall street character vary throughout the length of the project. As a result, the proposed design treatments vary throughout the project to address different contexts and needs. The common elements across the entire proposed project include the following:</p> <ul style="list-style-type: none"> • Continuous Pedestrian and Bicycle Connection – The proposed project will provide a continuous pedestrian and bicycle connection across facilities that are appropriate to the neighborhood context – “cycle track” and “bike boxes” in the highest traffic locations, multiuse paths in moderate traffic areas, “sharrow” pavement markings in locations with low traffic and sufficient pavement width. • Gateway and Wayfinding Signage – A gateway sign is proposed to be placed on the I-205 Multiuse Path at the intersection with Spencer Drive with wayfinding signage the entire length of the Monroe Street Active Transportation Corridor. • Safety Elements – The Monroe Street project will provide safety elements for all users by incorporating traffic calming design features to decrease traffic speed and increase driver attention to their surroundings including raised intersections, raised crosswalks, curb “chicanes,” speed cushions, and a mini-roundabout. • Access for those with Disabilities – The project area has a high incidence of persons with disabilities but no ADA accessible facilities. This project will improve ADA accessibility through the provision of the multiuse path and sidewalks as well as 33 ADA compliant curb ramps.

Project Funding

RFFA funding request by project phase:	Total by Phase	RFFA Request	Local Funds
Planning & project development	\$0	\$0	\$0
PE & Environmental	\$645,074	\$318,626	\$326,448
ROW acquisition	\$1,591,158	\$785,932	\$805,226
Construction	\$3,837,415	\$1,895,442	\$1,941,973
Total	\$6,073,647	\$3,000,000	\$3,073,647

Project Map



2019-21 RFFA Project Summary

Project Description

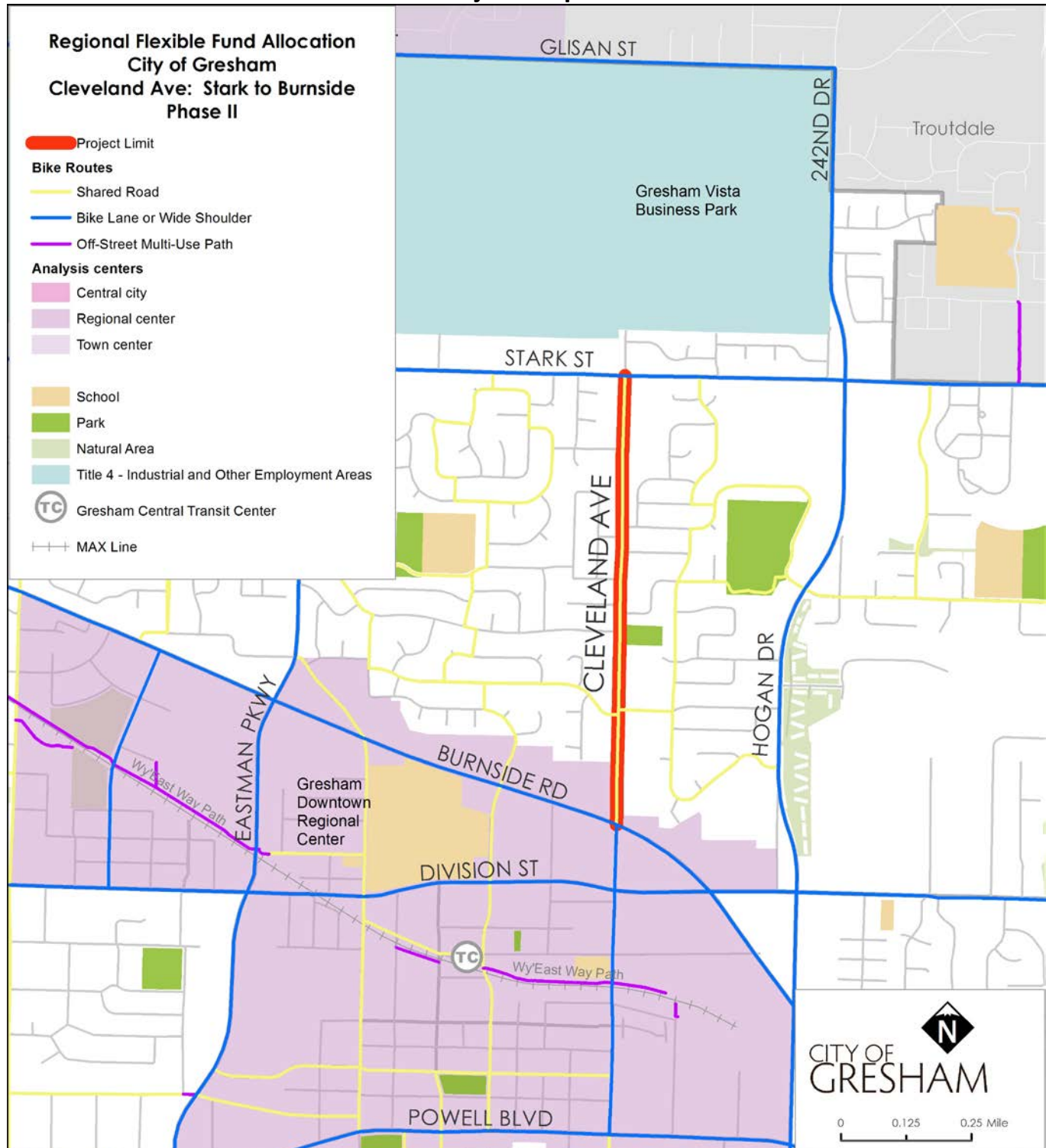
Project name:	Complete Cleveland Street
Applicant jurisdiction:	City of Gresham
Facility or area: street(s), intersection(s), path or area:	Cleveland Avenue between Division and Stark Streets
Beginning facility or milepost:	Intersection of Cleveland Avenue and NE Burnside
Ending facility or milepost:	Intersection of Cleveland Avenue and SE Stark Street
Provide a brief description of the project elements:	<p>This project will bring Cleveland Avenue, a minor arterial in Gresham's center, to urban standards by constructing continuous bike lanes, sidewalks, curbs and gutters between SE Stark Street and NE Burnside Road where they currently do not exist.</p> <p>It will complete the second phase of a two-phase project; the first phase completed the design for phase two and built out a section of the corridor between Burnside and Powell. This project will finalize the full project vision by filling in a gap in the active transportation network and providing a direct and safer multimodal link between Gresham's Regional Center and the Gresham Vista Business Park. The community served by this project includes higher than average low-income, low-English proficiency, non-white, young and persons with disabilities populations and this project will create for this community safer non-automotive access to schools, parks, transit and regional designations.</p> <p>Per the Regional Active Transportation Plan, Stark Street is classified as a Bicycle Parkway and a Pedestrian Parkway. Burnside Road is classified as a Regional Bikeway and a Pedestrian Parkway.</p>

Project Funding

RFFA funding request by project phase:	Total by Phase	RFFA Request	Local Funds
Planning & proj. development	\$0	\$0	\$0
PE & Environmental	\$503,166	\$451,491	\$51,675
ROW acquisition	\$419,669	\$376,589	\$43,080
Construction	\$3,265,346	\$2,313,076	\$952,270
Total	\$4,188,181	\$3,141,156	\$1,047,025

2019-21 RFFA Project Summary

Project Map



2019-21 RFFA Project Summary

Project Description

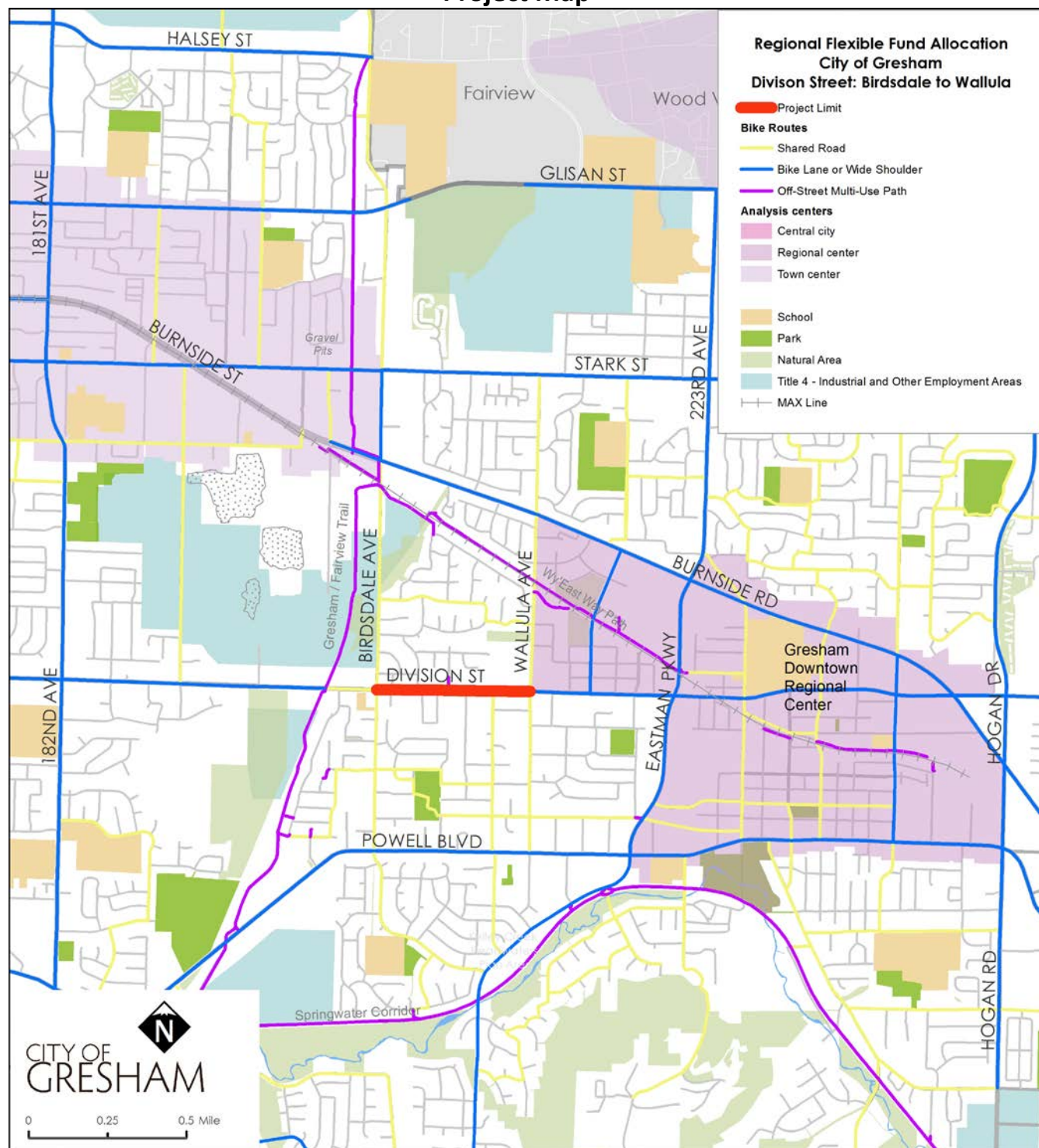
Project name:	Complete Division Street
Applicant jurisdiction:	City of Gresham
Facility or area: street(s), intersection(s):	Division Street between Birdsdale and Wallula Avenues
Beginning facility or milepost:	Intersection of Division Street at Birdsdale
Ending facility or milepost:	Intersection of Division Street at Wallula
Provide a brief description of the project elements:	<p>This project will complete a gap in the regional bicycle and pedestrian network by constructing new bicycle and pedestrian facilities, relocating utility poles that obstruct walk zones, and make intersections ADA compliant. It will create new multimodal access to three regionally designated priority destinations: 1) Gresham Regional Center, 2) Title 4 Employment and Industrial Land/Enterprise Zone to the north and south of Division, west of Birdsdale; and 3) the Gresham-Fairview Trail.</p> <p>This segment of Division Street is part of the region's first bus rapid transit line, the Division Street Transit corridor. This project would fund facilities that otherwise may be required to be funded through the transit project, for which there is currently an identified \$17M funding shortfall. Thus, the RFFA funds for this project will support moving the Division Street Transit project further toward construction.</p> <p>Division Street is identified in the Metro Active Transportation Plan as a "Pedestrian Parkway" and "Regional Bikeway;" in the East Metro Connections Plan as a "Regional East West Transit Link" investment package; and as noted above is the route for Division Street Transit Project. Through all of these planning efforts, Division Street has been recognized as a critical spine to the active transportation network. The proposed project will fill a major gap in this spine and will serve three regional priority destinations where there are higher than average numbers of low-income, low-English proficiency, non-white, elderly, young and persons with disabilities populations when compared to Gresham citywide and the region.</p>

Project Funding

RFFA funding request by project phase:	Total by Phase	RFFA Request	Local Funds
Planning & proj. development	\$0	\$0	\$0
PE & Environmental	\$735,720	\$660,161	\$75,559
ROW acquisition	\$693,642	\$622,405	\$71,237
Construction	\$3,183,018	\$2,176,718	\$1,006,300
Total	\$4,612,380	\$3,459,284	\$1,153,096

2019-21 RFFA Project Summary

Project Map



2019-21 RFFA Project Summary

Project Description

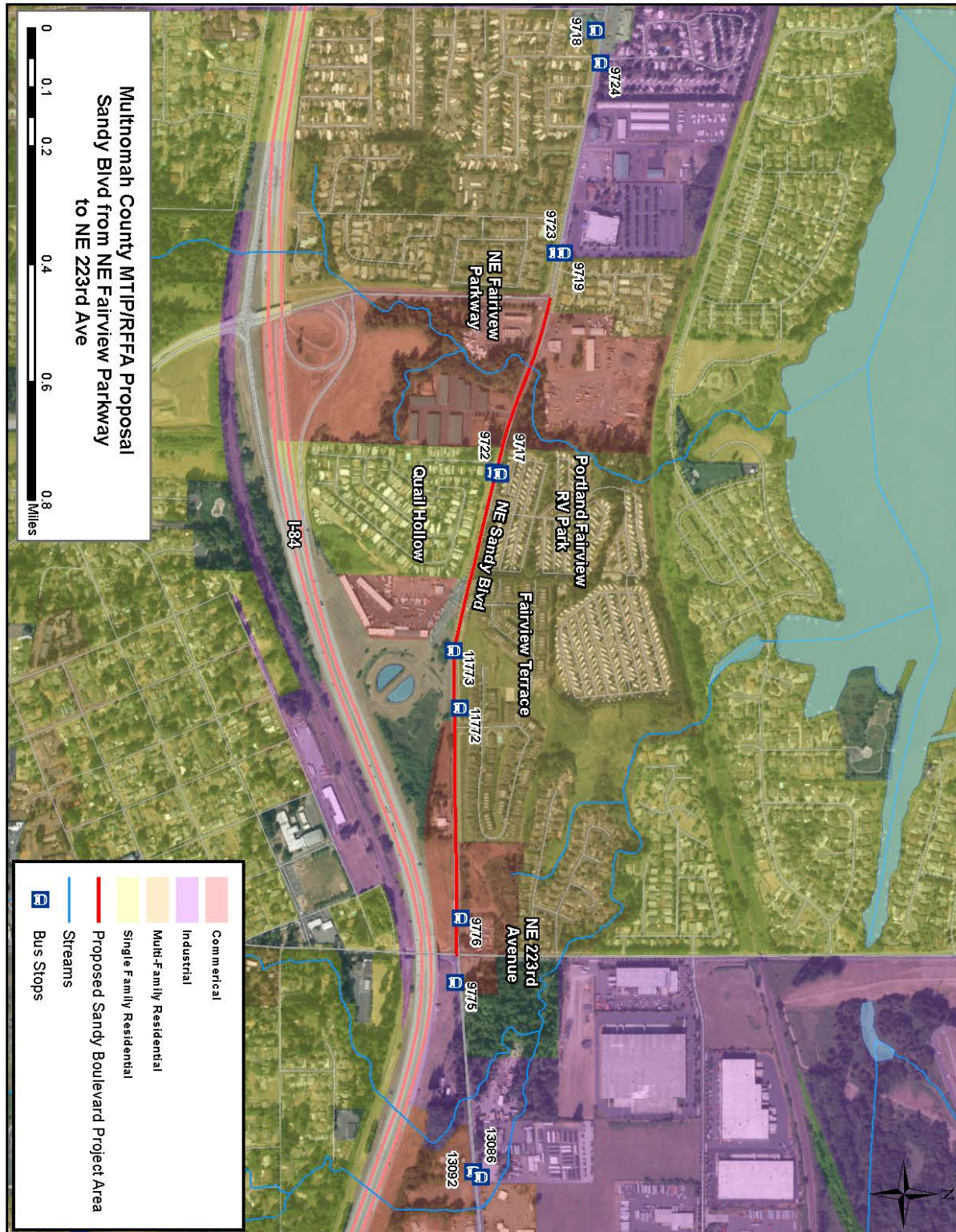
Project name:	Completing the Sandy Boulevard Active Transportation Gap: Sandy Boulevard Improvements from Fairview Parkway to NE 223 rd Avenue
Applicant jurisdiction:	Multnomah County
Facility or area: street(s), intersection(s), path or area:	Sandy Boulevard between Fairview Parkway and NE 223 rd in City of Fairview.
Beginning facility or milepost:	Intersection of Sandy Boulevard and Fairview Parkway
Ending facility or milepost:	Intersection of Sandy Boulevard and NE 223rd
Provide a brief description of the project elements:	<p>This project will leverage investments in the Sandy Boulevard corridor to fill one of the last gaps in this key regional east-west active transportation corridor. By providing pedestrian and bicycle facilities, this project, increases safety, and reduces conflicts between modes. Improvements will include constructing:</p> <ul style="list-style-type: none"> • sidewalks with bioswale buffers, • bicycle lanes, • street lighting and ADA-compliant bus stop enhancements, • mid-block crosswalks for safely accessing bus stops, and • a center turning lane to reduce congestion. <p>This project makes improvements in diverse neighborhoods and improves Safe Routes to School connections. There is a high concentration of historically underserved and underrepresented populations that will benefit from continuous, ADA-compliant pedestrian/bicycle facilities; including a senior mobile home park and RV park residents, and local Title 1 school children. The project also serves regionally significant industrial employment centers along this regional freight route. These much needed multi-modal safety improvements are priority projects in the Fairview Transportation System Plan, Multnomah County Capital Improvement Plan, and the Regional Transportation Plan.</p>

Project Funding

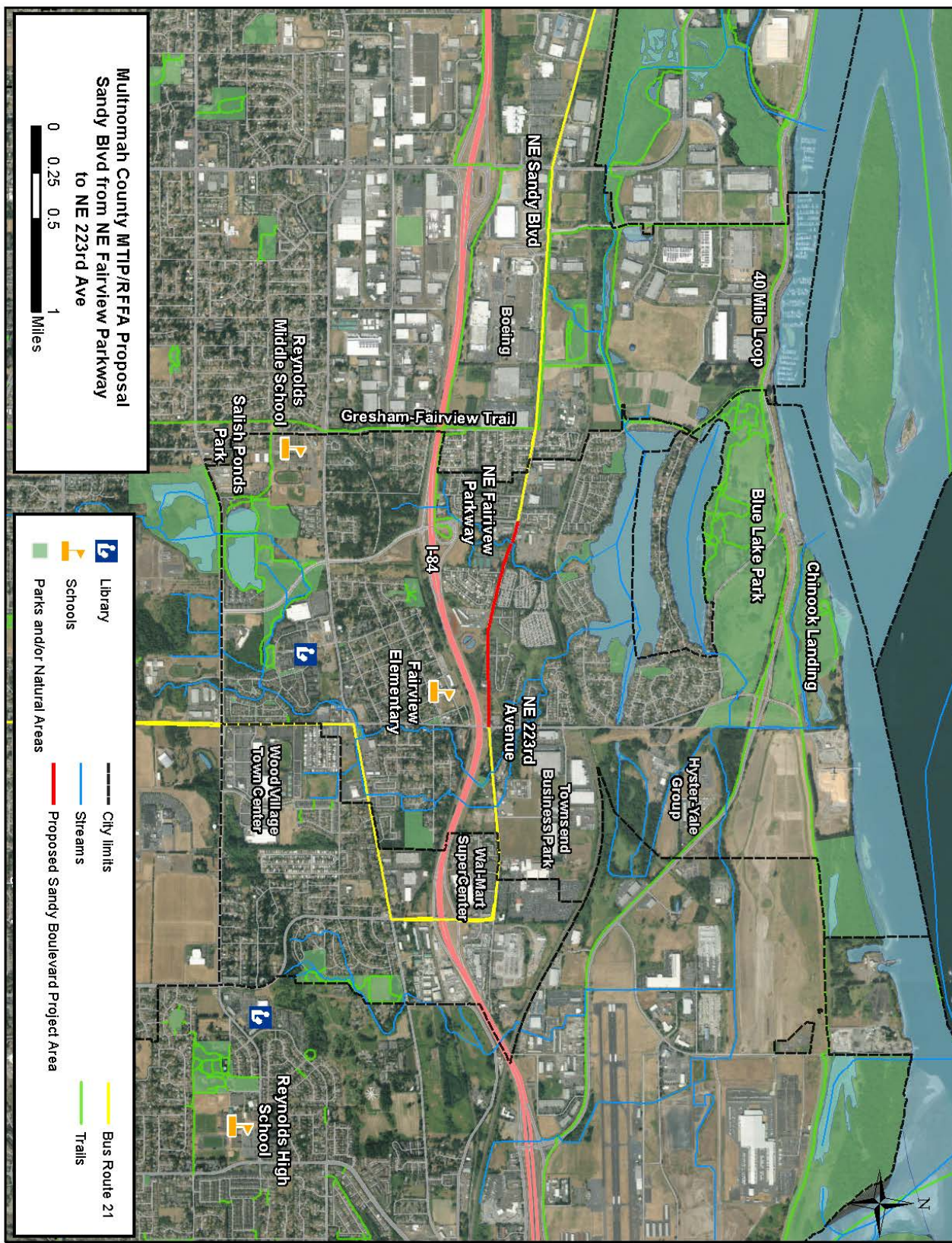
RFFA funding request by project phase:	Total by Phase	RFFA Request	Local Funds
Planning & proj. development	\$15,000	\$13,460	\$1,541
PE & Environmental	\$782,346	\$701,999	\$80,347
ROW acquisition	\$750,000	\$672,975	\$77,025
Construction	\$4,381,140	\$3,931,197	\$449,943
Total	\$5,928,486	\$5,319,631	\$608,856

2019-21 RFFA Project Summary

Project Map



2019-21 RFFA Project Summary



2019-21 RFFA Project Summary

Project Description

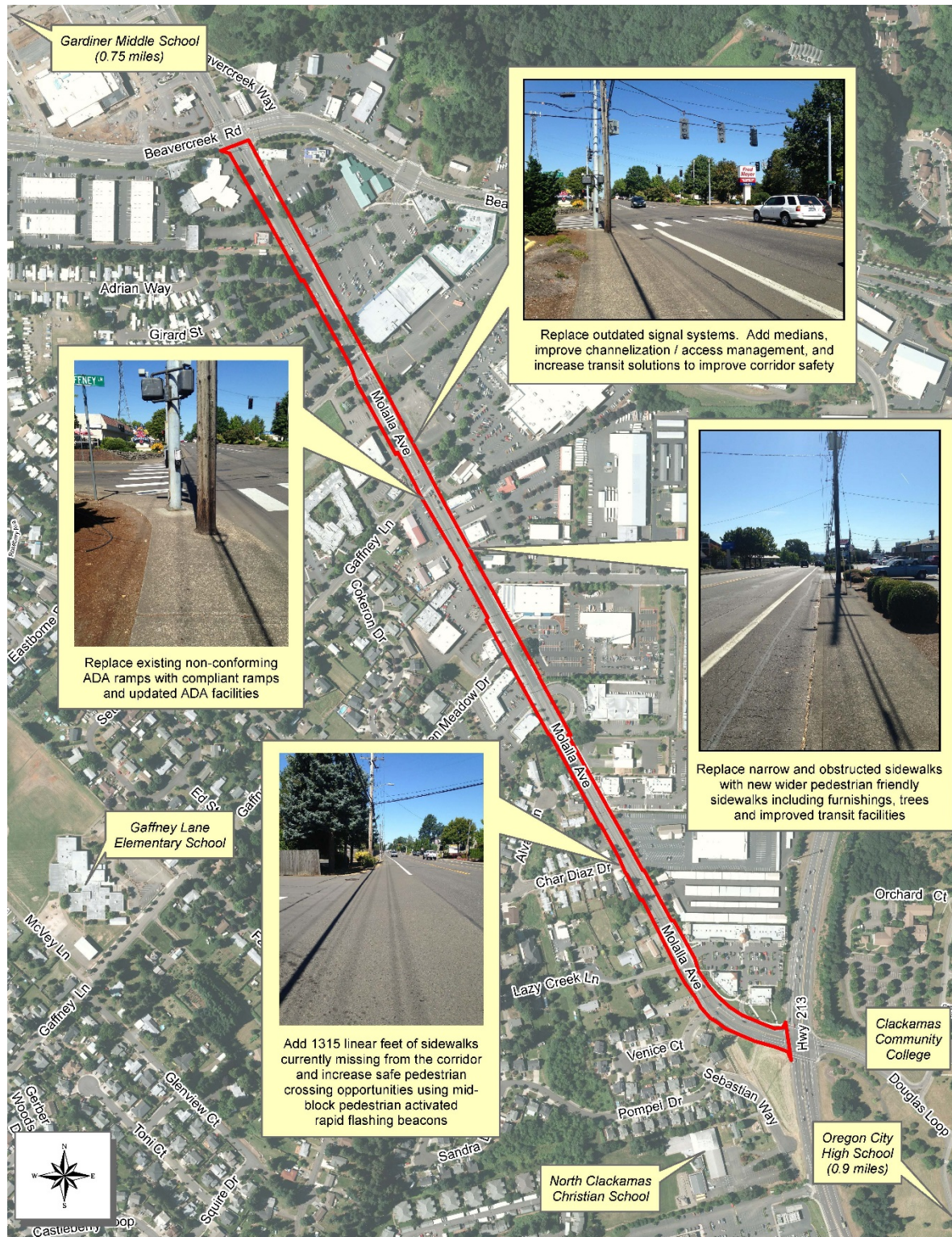
Project name:	Molalla Avenue: Beaver Creek Road to Hwy 213
Applicant jurisdiction:	City of Oregon City
Facility or area: street(s), intersection(s), path or area:	Molalla Avenue
Beginning facility or milepost:	Beaver Creek Road
Ending facility or milepost:	Hwy 213
Provide a brief description of the project elements:	<p>Molalla Avenue is a key corridor for all travel modes connecting the Oregon City Regional Center with Clackamas Community College and Clackamas County Red Soils Campus; as well as connecting the residential areas on the west side to the commercial areas on the north & east sides. Currently, the corridor is uncomfortable, unwelcoming and unaccommodating for those walking, biking or accessing transit. With some of the highest population and employment densities in Oregon City adjacent to the Molalla Avenue corridor, we would like to encourage non-auto modes by creating a right of way that better accommodates all users. The project would include:</p> <ul style="list-style-type: none"> • continuous bike lanes along the entire corridor; • 10 foot wide continuous ADA compliant sidewalks, street trees and pedestrian level street lighting along the west side of this developed corridor; • ADA compliant ramps along both the east & west sides of the corridor; • transit amenities along both sides of the corridor; • street furnishings; improved access management; and • more convenient and safer street crossings. <p>With these items lacking, Molalla Avenue currently functions as a barrier to pedestrian, bicycle and transit users.</p>

Project Funding

RFFA funding request by project phase:	Total by Phase	RFFA Request	Local Funds
Planning & proj. development	\$0	\$0	\$0
PE & Environmental	\$1,401,389	\$699,411	\$701,978
ROW acquisition	\$521,023	\$260,035	\$260,988
Construction	\$6,062,967	\$3,025,933	\$3,037,034
Total	\$7,985,379	\$3,985,379	\$4,000,000

2019-21 RFFA Project Summary

Project Map (please attach)



2019-21 RFFA Project Summary

Project Description

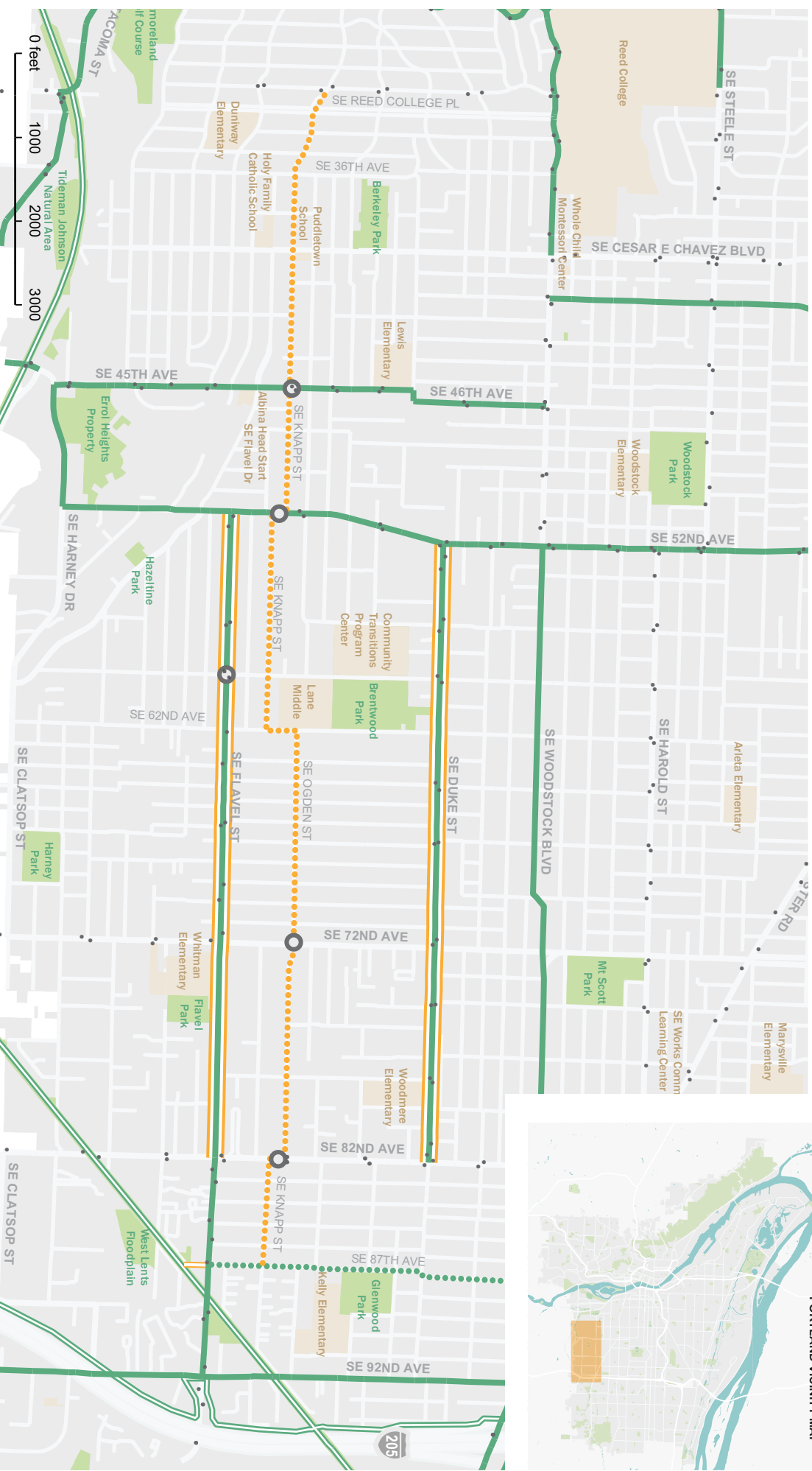
Project name:	Brentwood-Darlington Safe Routes to School
Applicant jurisdiction:	City of Portland
Facility or area: street(s), intersection(s), path or area:	SE Duke from 52nd to 82nd, SE Flavel from 52nd to 82nd, SE Knapp from 52nd to 82nd, SE 62nd from Knapp to Ogden, SE Ogden from 62nd to 82nd, SE 82nd from Ogden to Knapp, SE Knapp from 82nd to Springwater Trail.
Beginning facility or milepost:	SE 52nd/Knapp, SE 52nd/Duke, SE 52nd/Flavel
Ending facility or milepost:	SE Springwater Trail/87th, SE 82nd/Duke, SE 82nd/Flavel
Provide a brief description of the project elements:	Sidewalk infill will be constructed on both sides of SE Duke St from 52 nd to 82 nd and on both sides of the street on SE Flavel St from 52 nd to 82 nd . A low-stress neighborhood greenway with traffic calming, way-finding, and improved crossings (including at 82 nd Ave) will be constructed on Knapp and Ogden Streets from 32 nd to 87 th , connecting the 20s, 50s, and 80s Neighborhood Greenways. The project also includes a connection from 87 th /Flavel to the Springwater Trail. This project will provide safe routes to several Title 1 schools and access to transit in a neighborhood with very poor sidewalk coverage and few low-stress bicycle routes.

Project Funding

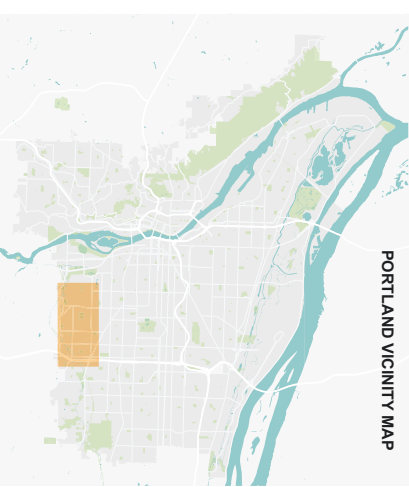
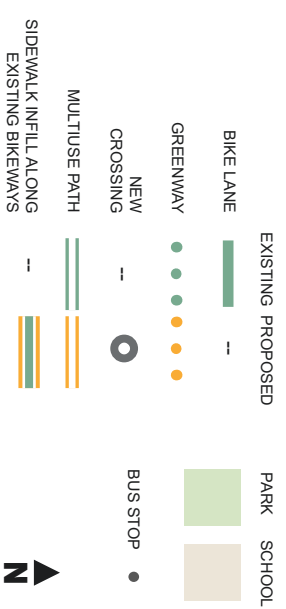
RFFA funding request by project phase:	Total by Phase	RFFA Request	Local Funds
Planning & proj. development	\$80,000	\$40,000	\$40,000
PE & Environmental	\$1,837,000	\$918,500	\$918,500
ROW acquisition	\$306,050	\$153,025	\$153,025
Construction	\$3,978,650	\$1,989,325	\$1,989,325
Total	\$6,201,000	\$3,100,500	\$3,100,500

Project Map (please attach)

BRENTWOOD DARLINGTON SAFE ROUTES TO SCHOOL



Project elements



2019-21 RFFA Project Summary

Project Description

Project name:	Central Eastside Access and Circulation Improvements
Applicant jurisdiction:	City of Portland
Facility or area: street(s), intersection(s), path or area:	The Central Eastside Access and Circulation Project area encompasses the following intersections within the City of Portland: NE 16th Ave and NE Irving St, SE Stark Street and SE Martin Luther King, Jr. Blvd, SE Washington Street at SE Grand Ave and SE Martin Luther King, Jr. Blvd, Hawthorne Bridge viaduct at SE Martin Luther King, Jr. Blvd ramp, SE Clay Street and SE Grand Ave, SE Mill Street at SE Martin Luther King, Jr. Blvd
Beginning facility or milepost:	
Ending facility or milepost:	
Provide a brief description of the project elements:	The project will improve freight access and circulation and reduce conflicts in the Central Eastside by adding new traffic signals and modifying existing traffic signals consistent with the adopted SE Quadrant Plan. New traffic signals will be added at 16 th /Irving (serving the freeway ramp entrance), Ankeny/MLK, Ankeny/11 th , Washington/Grand, Washington/MLK, Salmon/Grand, Salmon/MLK, and the Hawthorne ramp to MLK/Clay. Signals will be modified to allow protected left turns from Stark to Grand, Washington to MLK, Clay to Grand, and Mill to MLK. The project also includes roadway reconstruction on SE Clay St from Water to Grand to improve freight operations.

Project Funding

RFFA funding request by project phase:	Total by Phase	RFFA Request	Local Funds
Planning & proj. development	\$0	\$0	\$0
PE & Environmental	\$963,689	\$563,689	\$400,000
ROW acquisition	\$0	\$0	\$0
Construction	\$4,438,744	\$2,438,744	\$2,000,000
Total	\$5,402,433	\$3,002,433	\$2,400,000

**Project Map
(please attach)**

Central Eastside Access and Circulation Enhancement Project

NE 16th and Irving

SE Ankeny and MLK

SE Stark and Grand

SE Ankeny and Sandy/11th

SE Washington and MLK/Grand

SE Salmon and MLK/Grand

Hawthorne Bridge ramp

SE Clay and Grand

SE Mill and MLK

Map 1



Existing Signal

RFFA-Funded Project Elements



New Traffic Signal



Add protected left

Locally-Funded Project Elements



New Traffic Signal

SE Clay St. reconstruction



2019-21 RFFA Project Summary

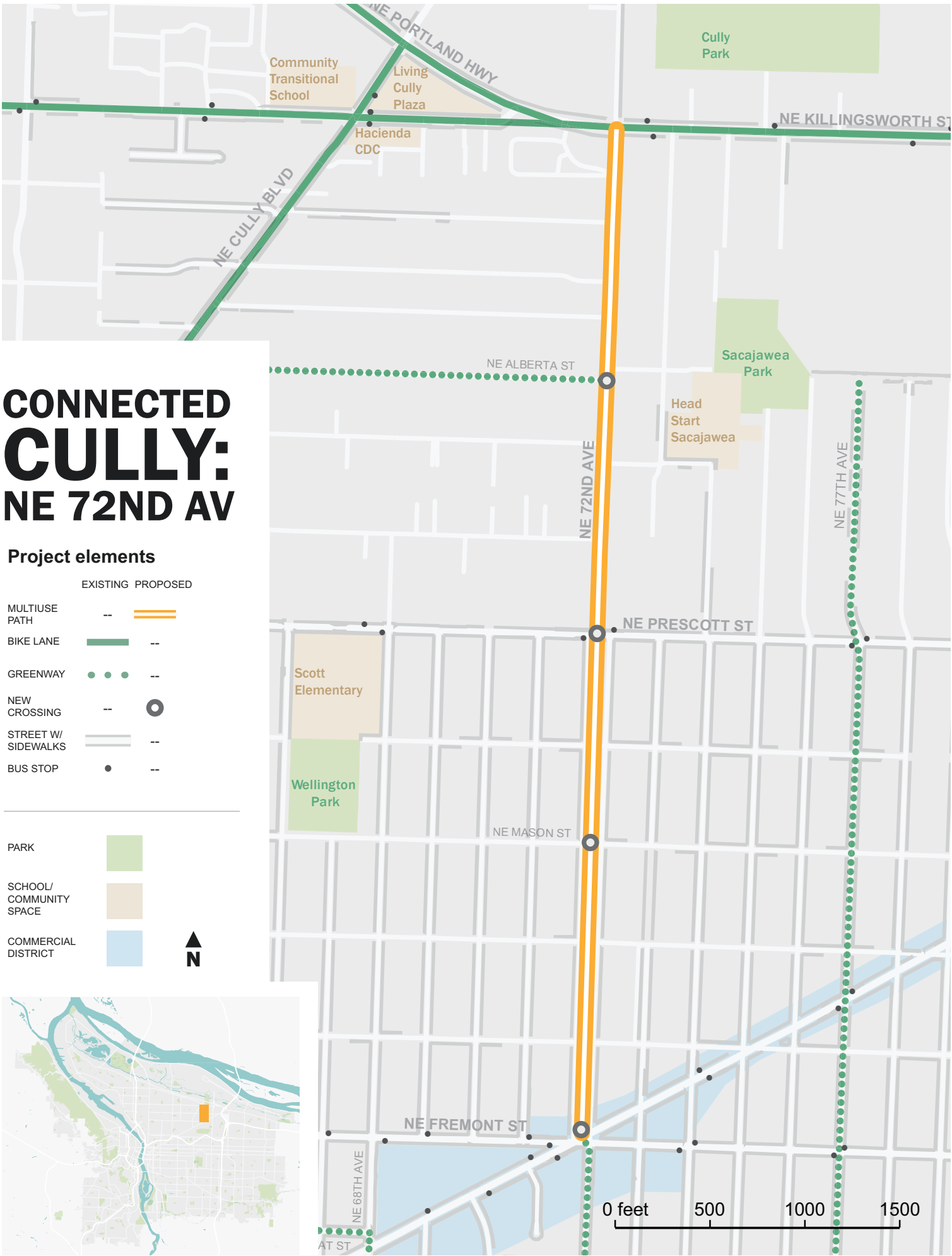
Project Description

Project name:	Cully Walking and Biking Parkway
Applicant jurisdiction:	City of Portland
Facility or area: street(s), intersection(s), path or area:	NE 72nd Ave from NE Sandy Blvd to NE Killingsworth St, in City of Portland.
Beginning facility or milepost:	NE 72nd Ave & NE Sandy Blvd
Ending facility or milepost:	NE 72nd Ave & NE Killingsworth St
Provide a brief description of the project elements:	Provide a high-quality pedestrian and bicycle parkway along NE 72nd Ave through the heart of Cully. This project will connect Cully residents to nearby commercial areas and schools, provide multimodal accessibility to parks and green space in Cully and Roseway, and will connect to the future 70s Bikeway to the south. The project would construct a multi-use path in the median from Sandy to Prescott, physically separated pedestrian and bicycle pathways on the west side of 72 nd from Prescott to Sumner, and a shared multi-use path on the west side of 72 nd from Sumner to Killingsworth. The project will also include lighting, street trees, and place-making elements.

Project Funding

RFFA funding request by project phase:	Total by Phase	RFFA Request	Local Funds
Planning & proj. development	\$100,000	\$50,000	\$50,000
PE & Environmental	\$1,768,892	\$884,446	\$884,446
ROW acquisition	\$589,630	\$294,815	\$294,815
Construction	\$3,537,784	\$1,768,892	\$1,768,892
Total	\$5,996,306	\$2,998,153	\$2,998,153

**Project Map
(please attach)**



2019-21 RFFA Project Summary

Project Description

Project name:	Halsey Street Safety and Access to Transit
Applicant jurisdiction:	City of Portland
Facility or area: street(s), intersection(s), path or area:	NE Halsey St corridor from NE 65th Ave to NE 92nd Ave in City of Portland.
Beginning facility or milepost:	NE Halsey St & NE 65th Ave
Ending facility or milepost:	NE Halsey St & 92nd Ave
Provide a brief description of the project elements:	NE Halsey is a High Crash Network street and a street TriMet has identified for more frequent future transit service. This project would focus on the 82nd Ave MAX Station Area and would provide signal improvements, intersection redesigns, bus stop improvements and high-priority crossings on NE Halsey between 65th and 92nd, a bikeway on Halsey from 65th to 92nd, and multi-use path connection from the 82nd Ave. MAX station to the future I-205 undercrossing.

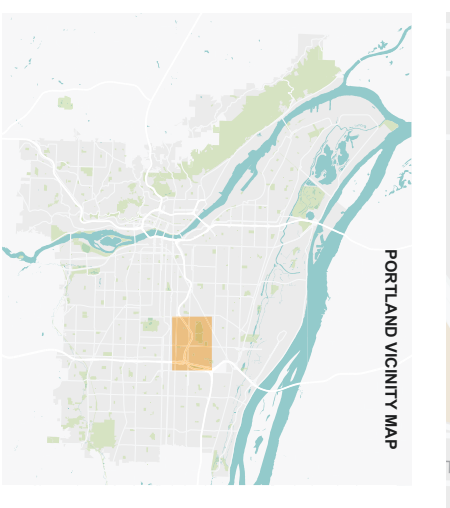
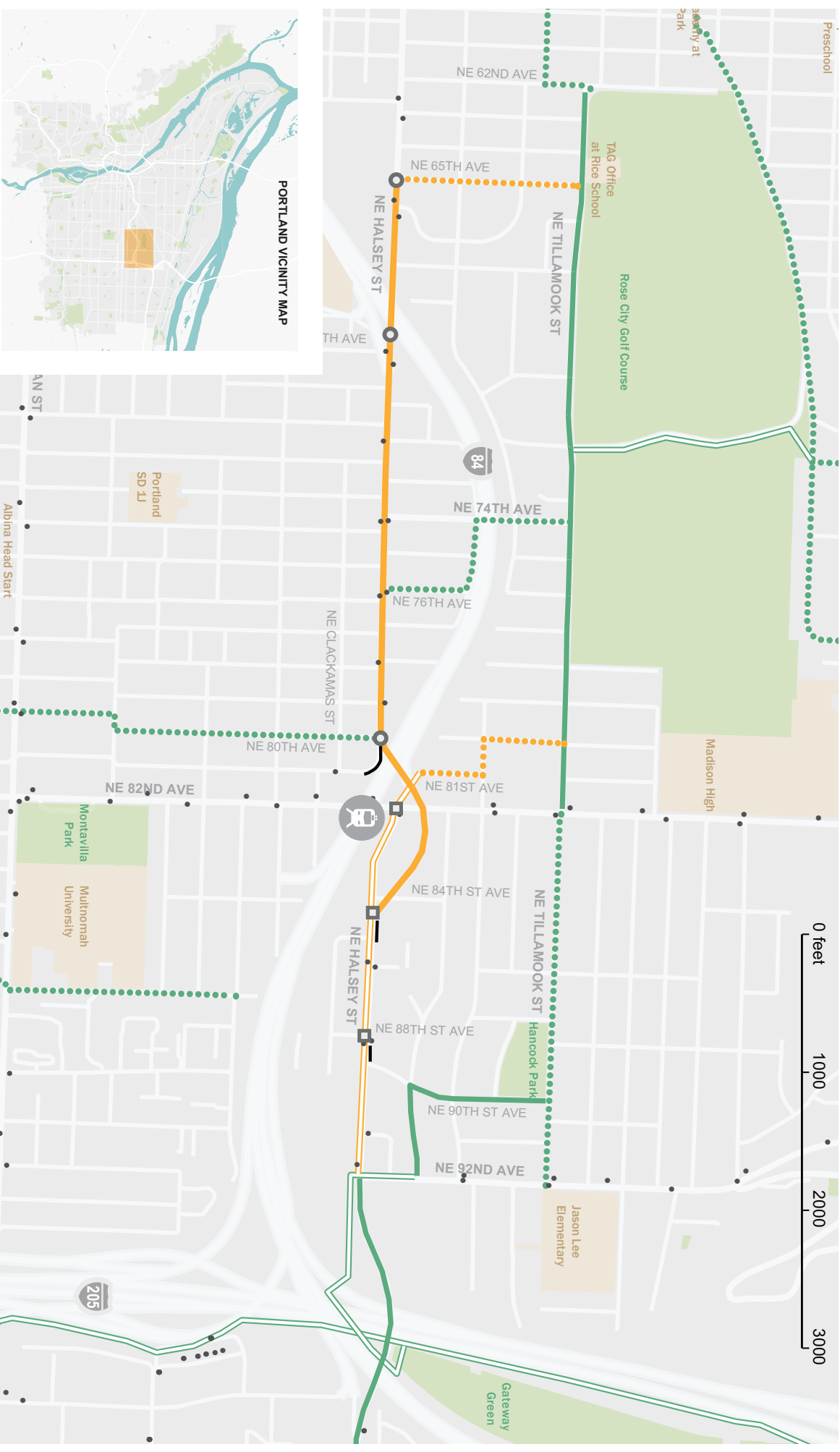
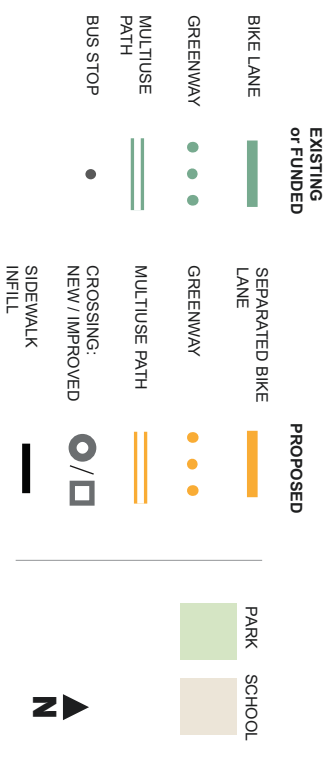
Project Funding

RFFA funding request by project phase:	Total by Phase	RFFA Request	Local Funds
Planning & proj. development	\$80,000	\$46,400	\$33,600
PE & Environmental	\$1,524,000	\$883,920	\$640,080
ROW acquisition	\$254,000	\$147,320	\$106,680
Construction	\$3,302,000	\$1,915,160	\$1,386,840
Total	\$5,160,000	\$2,992,800	\$2,167,200

**Project Map
(please attach)**

HALSEY

SAFETY AND ACCESS TO TRANSIT



2019-21 RFFA Project Summary

Project Description

Project name:	Jade and Montavilla Connected Centers
Applicant jurisdiction:	City of Portland
Facility or area: street(s), intersection(s), path or area:	Construct multi-modal improvements on key pedestrian and bicycle routes within and connecting to the Jade District and Montavilla Neighborhood Centers. The Jade District center is located along 82nd Ave between roughly SE Division St and SE Powell Blvd, SE 75th Ave and I-205. The Montavilla center is along 82nd Ave, center on the SE Stark and SE Washington couplet from roughly 75th Ave to I-205.
Beginning facility or milepost:	This project involves multiple facilities within the Jade and Montavilla centers. Jade District projects beginning points: SE Woodward and SE 75th Ave; Montavilla projects beginning point SE Washington and 75th Ave.
Ending facility or milepost:	This project involves multiple facilities within the Jade and Montavilla centers. Jade District projects ending point SE Clinton and 87th Ave Montavilla projects ending point SE Washington and I-205 multi-use path.
Provide a brief description of the project elements:	<p>Jade District Improvements:</p> <ol style="list-style-type: none"> 1. Street, sidewalk and lighting on SE Clinton between 82nd Ave and 87th Ave. 2. Sidewalks on portions of SE 85th between Powell and Division to fill gaps of missing sidewalk. Add lighting at Division. Minor improvements to the 80's Neighborhood Greenway on SE 85th Ave between Division and Powell to address segments exceeding recommended volumes or speed per the 2015 PBOT Neighborhood Greenway Guidelines. 3. (3 and 4, or 5) SE Woodward Neighborhood Greenway improvements from approximately 75th/78th to 85th Ave. Either improve the route along SE Tibbetts to SE Brooklyn (5) or SE Woodward to SE Brooklyn (3 and 4). Either includes a jog on 82nd Ave for roughly half a block with a two-way bike path combined with the sidewalk behind existing curb. <p>Enhanced crossings of arterials, locations to be determined.</p> <p>Montavilla Improvements:</p> <ol style="list-style-type: none"> 6. Add Separated Bike Lane with physical protection on SE Washington from 72nd to 92nd Ave/ I-205 multi-use path. 7. (7 or 8) Preferably reconfigure left turn movements from 82nd to the Stark/Washington couplet to reduce neighborhood cut-through traffic impacts on local streets, particularly SE Alder. Or 2019-21 RFFA Active Transportation & Complete Streets Application Page 2 alternatively, construct sidewalk, lighting, curb and drainage on SE Alder from 82nd to 84th Ave where cut-through traffic is problematic currently. (7) 9. Enhanced crossings, including SE Washington and Stark at 84th and 86th.

Project Funding

RFFA funding request by project phase:	Total by Phase	RFFA Request	Local Funds
Planning & proj. development	\$160,000	\$80,000	\$80,000
PE & Environmental	\$2,316,900	\$1,158,450	\$1,158,450
ROW acquisition	\$386,150	\$193,075	\$193,075
Construction	\$5,019,950	\$2,509,975	\$2,509,975
Total	\$7,883,000	\$3,941,500	\$3,941,500

SE 72ND AVE

SE 74TH AVE

SE STARK ST

SE 84TH AVE

SE 86TH AVE

E BURNSIDE ST

SE WASHINGTON ST

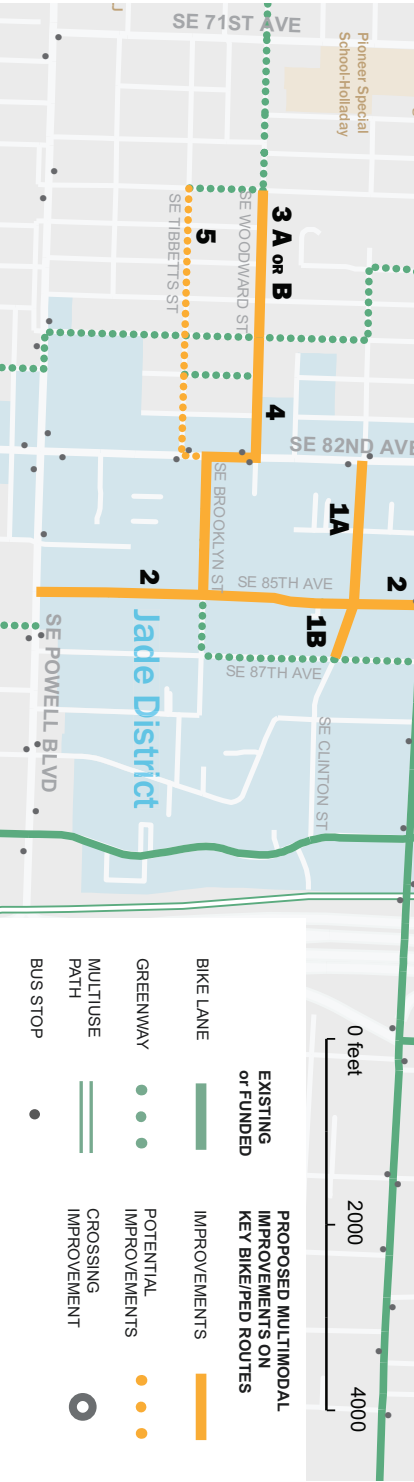
SE 802ND AVE

Mt. Hood Community College
Head Start

6

8

9



2019-21 RFFA Project Summary

Project Description

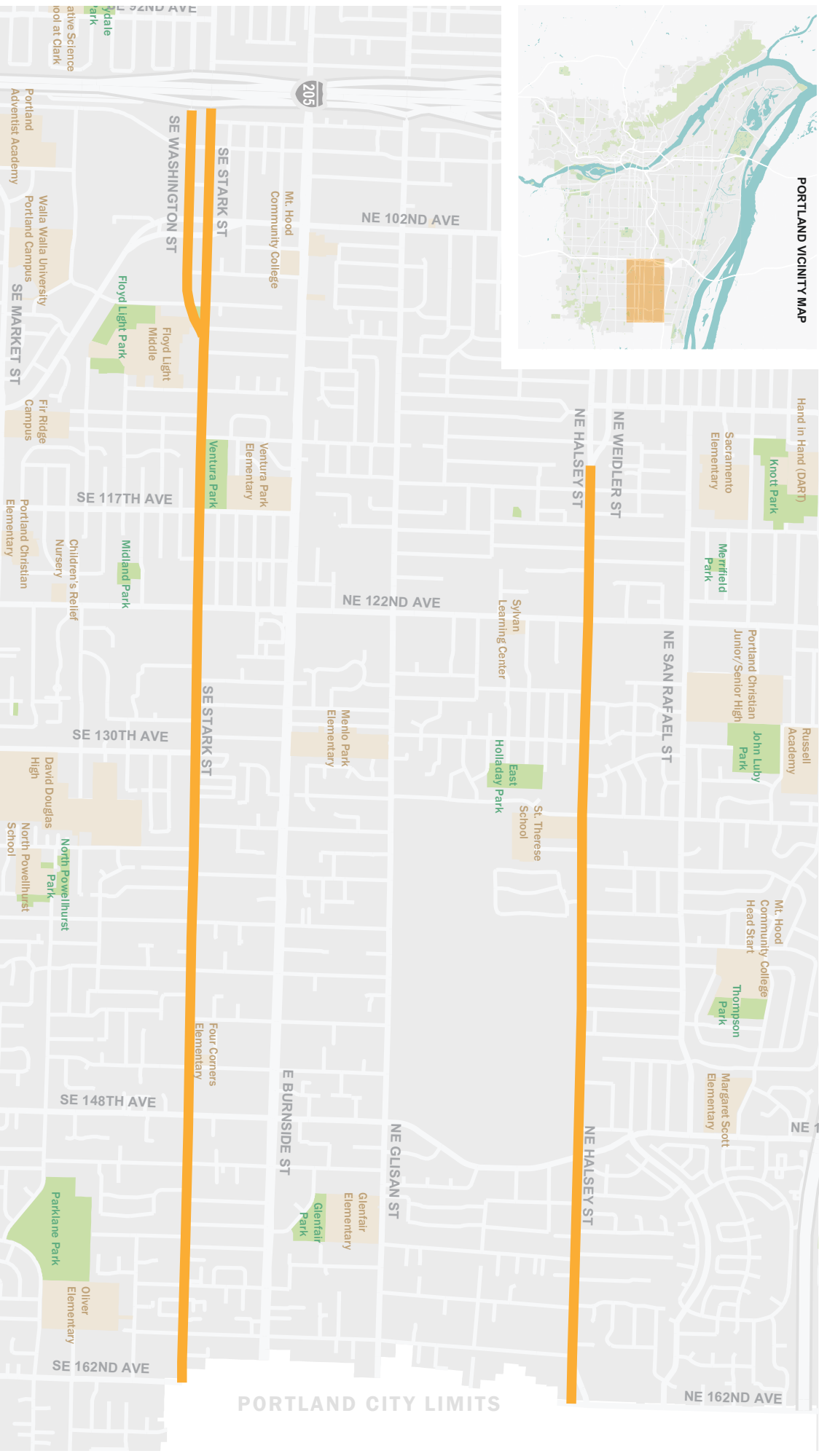
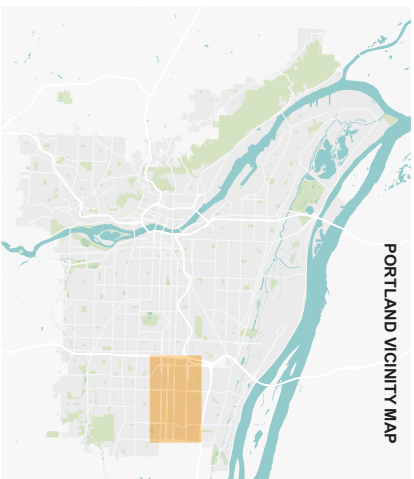
Project name:	Outer Stark/Halsey Complete Streets: Project Development
Applicant jurisdiction:	City of Portland
Facility or area: street(s), intersection(s), path or area:	SE Stark Street between I-205 and SE 162nd Avenue SE Washington Street between I-205 and SE 108th Avenue SE 102nd Avenue between E Burnside Street and SE Washington Street SE 103rd Avenue between SE Pine Street and SE Washington Street NE Halsey Street between NE 114th Avenue and NE 162nd Avenue
Beginning facility or milepost:	
Ending facility or milepost:	
Provide a brief description of the project elements:	<p>This is a Project Development application for project planning and conceptual design. The project in its ultimate form aims to improve safety and multimodal accessibility along two busy transit corridors in east Portland. Conceptual project elements, subject to refinement during the Project Development process, include:</p> <ul style="list-style-type: none"> ➤ Separated bike lanes, wider sidewalks and new pedestrian crossings on the SE Stark/Washington couplet between the I-205 Multi-Use Path and SE 108th Avenue in the Gateway Regional Center ➤ New bike lanes, pedestrian crossings and targeted sidewalk widening on SE Stark Street between SE 108th Avenue and SE 162nd Avenue ➤ Separated bike lanes, sidewalk infill and new pedestrian crossings on NE Halsey Street between NE 114th Avenue and NE 134th Place ➤ Sidewalk infill and new pedestrian crossings on NE Halsey Street between NE 134th Place and NE 162nd Avenue ➤ Evaluation of alternative cross-sections for all roadway segments and major intersection approaches to determine optimal allocation of right-of-way between medians, turn lanes, median islands, travel lanes, bike lanes, sidewalks, parking, etc. ➤ Evaluation of alternative intersection treatments at major intersections to achieve maximum safety benefit (e.g. traffic signals, protected intersections, roundabouts)

Project Funding

RFFA funding request by project phase:	Total by Phase	RFFA Request	Local Funds
Planning & proj. development	\$335,000	\$300,000	\$35,000
PE & Environmental	\$	\$	\$
ROW acquisition	\$	\$	\$
Construction	\$	\$	\$
Total	\$335,000	\$300,000	\$35,000

STARK HALSEY

PROJECT DEVELOPMENT



2019-21 RFFA Project Summary

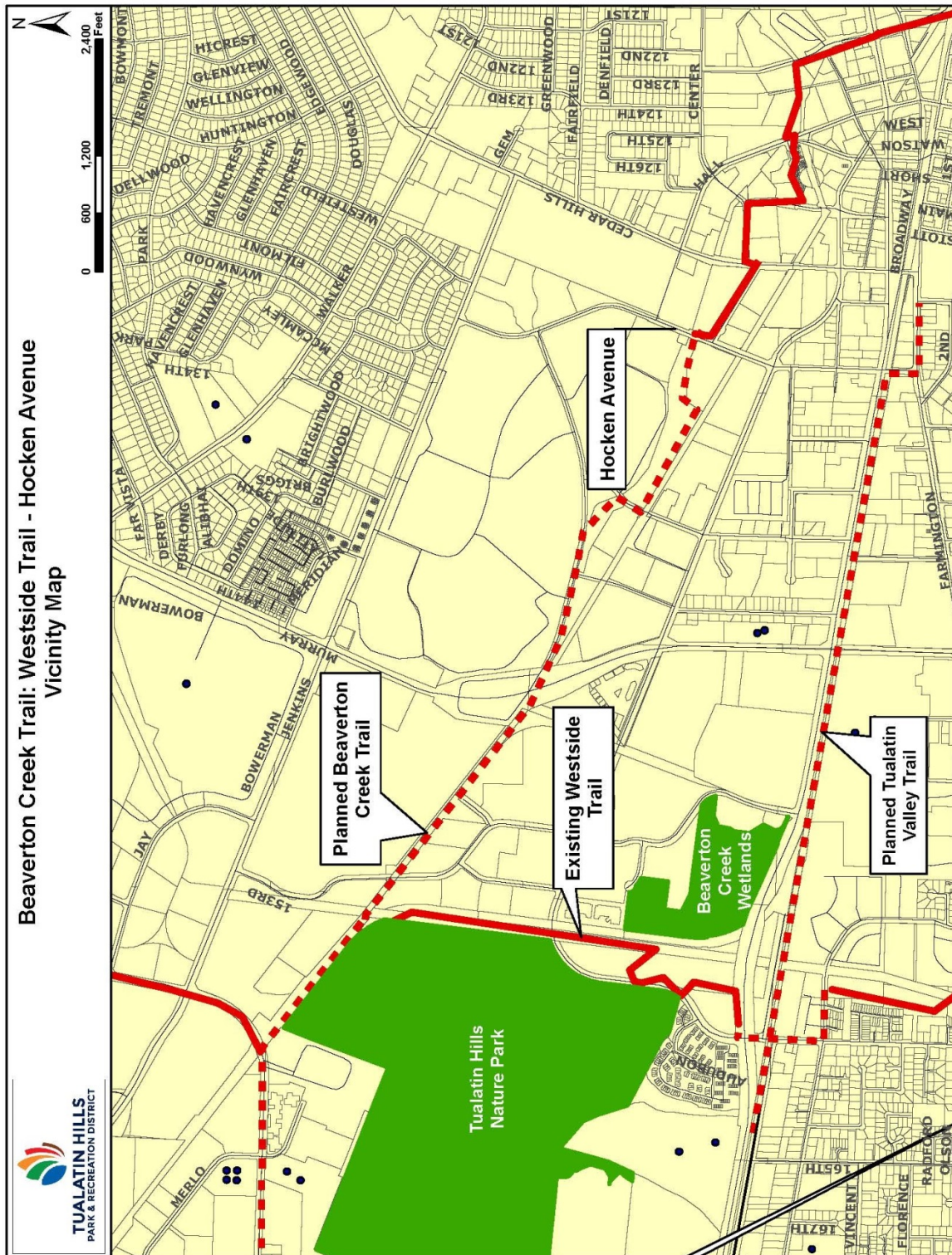
Project Description

Project name:	Beaverton Creek Trail: Westside Trail – Hocken Avenue
Applicant jurisdiction:	City of Beaverton; Washington County
Facility or area: street(s), intersection(s), path or area:	Beaverton Creek Trail
Beginning facility or milepost:	Westside Trail
Ending facility or milepost:	Hocken Avenue
Provide a brief description of the project elements:	<p>The project will include final engineering, permitting and construction of a 1.5-mile long, 12-foot wide regional trail; and will consist of pervious and/or impervious paving, bridges/boardwalks, lighting, road right-of-way improvements, environmental mitigation and bicycle/pedestrian amenities and site furnishings.</p> <p>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:</p> <ol style="list-style-type: none"> 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. <p>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 this winter and THPRD began acquisition of right-of-way for the trail last fall using SDC funds allocated in its FY 2016/17 budget for the project.</p>

Project Funding

RFFA funding request by project phase:	Total by Phase	RFFA Request	Local Funds
Planning & proj. development	\$ 0	\$ 0	\$ 0
PE & Environmental	\$ 685,440	\$ 589,309	\$ 96,131
ROW acquisition	\$ 0	\$ 0	\$ 0
Construction	\$ 3,931,075	\$ 3,303,090	\$ 627,985
Total	\$ 4,616,515	\$ 3,892,399	\$ 724,116

Project Map



2019-21 RFFA Project Summary

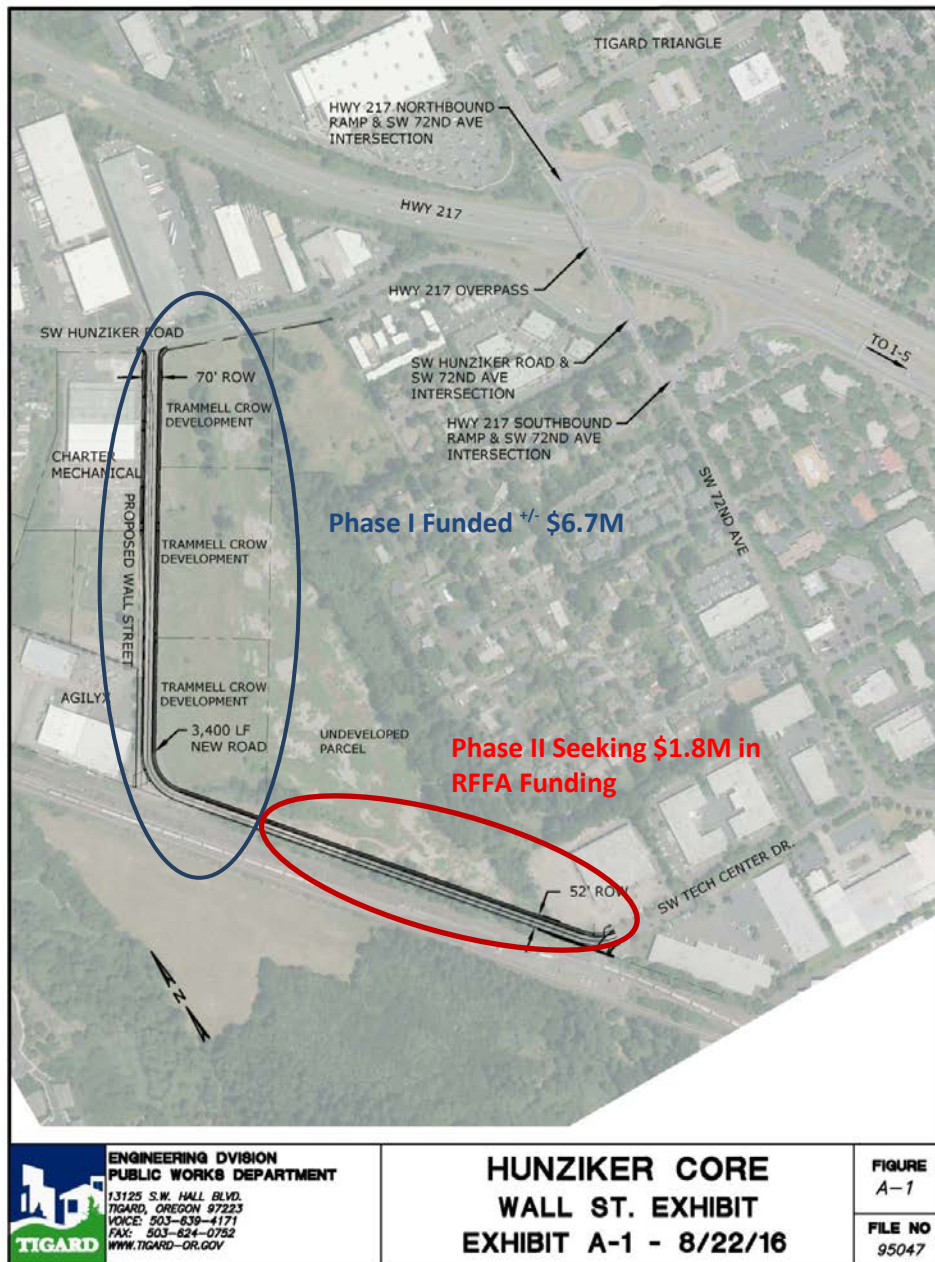
Project Description

Project name:	Hunziker Road Industrial Area (aka Hunziker Industrial Core Connective Infrastructure)
Applicant jurisdiction:	City of Tigard
Facility or area: street(s), intersection(s), path or area:	Connecting Hunziker Road to 72 nd Ave via Tech Center Drive
Beginning facility or milepost:	Intersection of Wall Street and Hunziker
Ending facility or milepost:	Intersection of Wall Street and Tech Center Drive
Provide a brief description of the project elements:	<p>With this investment, Tigard's Tech Center Drive, will connect to Hunziker Road with more than 3,500 linear feet of new public road. Primary project components include a 36' paved width road with sidewalk and a short retaining wall parallel to a ¼ mile heavy rail line and switching yard. Within the new road alignment, an 8" sewer, 12" waterline and an 18" storm line will serve business in the area. This complete street serves as an alternative freight route to the overburdened Hunziker Rd/72nd Ave and Hwy 217 intersection.</p> <p>This project completes a road connection for freight and commercial vehicles to route around the congested Hunziker Road /72nd Avenue and HWY 217 intersections in Tigard. This is the main surface road connection to Hwy-217 and I-5 for the Tigard Triangle to the north and Oregon Business Park to the south. The Hunziker Industrial Core and 72nd Avenue Industrial Corridor are home to more than 300 freight depended manufacturers, warehousing, and distribution facilities and commercial businesses serving regional and national clients.</p> <p>This investment also supports new development by unlocking access to more than 40 undeveloped acres of industrial/commercial property in the Hunziker Industrial Core. Developer Trammell Crow is proposing a 2017 development of about 225,000 SF in multi-tenant facilities in this investment area.</p> <p>RFFA funding completes a full road connection building upon an initial investment of more than \$4.6 million in road infrastructure initiated by the City of Tigard in 2015 and scheduled to finish in 2018.</p>

2019-21 RFFA Project Summary

Project Funding

RFFA funding request by project phase:	Total Phase I (Non match)	RFFA Request (Phase II)	Local Funds (Phase II Match)
Planning & proj. development	\$ 100,000	completed in phase I	completed in phase I
PE & Environmental	\$ 460,000	\$ 340,298	\$ 100,000
ROW acquisition	\$ 1,505,000	completed in phase I	completed in phase I
Construction	\$ 4,698,900	\$ 1,511,442	\$ 230,000
Total	\$ 6,763,900	\$ 1,851,740	\$ 330,000



2019-21 RFFA Project Summary

Project Description

Project name:	Herman Road Active Transportation Corridor Design Development
Applicant jurisdiction:	City of Tualatin
Facility or area: street(s), intersection(s), path or area:	SW Herman Road
Beginning facility or milepost:	SW Tualatin Road
Ending facility or milepost:	SW 124 th Avenue
Provide a brief description of the project elements:	<p>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. The new project will evaluate buffered bikes, separated sidewalks, and intersection improvements to facilitate pedestrian and bicycle access along Herman road.</p> <p>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. This project is supported by Tualatin's City Council, neighborhood leaders and employers, alike.</p>

Project Funding

RFFA funding request by project phase:	Total by Phase	RFFA Request	Local Funds
Proj Dev., PE & Environmental	\$725,000	\$625,000	\$100,000
ROW acquisition	\$0	\$0	\$0
Construction	\$0	\$0	\$0
Total	\$725,000	\$625,000	\$100,000

2019-21 RFFA Project Summary

Project Map



City of Tualatin
www.tualatinoregon.gov

HERMAN ROAD ACTIVE TRANSPORTATION CORRIDOR - DESIGN DEVELOPMENT

PROJECT EXTENTS MAP - Washington County MSTIP Opportunity Fund Request



City of Tualatin
www.tualatinoregon.gov

HERMAN ROAD ACTIVE TRANSPORTATION CORRIDOR - DESIGN DEVELOPMENT

VICINITY MAP - Washington County MSTIP Opportunity Fund Request

2019-21 RFFA Project Summary

Project Description

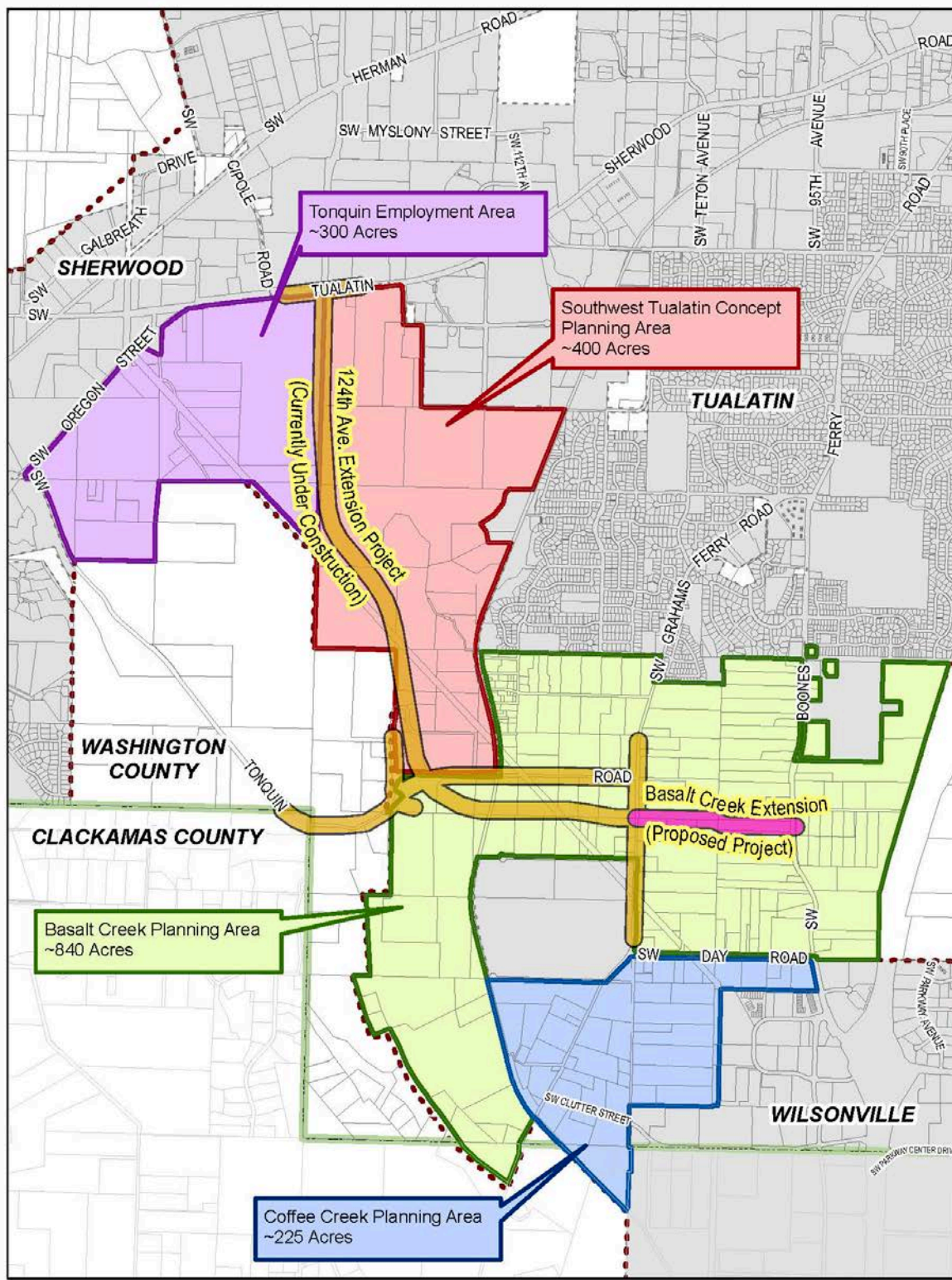
Project name:	Basalt Creek Extension: Grahams Ferry Rd to Boones Ferry Rd
Applicant jurisdiction:	Washington County
Facility or area: street(s), intersection(s), path or area:	Basalt Creek Parkway in the Basalt Creek Planning Area
Beginning facility or milepost:	Grahams Ferry Road
Ending facility or milepost:	Boones Ferry Road
Provide a brief description of the project elements:	<p>This project will fund right-of-way acquisition for the Basalt Creek Parkway Extension, the key new arterial extension that will provide last-mile industrial freight access in the Basalt Creek Planning Area, a Regionally Significant Industrial Area. Funding for the ROW acquisition is a critical phase, positioning the road for construction funding through a combination of Major Street Transportation Improvement Program (MSTIP) or other grant funding.</p> <p>The extension will create an east-west alignment crossing Tapman Creek with a 600-foot-long bridge at a location that minimizes bridge length and provides excellent slopes to support a bridge structure. Upon completion, the project will:</p> <ul style="list-style-type: none"> • Reduce freight vehicle delay while increasing freight reliability. • Lowering gas consumption and reducing air toxins and particulate matter. • Provide system improvements accessing 1,700 acres of planned industrial and employment lands in Basalt Creek, Coffee Creek, West Railroad, Southwest Tualatin Concept and Tonquin Employment areas. • Remove constraints from industrial land developments supporting the creation of family wage jobs that provide social inclusion. • Improve safety and mobility for bicyclists by separating the bicyclists from the vehicular lanes used by freight. • Reduce freight detours through Environmental Justice communities, reducing impacts such as noise and emissions. • Builds upon \$51 million in transportation improvements of the 124th Basalt Creek road funded through MSTIP funds and leverages previously awarded RFFA funds for environmental assessment. • Decrease the need for expansion of SW Grahams Ferry Road and SW Day Road.

Project Funding

RFFA funding request by project phase:	Total by Phase	RFFA Request	Local Funds	Previously Awarded Funds
Planning & project development	\$0	\$0	\$0	\$0
PE & Environmental	\$2,376,017	\$0	\$244,017	\$2,132,000
ROW acquisition	\$4,000,000	\$3,000,000	\$1,000,000	\$0
Construction	\$24,251,794	\$0	\$0	\$0
Total	\$30,627,811	\$3,000,000	\$1,244,017	\$2,132,000

2019-21 RFFA Project Summary

Project Map



2019-21 RFFA Project Summary

Project Description

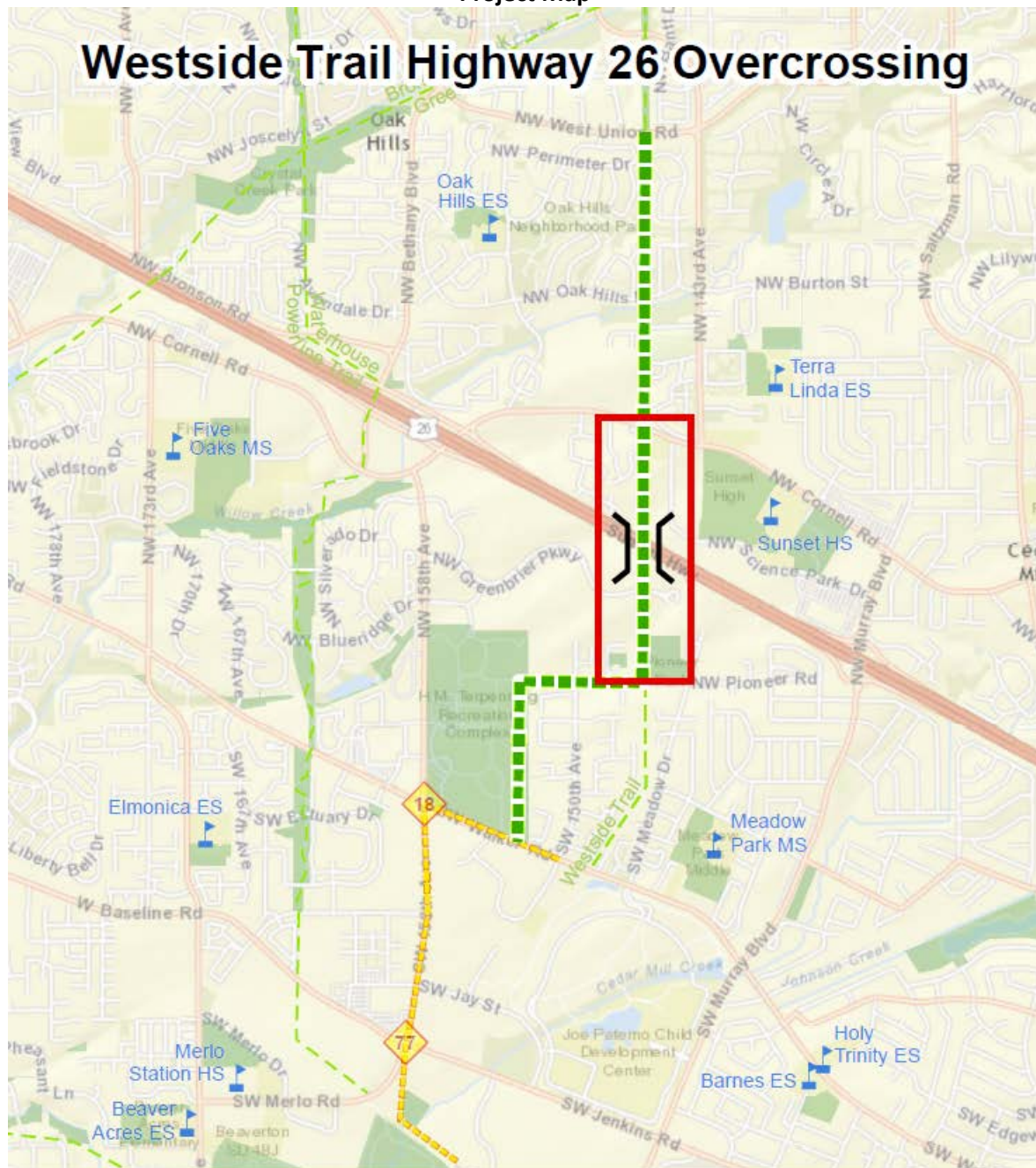
Project name:	Westside Trail Walking and Biking Bridge Design
Applicant jurisdiction:	Washington County
Facility or area: street(s), intersection(s), path or area:	Westside Regional Trail between Cornell Road on the north end and Pioneer Road on the south, crossing US Hwy 26 west of Murry Blvd.
Beginning facility or milepost:	NW Cornell Road
Ending facility or milepost:	NW Pioneer Road
Provide a brief description of the project elements:	<p>The project will design a key gap in the 25-mile Westside Trail over Hwy 26 to connect bicyclists and pedestrians to the Cedar Mill Town Center, employment centers, parks, bus stops, transit, schools, recreation centers and grocery stores.</p> <p>A grade separated bicycle and pedestrian bridge crossing of US 26, along the alignment of the Westside Trail, will eliminate conflict points with vehicles and provide an alternative to mixing with interchange traffic, that includes high amounts of freight and commuter traffic. The connection will also reduce out of direction travel for walkers and bicyclists and better serve the significant youth and senior populations in the area that depend on active transportation.</p> <p>The bicycle and pedestrian only bridge and trail will be designed to provide users of all ages and abilities a safer, more comfortable experience separated from vehicle traffic. The paved multi-use trail will connect to on-street bicycle and pedestrian facilities and include at-grade street crossings treatments such as pedestrian signals or flashing beacons at Cornell Road, Greenbrier Parkway, and Pioneer Road.</p> <p>The requested funds will be used to build on previous work in the Westside Trail Master Plan to engage the public, determine bridge and trail design, and produce engineering documents and estimate costs sufficient to proceed in securing subsequent grant funds for construction.</p> <p>The proposal leverages existing public and private investment in on-street and trail network improvements in the area.</p>

Project Funding

RFFA funding request by project phase:	Total by Phase	RFFA Request	Local Funds
Planning & project development	\$328,492	\$300,000	\$28,492
PE & Environmental	\$683,000	\$500,000	\$183,000
ROW acquisition	\$	\$	\$
Construction	\$	\$	\$
Total	\$1,011,492	\$800,000	\$211,492

2019-21 RFFA Project Summary

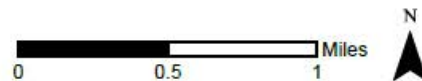
Project Map



Project Proposal

- Project limits
- Westside Trail
- Funded improvements

- Parks (41)
- Trails
- Schools (10)



Safety Priority Index System

- Ranked in the top 25% (2)



WASHINGTON COUNTY
OREGON

2019-21 RFFA Project Summary

Project Description

Project name:	Highway 43 Multimodal Transportation Project
Applicant jurisdiction:	City of West Linn
Facility or area: street(s), intersection(s), path or area:	Highway 43 (aka OR 43/Willamette Drive)
Beginning facility or milepost:	MP 8.03 (OR 43 at north City limits)
Ending facility or milepost:	MP 9.07 (OR 43 at Mary S. Young State Park)
Provide a brief description of the project elements:	<p>This project will greatly enhance bike, pedestrian, transit, and vehicular mobility along State Highway 43 (OR 43) from the southern city limits of the City of Lake Oswego through the City of West Linn south to Mary S. Young State Park. The result will be uninterrupted protected bicycle paths (cycle tracks) and sidewalks in this corridor with a consistent three lane vehicle cross section connecting Mary's Woods retirement community and Marylhurst University area to Mary S. Young State Park through the Robinwood commercial and residential areas.</p> <p>Included in the project is the installation of innovative protected intersections at Marylhurst Dr./Hwy 43 and Hidden Springs Rd./Hwy 43, including signal improvements such as countdown pedestrian signals and transit prioritization to improve safety and traffic efficiency. Protected intersections will incorporate raised corner bike refuge islands, multiuse marked crossings, and other bicyclist and pedestrian safeguards. The project will infill key missing sidewalk sections between residential, commercial, park, and transit areas, add ADA accessibility, improve transit stops, and improve lighting.</p> <p>In order to improve problems associated with existing signals being too closely spaced causing traffic issues in the Robinwood commercial area, the existing traffic signal at Cedaroak Drive and Highway 43 is planned to be removed, with Old River Drive realigned to Highway 43 and Hidden Springs Road. This eliminates two poorly functioning signalized three-way intersections and replaces them with an improved single four-way signalized multimodal protected intersection. The planned improvements will improve access to the existing TriMet park and ride facility at this location. This will be a significant improvement for transit users in the area who are often seen walking along the edge of the Highway and crossing dirt and grass areas to get from the bus to the park and ride lot.</p> <p>As Phase I of the multimodal transportation improvements planned for the entire length of Highway 43 in West Linn, the project provides a complete solution by connecting transit and neighborhood commercial centers with residential areas, a state park, a university, and senior facilities. Project funding will complete construction of all Phase I improvements. The project is already in the regional STIP recommendation to the OTC, however lack of RFFA funding jeopardizes the STIP funding.</p>

2019-21 RFFA Project Summary

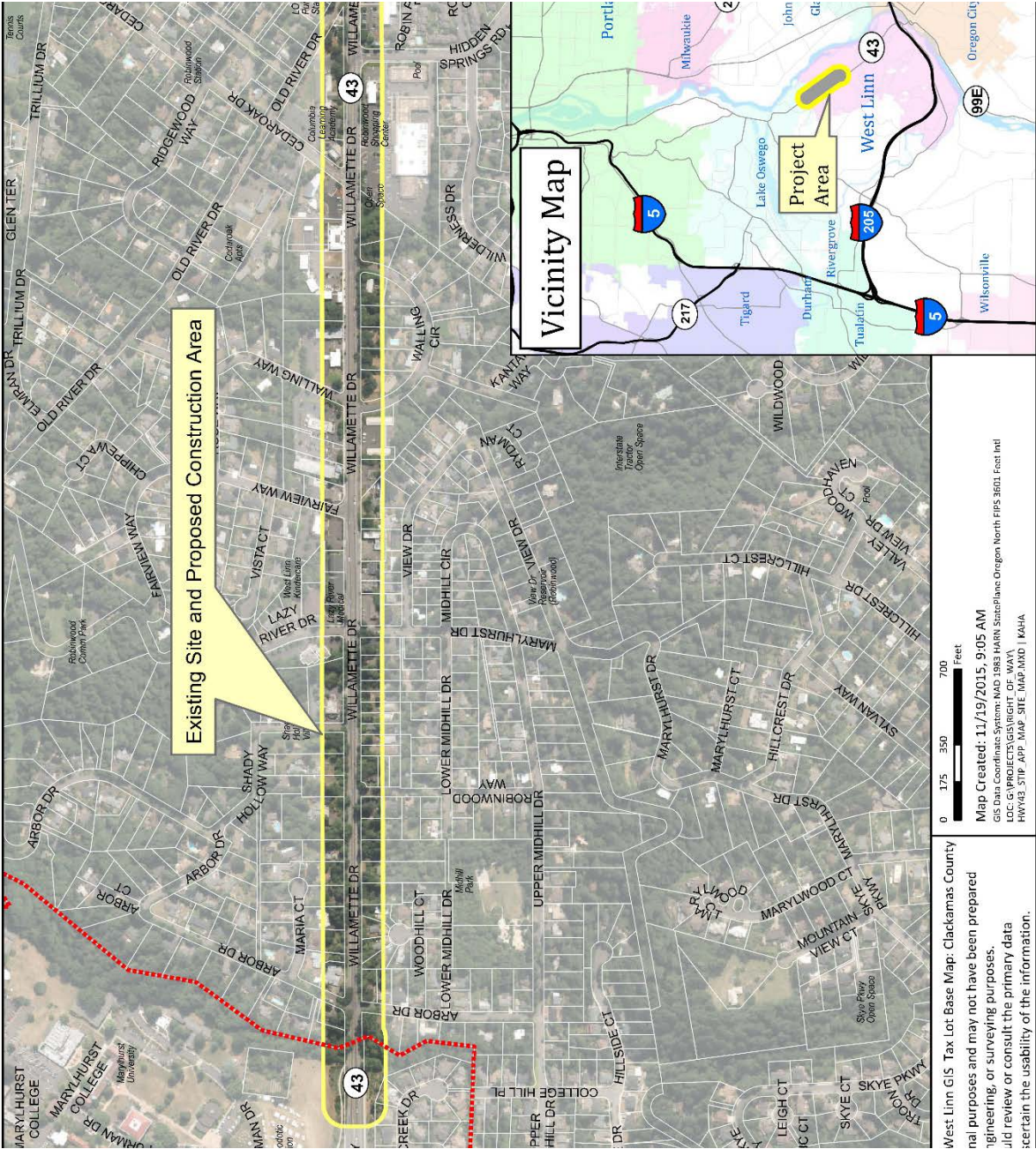
Project Funding

RFFA funding request by project phase:	Total by Phase	RFFA Request	Local Funds*
Planning & proj. development	\$ 0	\$ 0	\$ 0
PE & Environmental	\$ 780,000	\$ 0	\$ 780,000
ROW acquisition	\$ 500,000	\$ 0	\$ 500,000
Construction	\$ 4,530,000	\$ 3,400,000	\$ 1,130,000
Total	\$ 5,810,000	\$ 3,400,000	\$ 2,410,000

* Local funds includes \$1,100,000 in STIP funding

Project Map

Way 43 Multimodal Transportation Project Area Map



West Linn GIS Tax Lot Base Map: Clackamas County
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2019-21 RFFA Project Summary

Project Description

Project name:	I-5 Pedestrian & Bikeway Bridge (Town Center Loop to Barber Street)
Applicant jurisdiction:	City of Wilsonville
Facility or area: street(s), intersection(s), path or area:	Interstate 5 overcrossing at SW Barber Street and SW Boones Ferry Road Intersection and at SW Town Center Loop West
Beginning facility or milepost:	284.4 (Interstate 5)
Ending facility or milepost:	284.2 (Interstate 5)
Provide a brief description of the project elements:	<p>The project consists of a new 14-foot wide pedestrian and bicycle bridge spanning 290 feet over Interstate 5 and SW Boones Ferry Road, connecting SW Barber Street with SW Town Center Loop West. The bridge will meet ADA standards and tie into existing pedestrian and bike facilities on SW Barber Street, SW Boones Ferry Road, and SW Town Center Loop West. The project will integrate public art, wayfinding, interpretive signage, striping, lighting, trees, and gateway features that create a pedestrian and bike friendly environment. Project elements include:</p> <ul style="list-style-type: none"> • A safe, accessible, and inviting active transportation alternative to the three existing major arterial roadway crossings over a four-mile stretch of the dividing barrier presented by I-5 between east and west Wilsonville. • Expansion of the Metro regional active transportation network by directly connecting the “last mile” between two designated regional bicycle and pedestrian districts, the Wilsonville 2040 Town Center and the SMART Central/WES Station, hub of Wilsonville’s transit system, south terminus of TriMet’s WES commuter rail, and 450 car park and ride, as well as connections to nearby dense high-tech employment/education areas. • Reduced motor vehicle emissions, miles traveled, and traffic congestion at the Wilsonville/I-5 Interchange through less dependence on major arterial road travel for local trips between each side of Wilsonville. • Local access to alternative transportation choices by disadvantaged and low-income communities with higher rates of poverty and lower English-language proficiency located near the project to employment centers, educational institutions, shopping, and other commercial services on each side of Wilsonville, as well as access to regional transit options via the SMART Central Station and TriMet WES Commuter Rail Station. • Active transportation links to the Metro “Intertwine” trail network; Ice Age Tonquin (#29) and Stafford/Boeckman Creek (#51), as well as regional parks; Graham Oaks Nature Park and Memorial Park leading to a high quality of life.

Project Funding

RFFA funding request by project phase:	Total by Phase	RFFA Request	Local Funds
Planning & proj. development	\$0	\$0	\$0
PE & Environmental	\$1,600,000	\$1,100,000	\$500,000
ROW acquisition	\$650,000	\$450,000	\$200,000
Construction*	\$0	\$0	\$0
Total	\$2.250,000	\$1,550,000	\$700,000

* Wilsonville is self-funding construction within 10 years of PE funds being obligated in accordance with FHWA rules.

2019-21 RFFA Project Summary

Project Map

