

Council meeting agenda

Thursday, September 26, 2019

5:00 PM

Metro Regional Center, Council chamber

**Metro Council Public Hearing on Regional Flexible Funds Allocation Project
Proposals**

1. Call to Order and Roll Call

2. Safety Briefing

3. Presentations

3.1 Regional Flexible Funds Allocation Project Proposals [18-5275](#)

Presenter(s): Dan Kaempff, Metro

Attachments: [Memo: 2022-24 Regional Flexible Funds Allocation Public Hearing
Proposed Projects Summary](#)

3.1.1 Public Hearing on Regional Flexible Funds Allocation Project Proposals

Adjourn

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Agenda Item Number 3.1

Regional Flexible Funds Allocation Project Proposals

Presentations

Metro Council Public Hearing
Thursday, September 26, 2019
Metro Council Chamber

Memo



600 NE Grand Ave.
Portland, OR 97232-2736

Date: September 12, 2019
To: Metro Council
From: Dan Kaempff, Principal Transportation Planner
Subject: 2022-24 Regional Flexible Funds Allocation Public Hearing

Purpose

This memo provides background and details for the September 26, 2019 public hearing for the Step 2 project proposals under consideration through the 2022-2024 Regional Flexible Funds Allocation (RFFA) process.

Background

Every three years the Joint Policy Advisory Committee on Transportation (JPACT) and Metro Council decide how to spend the region's allotment of federal transportation money, known locally as the Regional Flexible Funds. The RFFA is the process to identify which transportation projects and programs will these funds. In this cycle, Metro anticipates allocating approximately \$142 million¹, comprised of federal Surface Transportation Block Grant (STBG) and Congestion Mitigation/Air Quality (CMAQ) program funds, to be obligated in the 2022-2024 timeframe.

In April 2019, JPACT and Metro Council adopted the 2022-2024 RFFA policy direction² which affirmed continuing to use a two-step process for how the region is to invest these funds. Details for Step 1 investments, including the regional bonding commitment and funding levels for region-wide programs, can be found in the RFFA policy document.

Step 2 is the process to allocate funds to locally generated Community Investment projects. An estimated \$43 million is targeted for Community Investment Fund projects, divided into two project categories and funding targets.

- **Active Transportation and Complete Streets** (~\$32.25 million): This project focus area prioritizes infrastructure support for non-auto trips and ensuring safe streets that are designed for all users.
- **Regional Freight and Economic Development** (~\$10.75 million): This project focus area supports the development of the region's economy through investment in key freight projects or programs.

Eligible applicants for RFFA Step 2 project funding include:

- Clackamas County and its cities
- Multnomah County and its eastern cities

¹ Funding amount is contingent on information to be provided by ODOT and will be finalized prior to JPACT approval of a final investment package in December, 2019

² https://www.oregonmetro.gov/sites/default/files/2019/04/08/22-24_RFFA_Policy_final_adopted_version.pdf

- Washington County and its cities
- City of Portland
- Oregon DEQ
- TriMet
- ODOT
- Port of Portland
- Parks and Recreation Districts

In order to be eligible to receive RFFA funding, projects must be located within the region's Metropolitan Planning Organization (MPO) boundary.

Metro issued a call for project proposals on April 5, 2019. The deadline for submission was June 21. A total of 23 project proposals were submitted.

The projects were evaluated on how meaningfully they achieve outcomes in the four policy priority areas of the 2018 Regional Transportation Plan (RTP). The four policy areas are:

- advancing **Equity**
- improving **Safety**
- implementing the region's **Climate Smart Strategy**
- managing **Congestion**

These policy priorities emerged through development of the 2018 RTP, and were affirmed by JPACT and Metro Council to be used to evaluate and select projects through the 2022-2024 RFFA.

There are four components that comprise the information TPAC and JPACT will consider.

1. Technical evaluation – measuring the project outcomes and alignment with RTP policy priorities
2. Risk assessment – evaluation of projects for their level of preparedness and risks to project delivery
3. Public comment – a 30-day public comment period is scheduled for September 6 to October 7. During the public comment period, Metro Council will hold a public hearing on September 26, with JPACT members invited and encouraged to attend to hear public testimony.
4. Priority identification – county coordinating committees and the City of Portland will have the opportunity to identify which projects they consider to be their priorities.

TPAC and JPACT will use this information in their discussions of the RFFA projects throughout the fall of 2019, leading to a scheduled adoption of a final project package by Metro Council in January, 2020.

Evaluating the project proposals

The 2022-24 RFFA cycle uses a new evaluation process. Instead of creating an overall numerical score for each project, the new methodology illustrates the relative policy outcomes of the projects.

A team of transportation professionals from regional agencies not submitting project applications evaluated the projects. Team members were:

- Glen Bolen – Oregon Department of Transportation

- Hau Hagedorn – Portland State University/Transportation Research and Education Center
- Dan Kaempff – Metro
- Lake McTighe – Metro
- Jeff Owen – TriMet

In each of the four policy areas, project outcomes were considered in two different ways:

1. the project's **Opportunity** to make improvements in the project area, looking at the level of need with regard to the four policy areas;
2. the public **Benefit** of making those improvements, evaluating how well the project addressed the need

This resulted in eight different policy outcomes to be evaluated for each project. Each of these outcomes was scored on a scale of -1 to +3, as shown in the legend below in Figure 1. The legend provided guidance to the evaluation team on how to evaluate the resultant degree of improvement made the projects in each of the eight policy areas. The descriptions were meant to provide guidance for what is meant by a “significant” vs. “substantial” (etc.) improvement.

Figure 1. – RFFA Scoring Definitions

Significant improvement	Makes a transformative change; improves multiple modes; creates new connections; eliminates a major safety issue; positive impacts on large # of people in EFA; solves major freight access issue (both volume of freight and congestion issue)	3
Substantial improvement	Upgrades existing conditions in a number of ways; improves safety in a high crash area but may not implement highest level of countermeasures possible; improves existing connections; positive impacts on medium # of people in EFA; makes improvements in a moderate freight volume location	2
Partial improvement	Makes improvements in an area that does not have a large number of severe or fatal crashes; does not include many or significant countermeasures (meets minimum standards); does not address needs of many people in EFA; benefits to freight are minimal	1
Does not improve	Project area does not have significant safety issue; does not serve EFA; does not improve connections or access to community places/jobs/transit/etc.; does not improve freight mobility	0
Worsens conditions	Creates more vehicle traffic; exposes more people on bicycles or feet to risk; slows down freight mobility; increases negative impacts on people in an EFA; worsens environmental outcomes	-1

A summary listing of the project proposals and there technical outcomes is included as an attachment to this memo. More detail on the project evaluation can be found at www.oregonmetro.gov/rffa. As can be seen by comparing the individual charts, many of the projects have higher outcomes in certain policy areas and lower outcomes in others. Information is presented in this manner to provide decision-makers with a means of comparing the individual

projects' relative merits in order to create a final package of approved projects that best fulfill the RFFA and RTP policy objectives.

Risk Assessment

The project application included a series of questions intended to gather information on the project's relative stage of preparedness and to identify any risks to the project being delivered as designed, on time and within budget. This information is being reviewed by Kittelson & Associates, who is in the process of preparing a risk assessment report. The report will provide additional context to the policy evaluation outcomes to identify any potential risk that a project may need to change or reduce scope, and therefore change the benefits identified in its performance evaluation rating.

The risk assessment report may also be used in creating recommendations to adjust scope, schedule and/or budget of project proposal to address risks. These adjustments may be identified and addressed:

- a. prior to funding allocation approval by JPACT and Metro Council, and/or incorporated as a condition of approval of project funding,
- b. prior to approval of programming project funding in the TIP, or
- c. during development of the inter-governmental agreement in preparation to issue Notice to Proceed with the project.

Metro and Kittelson have completed an initial assessment of the projects and are preparing questions to send back to the applicants for further information or clarification. Responses to these questions will be used in developing a final risk assessment report, scheduled to be completed in early October, prior to county coordinating committee priority identification processes.

Public Comment

A 30-day public comment period began September 6, focusing on outreach to community and neighborhood organizations, county coordinating committees and other stakeholders. A joint public meeting of JPACT and Metro Council is scheduled for September 26 to give decision-makers the opportunity to hear public testimony on project proposals. The public comment period closes on October 7. A report of input received through the public comment period will be made available along with the Technical Evaluation and Risk Assessment reports to inform the final RFFA decision making process. The public comment website can be found at www.oregonmetro.gov/rffa.

Priority identification

Each county coordinating committee and the City of Portland will have the opportunity to provide recommendations to decision-makers on which projects submitted from their jurisdictions best reflect their local priorities. Recommendations should be provided to TPAC and JPACT for the JPACT meeting on November 21, 2019.

2022-2024 RFFA Project Selection Timeline

Technical analysis & public input	Project evaluation & risk assessment	June- August
	Public comment period	Sept. 6 – Oct. 7
	Council public hearing (with JPACT members invited)	September 26
Identifying county coordinating committee priorities	Report and discussion with TPAC/JPACT on evaluation, risk assessment, draft public comment report	TPAC: October 4 JPACT: October 17
	Final public comment report	October
	Coordinating committee discussion, identification of priorities	October, November
Developing and adopting the final approved 22-24 RFFA investment package	TPAC, JPACT discussion	TPAC: November 1 JPACT: November 21
	TPAC recommendation	December 6
	JPACT direction to Council on investment package	December 19
	Council action to adopt investment package	January, 2020

Step 2 RFFA project applications received

	<u>County</u>	<u>Applicant</u>	<u>Project name</u>	<u>RFFA request</u>	<u>Total project</u>	<u>Purpose</u>
Active Transportation & Complete Streets						
1	CL	Clackamas Co	Courtney Ave Bike/Ped Improvements	\$ 5,079,992	\$ 5,661,420	Construction
2	CL	Gladstone	Trolley Trail Bridge Replacement	\$ 1,228,800	\$ 1,375,800	Project Dev.
3	CL	Milwaukie	Monroe Greenway	\$ 3,860,788	\$ 10,182,688	Construction
4	CL	Oregon City	Hwy 99E Bike/Ped Improvements	\$ 673,000	\$ 753,000	Project Dev.
5	CL	West Linn	Hwy 43	\$ 6,468,000	\$ 9,240,000	Construction
6	PDX	Portland	Willamette Blvd AT Corridor	\$ 4,456,000	\$ 6,106,000	PD, Cons
7	PDX	Portland	MLK Blvd Safety & Access to Transit	\$ 4,123,000	\$ 4,723,000	PD, Cons
8	PDX	Portland	Central City in Motion: Belmont-Morrison	\$ 4,523,400	\$ 6,462,000	PD, Cons
9	PDX	Portland	Stark/Washington Corridor Improvements	\$ 5,332,000	\$ 6,532,000	PD, Cons
10	PDX	Portland	122nd Ave Corridor Improvements	\$ 4,543,700	\$ 6,491,000	PD, Cons
11	PDX	Portland	Springwater to 17th Trail	\$ 5,534,000	\$ 6,534,000	PD, Cons
12	PDX	Portland	Taylor's Ferry Transit Access & Safety	\$ 3,676,000	\$ 4,276,000	PD, Cons
13	MU	Gresham	Division St Complete Street	\$ 5,240,760	\$ 6,840,760	PD, Cons
14	WA	Forest Grove	Council Creek Trail	\$ 1,345,950	\$ 1,500,000	Project Dev.
15	WA	Tigard	Red Rock Creek Trail	\$ 314,055	\$ 350,000	Project Dev.
16	WA	Tigard	Bull Mountain Rd Complete St	\$ 4,486,500	\$ 5,000,000	Construction
17	WA	Washington Co	Aloha Safe Access to Transit	\$ 5,193,684	\$ 5,788,125	Construction
18	WA	Washington Co	Cornelius Pass Bike/Ped Bridge (US 26)	\$ 628,110	\$ 700,000	Project Dev.
Freight Mobility & Economic Development						
19	CL	Clackamas Co	Clackamas Industrial Area ITS	\$ 1,768,040	\$ 1,970,400	Construction
20	PDX	Portland	Cully/Columbia Freight Improvements	\$ 3,434,193	\$ 5,084,193	PD, Cons
21	WA	Sherwood	Blake St Design	\$ 785,137	\$ 875,000	Project Dev.
For consideration in both categories						
22	MU	Multnomah Co	Sandy Blvd: Gresham to 230th	\$ 1,275,985	\$ 1,422,025	Project Dev.
23	MU	Multnomah Co	223rd & Sandy to RR Undercrossing	\$ 3,862,190	\$ 4,304,234	PD, Cons
			Total RFFA requests:	\$ 77,833,284		
			Estimated Step 2 funding:	\$ 43,278,025		
			(difference):	\$ (34,555,259)		

Proposed projects summary

2022-24 regional flexible funds allocation

September 2019



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Metro is the federally mandated metropolitan planning organization designated by the governor to develop an overall transportation plan and to allocate federal funds for the region.

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

Project web site: oregonmetro.gov/rffa

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PURPOSE AND BACKGROUND

Every few years, Metro has an opportunity to help make those projects happen with something called regional flexible funds – money from the federal government that can be used for a wide range of projects.

It's not a lot of money – expected to be about \$145 million over three years, just five percent of transportation funding spent in the tri-county region – but it can help with crucial gaps and long-awaited fixes.

This booklet summarizes the 23 projects proposed by the cities and counties of the greater Portland region to qualify for approximately \$43 million in funds set aside for improvements for walking, biking, access to transit and moving freight. Total request for these projects adds up to about \$78 million.

Evaluation

Each of the projects have been evaluated on how meaningfully they achieve outcomes in the four policy priority areas of the [2018 Regional Transportation Plan](#):

- advancing social equity
- improving safety
- implementing the region's [Climate Smart Strategy](#)
- managing congestion

The current conditions, design of the project and ongoing effect of the proposed investment were examined to score the opportunity and benefit within each of the policy areas. The project's opportunity score measured the level of need in the policy area, while the benefit score measured how well the project addressed the need.

Points further from the center of the chart show greater opportunity or benefit.

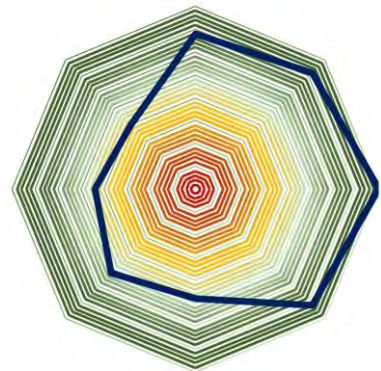
Comment opportunity – Sept. 6 through Oct. 7, 2019

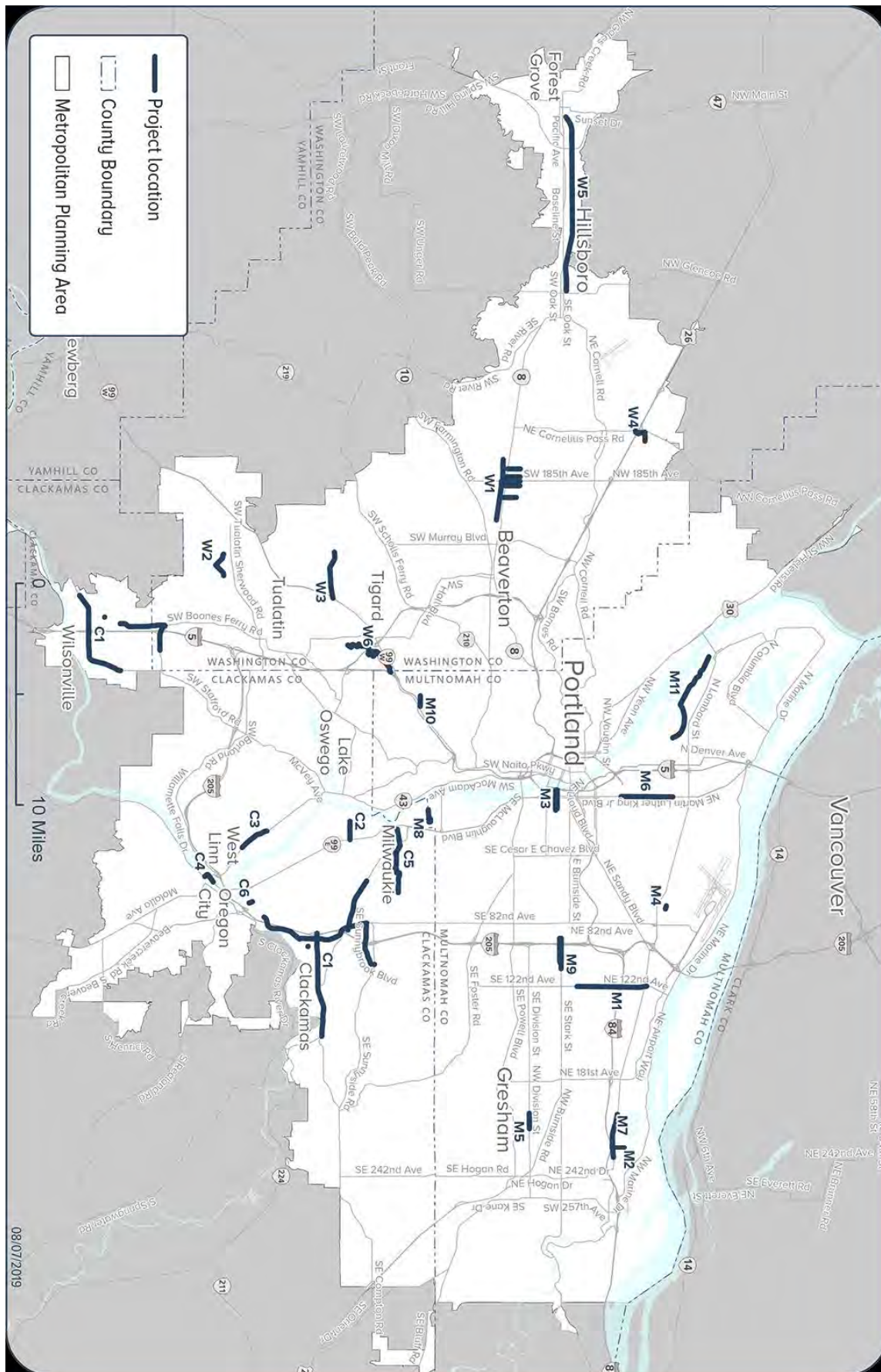
After reviewing project proposals, share your views in an online survey at surveymonkey.com/r/43million or by:

- email to transportation@oregonmetro.gov
- mail to Transportation Planning, 600 NE Grand Ave., Portland, OR, 97232
- phone at 503-797-1757 or TDD 503-797-1850.



Find out more about the 2022-24 regional flexible funds allocation and review full proposals at oregonmetro.gov/rffa.





PROPOSED PROJECTS

Clackamas County

C1: Clackamas Industrial Area freight ITS

C2: Courtney Avenue biking and walking

C3: Highway 43 biking and walking

C4: Highway 99E biking and walking

C5: Monroe Greenway

C6: Trolley Trail Bridge replacement

Multnomah County

M1: 122nd Avenue active transportation

M2: 223rd Avenue biking and walking

M3: Belmont/Morrison biking and walking

M4: Columbia/Cully freight

M5: Division Street biking and walking

M6: MLK Boulevard safety and access to transit

M7: Sandy Boulevard biking and walking

M8: Springwater Trail to 17th Avenue Trail

M9: Stark/Washington biking and walking

M10: Taylors Ferry Road transit access safety

M11: Willamette Boulevard active transportation

Washington County

W1: Aloha safe access to transit

W2: Blake Street design

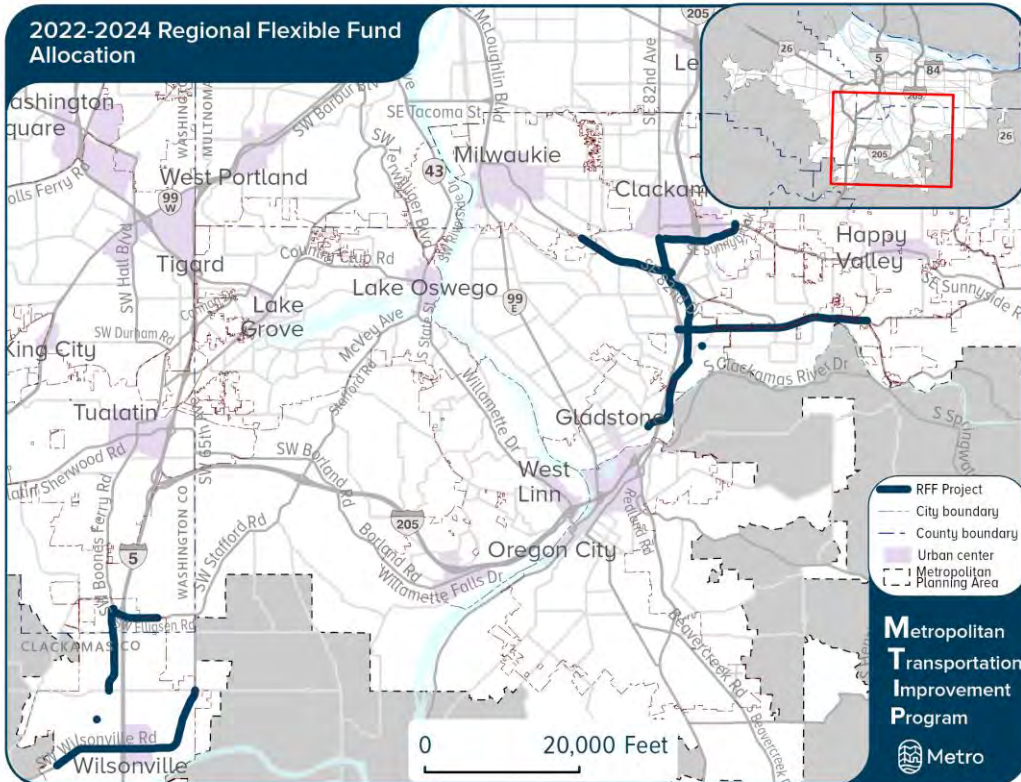
W3: Bull Mountain Road biking and walking

W4: Cornelius Pass biking and walking bridge

W5: Council Creek Trail biking and walking

W6: Red Rock Creek Trail biking and walking

C1: Clackamas Industrial Area freight ITS



Clackamas Industrial Area intelligent transportation systems

Sponsor: Clackamas County

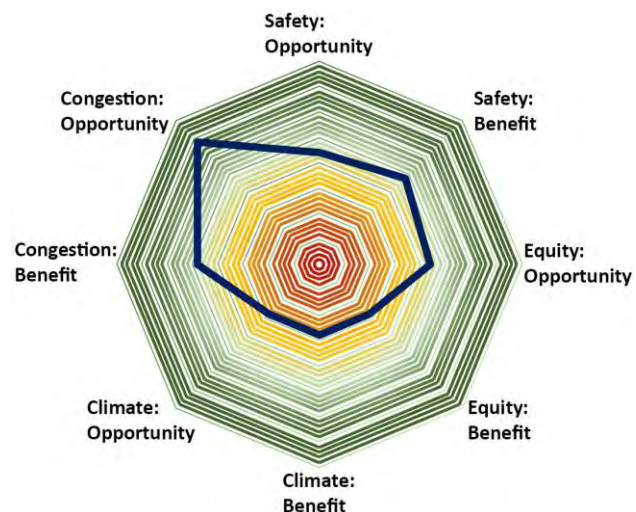
Requested amount: \$1,768,040

Total project cost: \$1,970,400

Purpose: Construction

Description: Builds intelligent transportation system technological improvements to improve freight movement, reliability and safety.

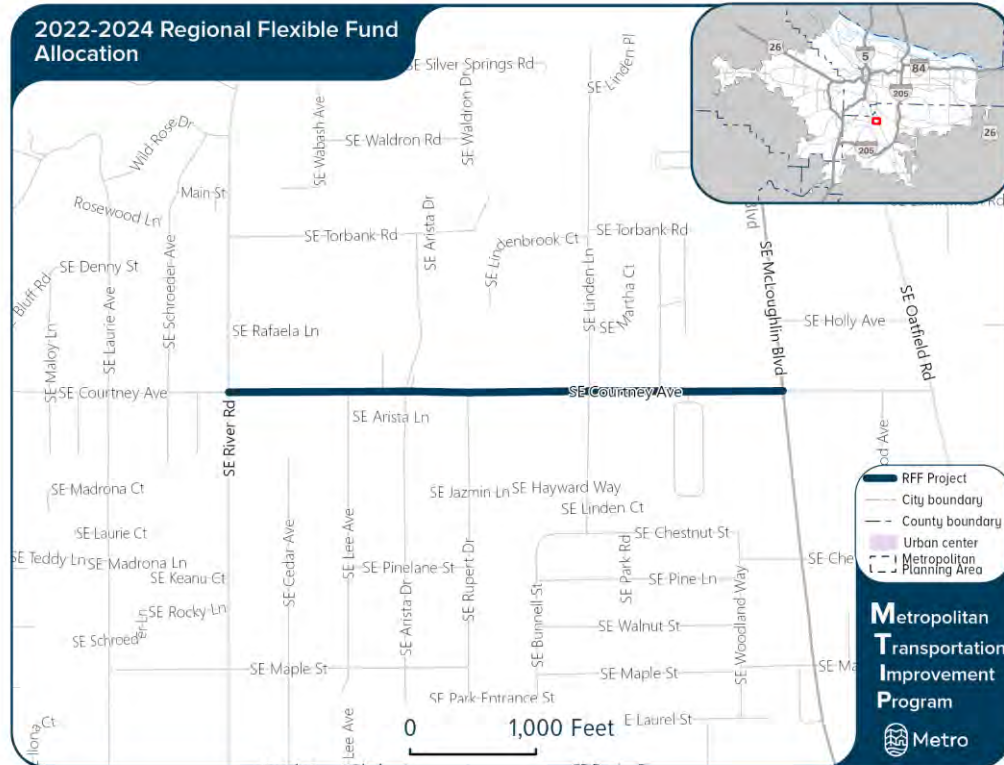
Evaluation



Points further from the center of the chart show greater opportunity or benefit in the four policy priority areas.

The project's opportunity score measured the level of need in the policy area, while the benefit score measured how well the project addressed the need.

C2: Courtney Avenue biking and walking



Courtney Avenue: River Road to OR 99E (McLoughlin Blvd)

Sponsor: Clackamas County

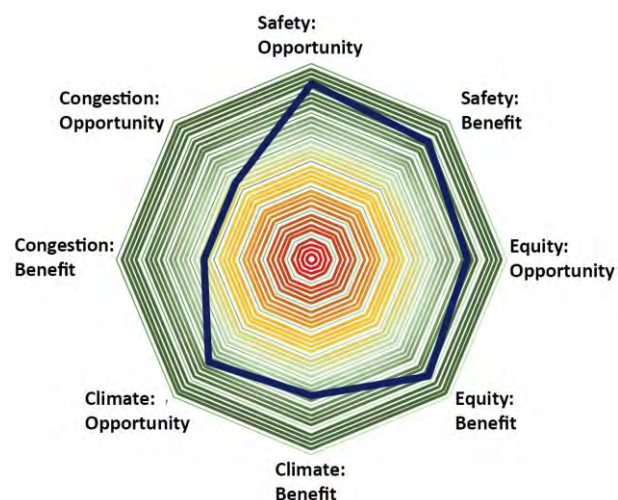
Requested amount: \$5,079,992

Total project cost: \$5,661,420

Purpose: Construction

Description: Provides separated sidewalks and 8-foot wide buffered bike lanes, intermittent rain gardens for stormwater management, and ADA compliant intersection curb ramps and crosswalk enhancements at two intersections. Provides direct walking and biking east-west connection to the Trolley Trail.

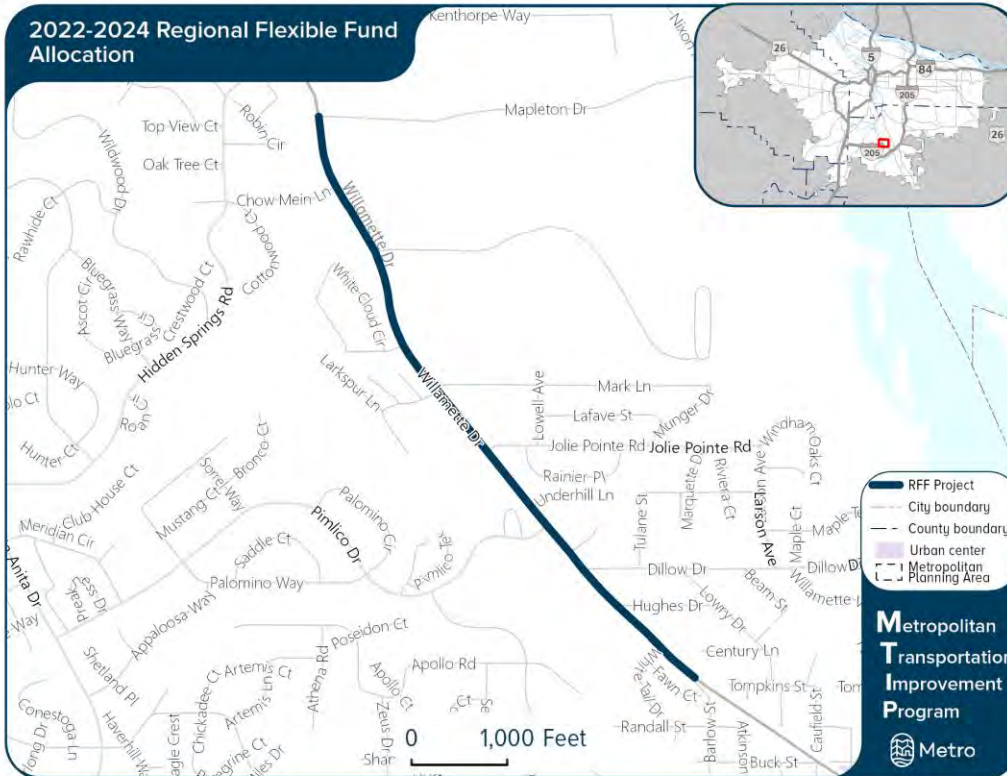
Evaluation



Points further from the center of the chart show greater opportunity or benefit in the four policy priority areas.

The project's opportunity score measured the level of need in the policy area, while the benefit score measured how well the project addressed the need.

C3: Highway 43 biking and walking



OR43 (Willamette Dr): Mapleton Drive to Barlow Street

Sponsor: City of West Linn

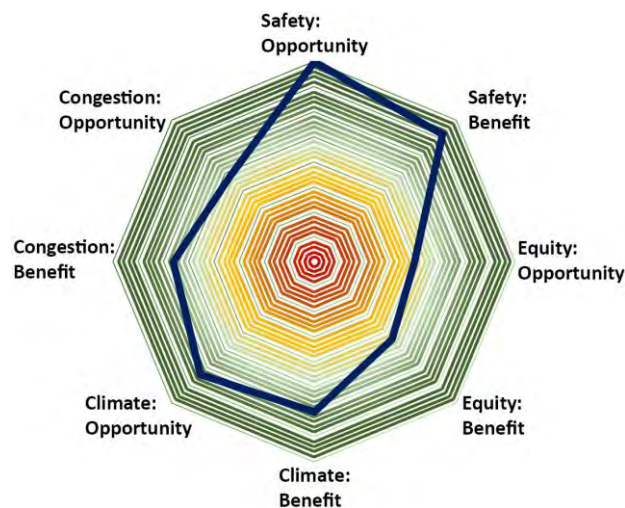
Requested amount: \$6,468,000

Total project cost: \$9,240,000

Purpose: Construction

Description: Provides continuation of grade-separated protected sidewalks and bike paths along Highway 43 from Mapleton Drive to Barlow Street. Creates walking and biking safeguards at intersections with raised corner bike refuge islands, multiuse marked crossings and other improvements.

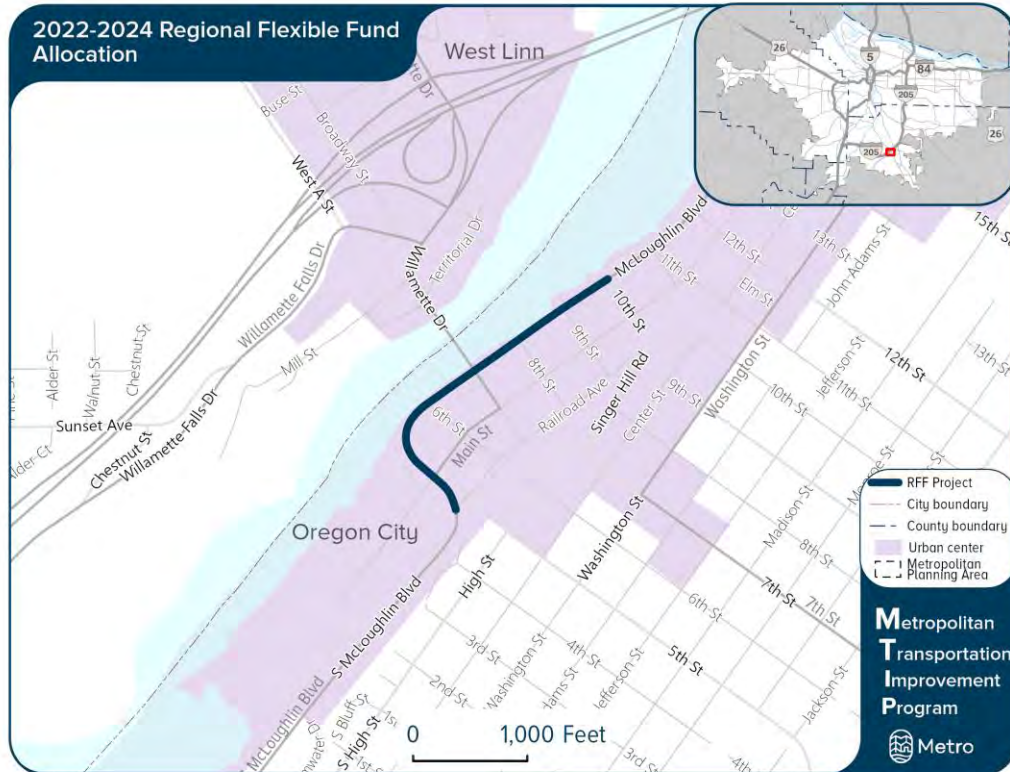
Evaluation



Points further from the center of the chart show greater opportunity or benefit in the four policy priority areas.

The project's opportunity score measured the level of need in the policy area, while the benefit score measured how well the project addressed the need.

C4: Highway 99E biking and walking



OR99E: 10th Street to railroad tunnel

Sponsor: City of Oregon City

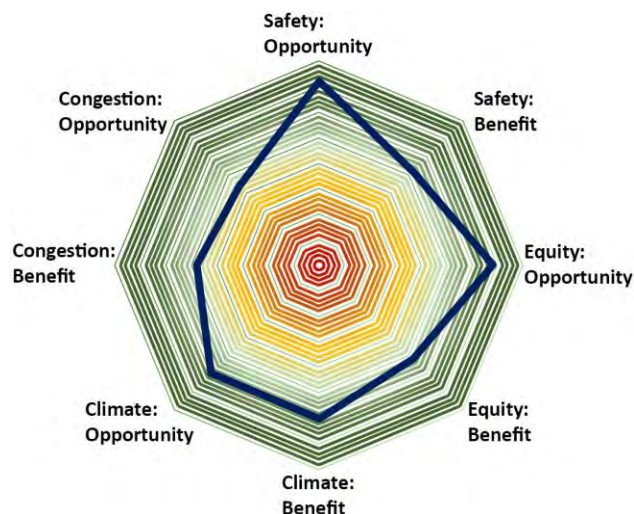
Requested amount: \$673,000

Total project cost: \$753,000

Purpose: Project development

Description: Provides design for the final phase of the McLoughlin Boulevard Enhancement Plan to close the walking and biking gap between McLoughlin and the Willamette Falls Riverwalk and to recreate McLoughlin as a complete street from the tunnel to 10th Street.

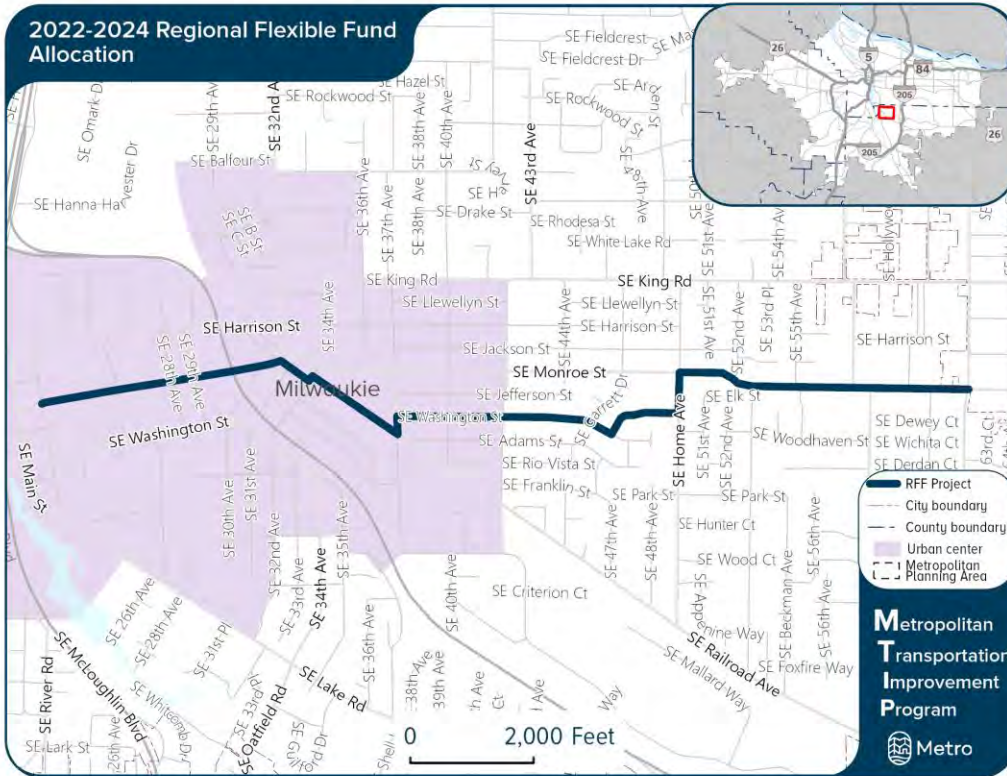
Evaluation



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The project's opportunity score measured the level of need in the policy area, while the benefit score measured how well the project addressed the need.

C5: Monroe Greenway



Monroe Street Greenway: 21st Avenue to Linwood Avenue

Sponsor: City of Milwaukie

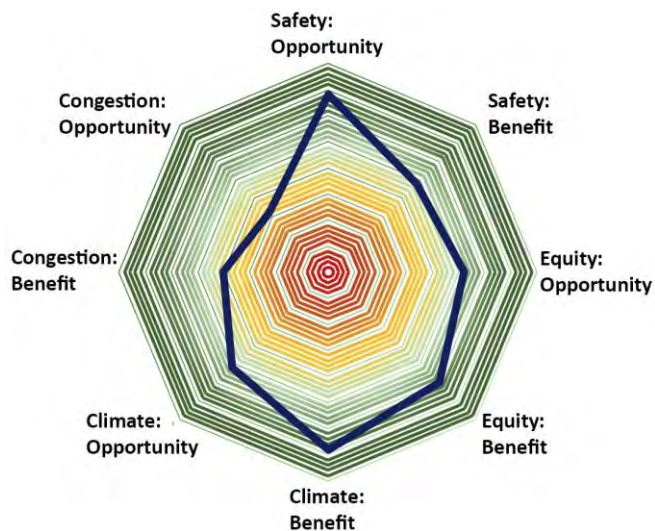
Requested amount: \$3,860,788

Total project cost: \$10,182,688

Purpose: Construction

Description: Creates a neighborhood greenway for safer walking and biking on Monroe Street. Connects Milwaukie's central neighborhoods with downtown, the Trolley Trail, the 17th Avenue bikeway to the west, and the Clackamas Regional Center to the east.

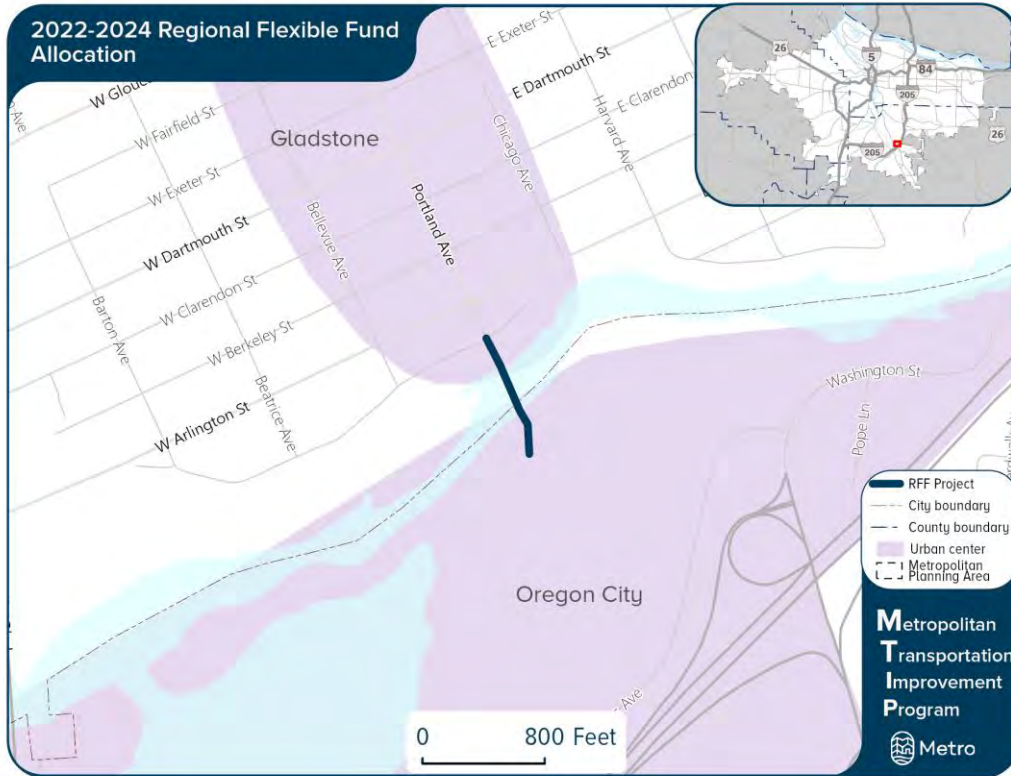
Evaluation



Points further from the center of the chart show greater opportunity or benefit in the four policy priority areas.

The project's opportunity score measured the level of need in the policy area, while the benefit score measured how well the project addressed the need.

C6: Trolley Trail Bridge replacement



Trolley Trail Bridge over Clackamas River: Portland Avenue to Clackamas River Greenway Trail

Sponsor: City of Gladstone

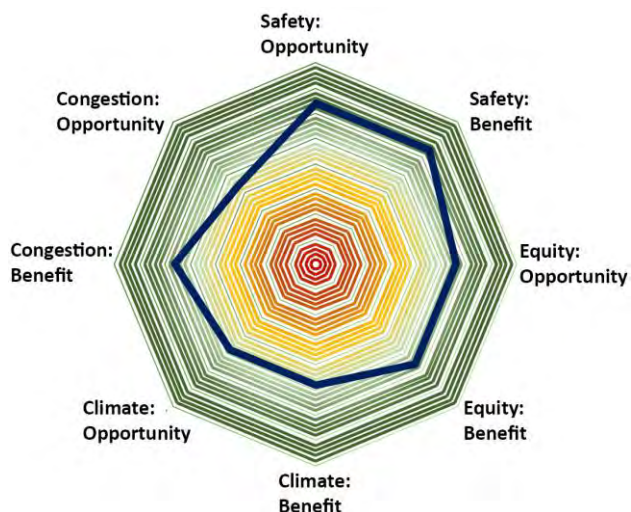
Requested amount: \$1,228,800

Total project cost: \$1,375,800

Purpose: Project development

Description: Plans, engineers and provides cost estimate for constructing a new walking and biking bridge connecting downtown Gladstone and downtown Oregon City.

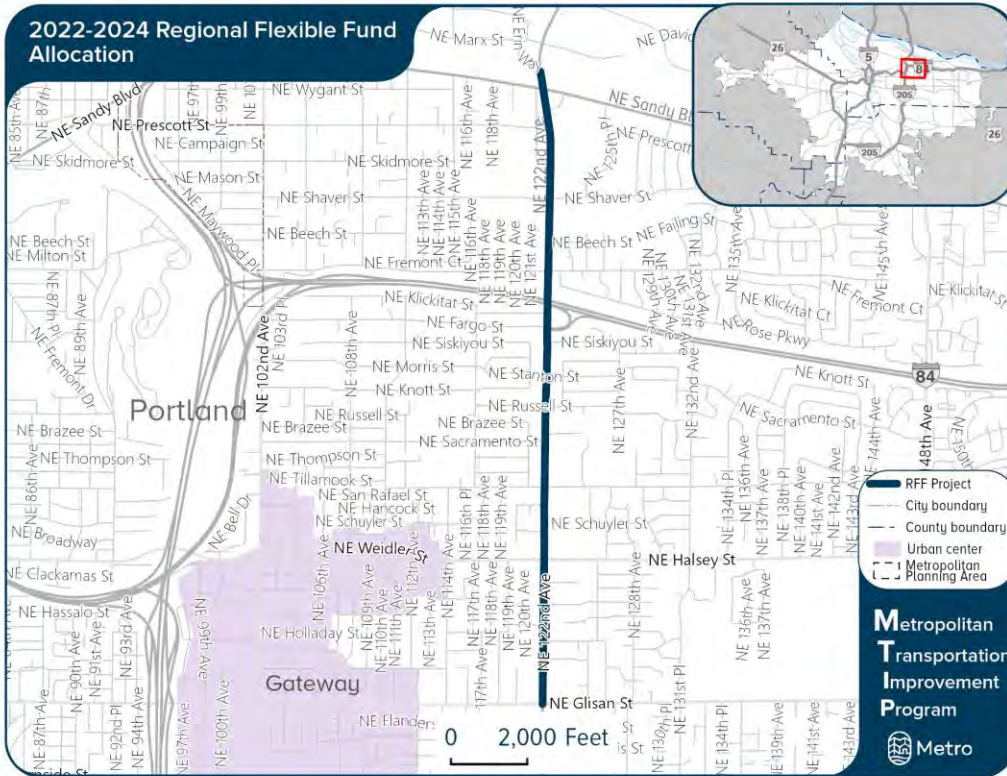
Evaluation



Points further from the center of the chart show greater opportunity or benefit in the four policy priority areas.

The project's opportunity score measured the level of need in the policy area, while the benefit score measured how well the project addressed the need.

M1: 122nd Avenue active transportation



122nd Avenue: Sandy Boulevard to Burnside Street

Sponsor: City of Portland

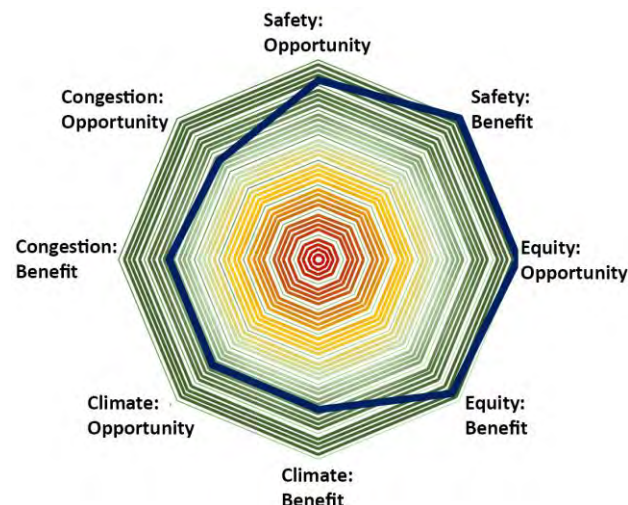
Requested amount: \$4,543,700

Total project cost: \$6,491,000

Purpose: Project development, construction

Description: Constructs high-priority enhanced pedestrian crossings, bikeway improvements, and enhanced transit improvements along 122nd Avenue.

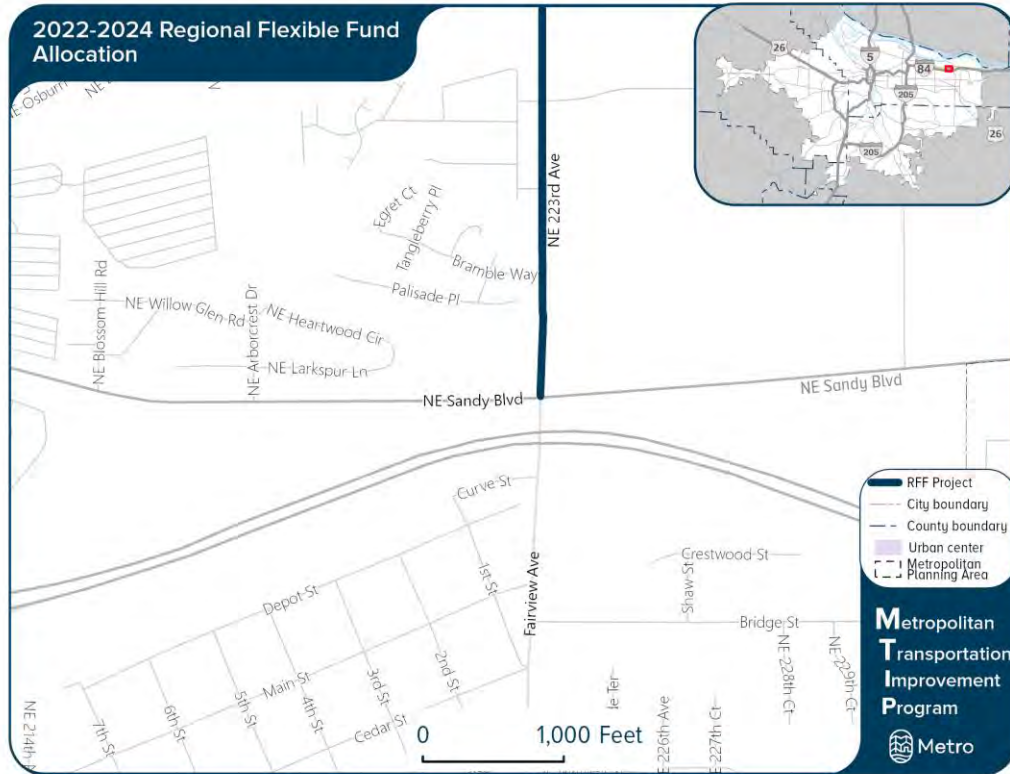
Evaluation



Points further from the center of the chart show greater opportunity or benefit in the four policy priority areas.

The project's opportunity score measured the level of need in the policy area, while the benefit score measured how well the project addressed the need.

M2: 223rd Avenue biking and walking



223rd Avenue: UPRR undercrossing to Sandy Boulevard

Sponsor: Multnomah County

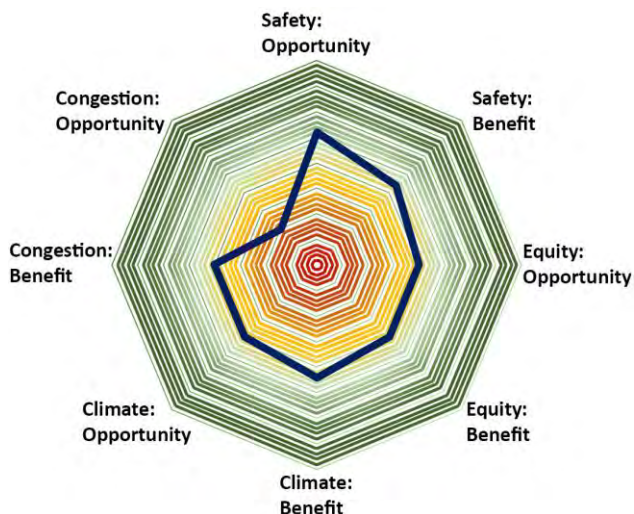
Requested amount: \$3,862,190

Total project cost: \$4,304,234

Purpose: Project development, construction

Description: Provides walking and biking access along 223rd Avenue between Sandy Boulevard to north of Townsend Way.

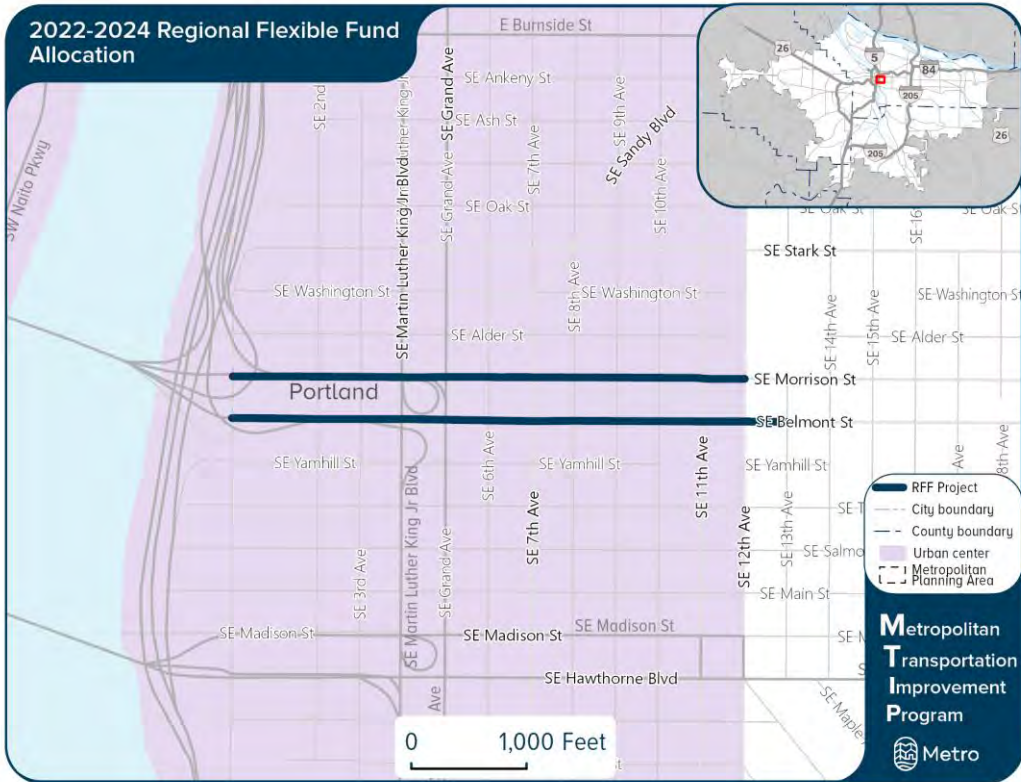
Evaluation



Points further from the center of the chart show greater opportunity or benefit in the four policy priority areas.

The project's opportunity score measured the level of need in the policy area, while the benefit score measured how well the project addressed the need.

M3: Belmont/Morrison biking and walking



Belmont and Morrison streets: Water Avenue to 13th Avenue

Sponsor: City of Portland

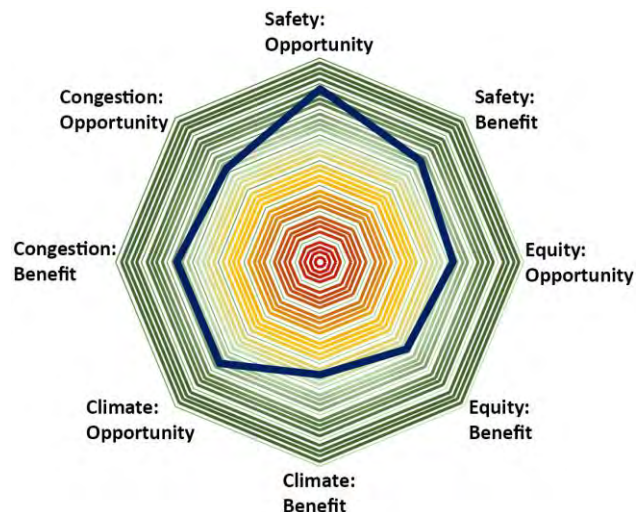
Requested amount: \$4,523,400

Total project cost: \$6,462,000

Purpose: Project development, construction

Description: Constructs pedestrian crossings, protected bike lanes and enhanced transit improvements along the Belmont/Morrison couplet in the Central Eastside.

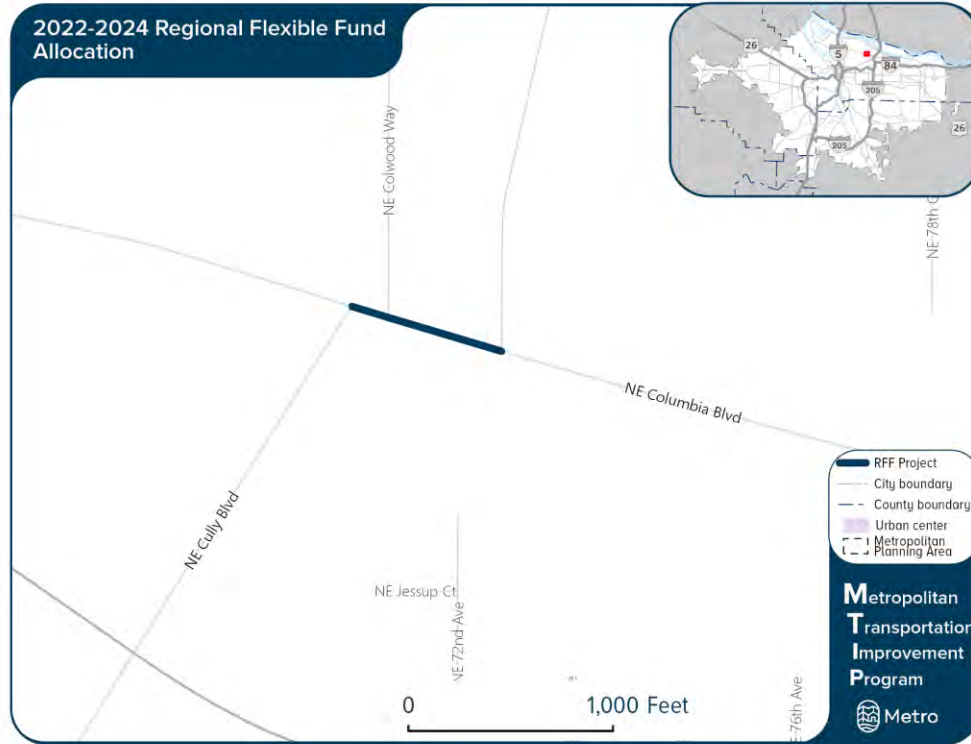
Evaluation



Points further from the center of the chart show greater opportunity or benefit in the four policy priority areas.

The project's opportunity score measured the level of need in the policy area, while the benefit score measured how well the project addressed the need.

M 4: Columbia/Cully freight



Columbia Boulevard: Cully Boulevard and Alderwood Road intersections

Sponsor: City of Portland

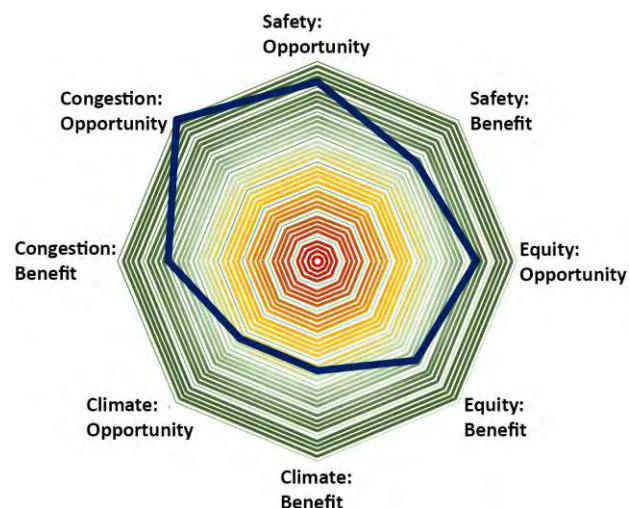
Requested amount: \$3,434,193

Total project cost: \$5,084,193

Purpose: Project development, construction

Description: Constructs intersection improvements at Northeast Columbia Boulevard at Cully Boulevard and Alderwood Road to enhance freight movement, including a new traffic signal, turn lanes and railroad crossing improvements. Includes separated sidewalks and multiuse path.

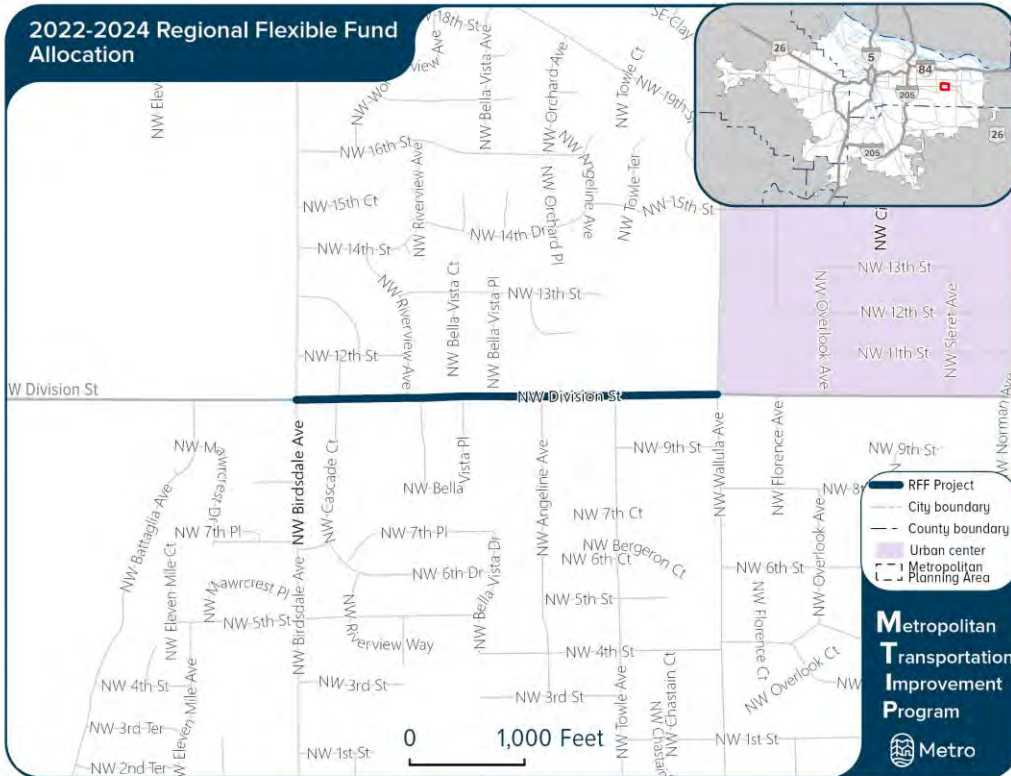
Evaluation



Points further from the center of the chart show greater opportunity or benefit in the four policy priority areas.

The project's opportunity score measured the level of need in the policy area, while the benefit score measured how well the project addressed the need.

M5: Division Street biking and walking



Division Street: Birdsdale Avenue to Wallula Avenue

Sponsor: City of Gresham

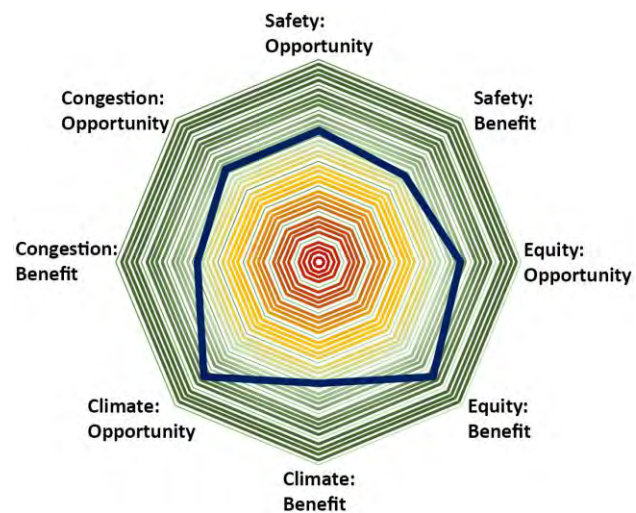
Requested amount: \$5,240,760

Total project cost: \$6,840,760

Purpose: Project development, construction

Description: Extends walking and biking connections on Northwest Division between Wallula and Birdsdale avenues. Adds continuous and ADA-compliant sidewalks, curbs, curb ramps and bike lanes.

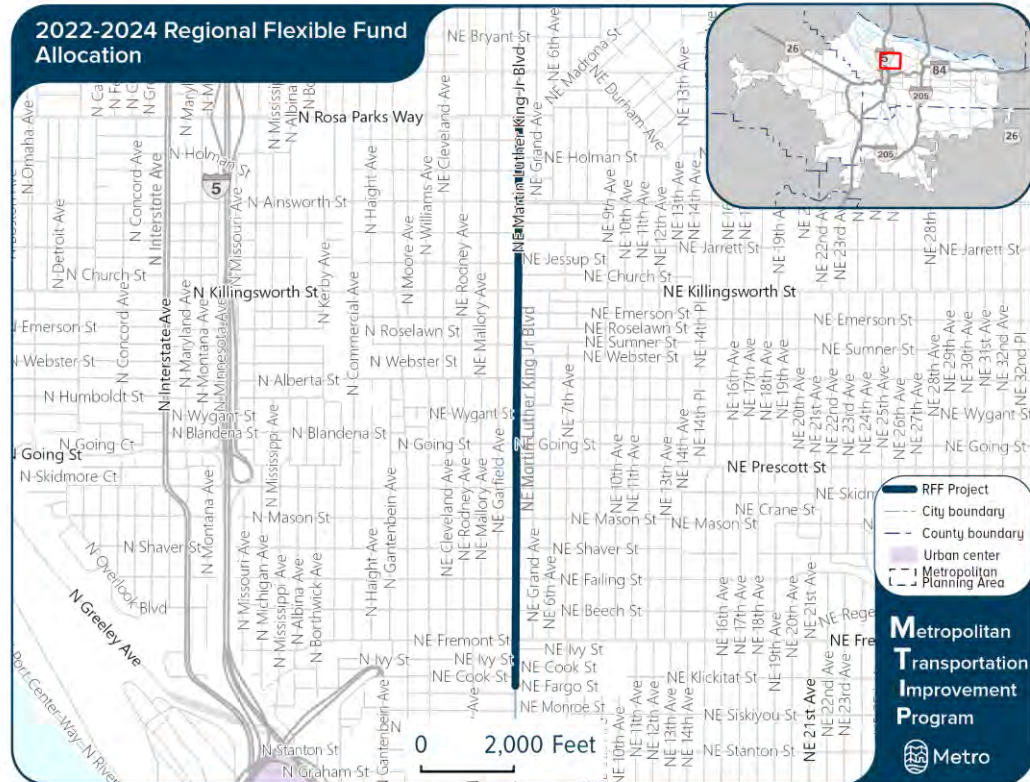
Evaluation



Points further from the center of the chart show greater opportunity or benefit in the four policy priority areas.

The project's opportunity score measured the level of need in the policy area, while the benefit score measured how well the project addressed the need.

M6: MLK Boulevard safety and access to transit



MLK Boulevard: Cook Street to Highland Street

Sponsor: City of Portland

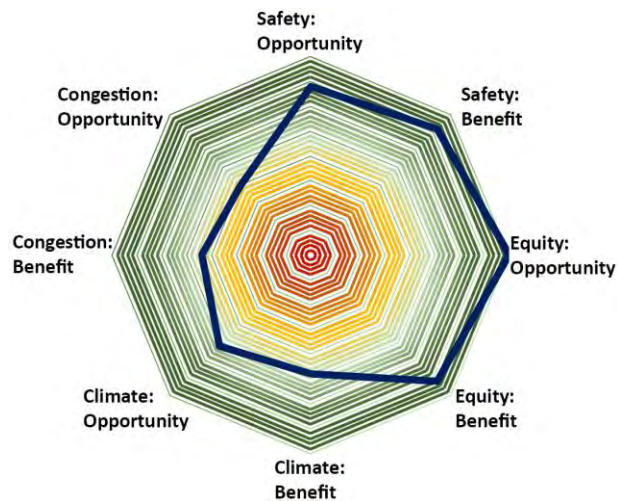
Requested amount: \$4,123,000

Total project cost: \$4,723,000

Purpose: Project development, construction

Description: Constructs high-priority enhanced pedestrian crossings and signal upgrades along Northeast Martin Luther King Jr Boulevard to improve walking and biking safety and access to transit.

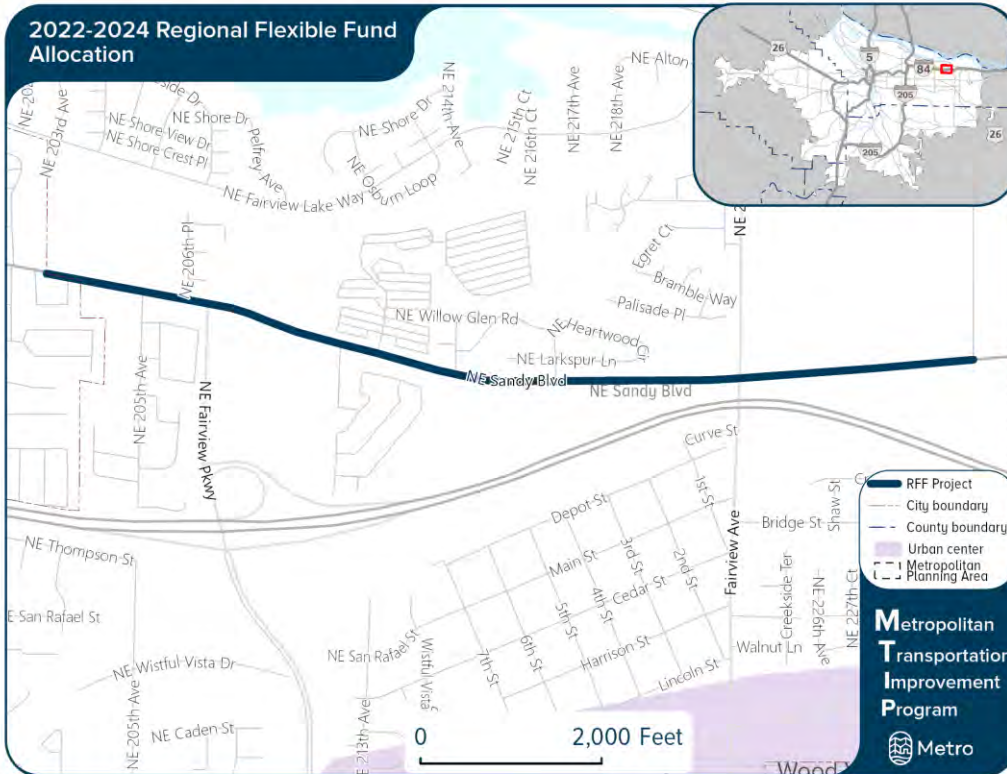
Evaluation



Points further from the center of the chart show greater opportunity or benefit in the four policy priority areas.

The project's opportunity score measured the level of need in the policy area, while the benefit score measured how well the project addressed the need.

M7: Sandy Boulevard biking and walking



Sandy Boulevard: 201st Avenue to 230th Avenue

Sponsor: Multnomah County

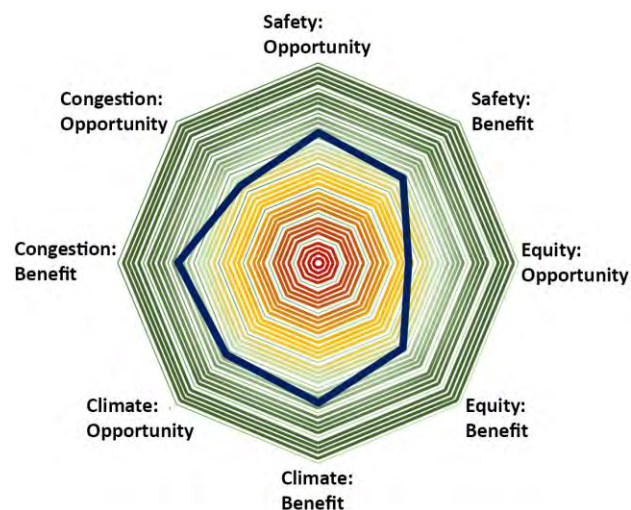
Requested amount: \$1,275,985

Total project cost: \$1,422,025

Purpose: Project development

Description: Designs walking and biking improvements along Sandy Boulevard from the Gresham city limits to Northeast 230th Avenue.

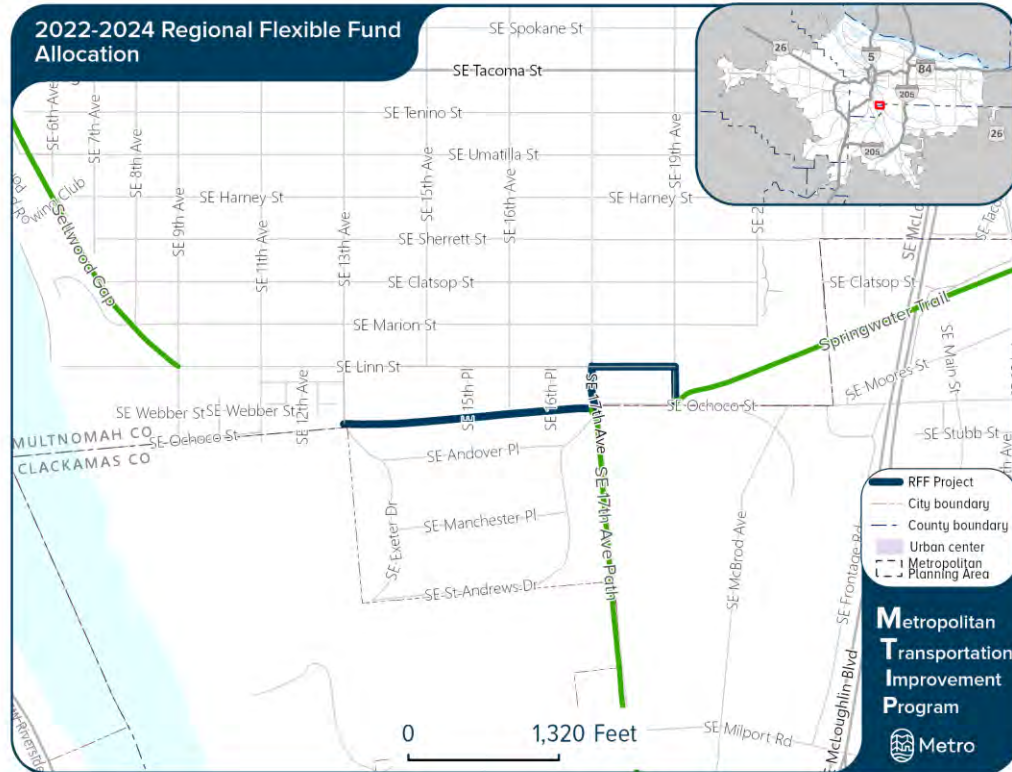
Evaluation



Points further from the center of the chart show greater opportunity or benefit in the four policy priority areas.

The project's opportunity score measured the level of need in the policy area, while the benefit score measured how well the project addressed the need.

M8 Springwater Trail to 17th Avenue Trail



Springwater Corridor: 13th Avenue to 19th Avenue

Sponsor: City of Portland

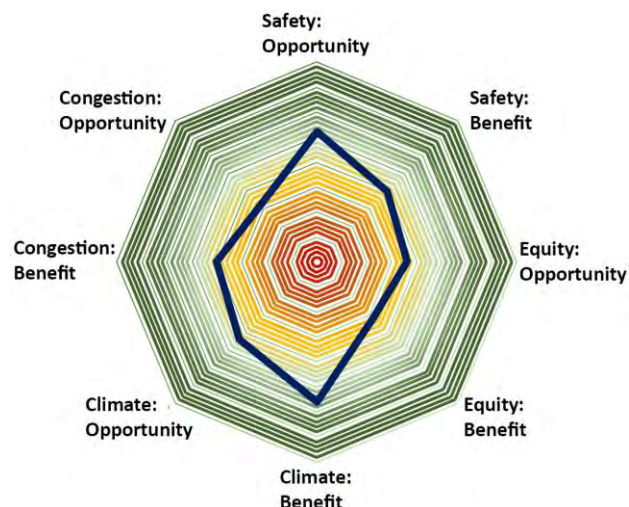
Requested amount: \$5,534,000

Total project cost: \$6,534,000

Purpose: Project development, construction

Description: Extends the Springwater Trail from 13th Avenue to 17th Avenue and extends the 17th Avenue Trail from St Andrews Place to Linn Street, connecting to the Springwater Corridor.

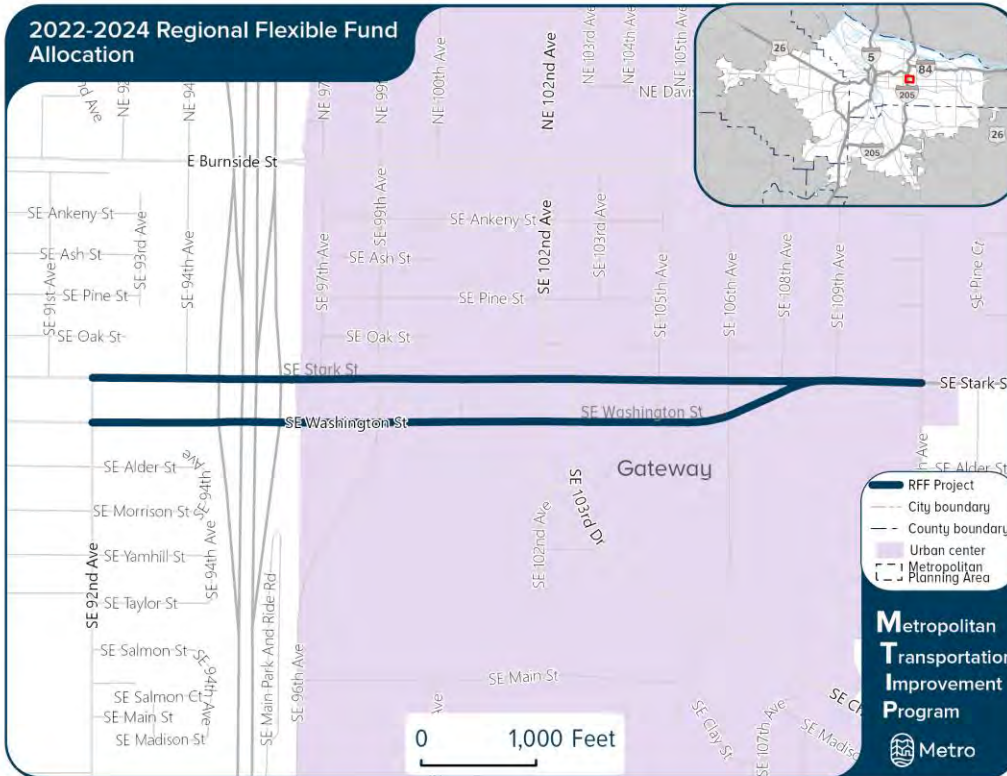
Evaluation



Points further from the center of the chart show greater opportunity or benefit in the four policy priority areas.

The project's opportunity score measured the level of need in the policy area, while the benefit score measured how well the project addressed the need.

M9: Stark/Washington biking and walking



Stark and Washington streets: 92nd Avenue to 109th Avenue

Sponsor: City of Portland

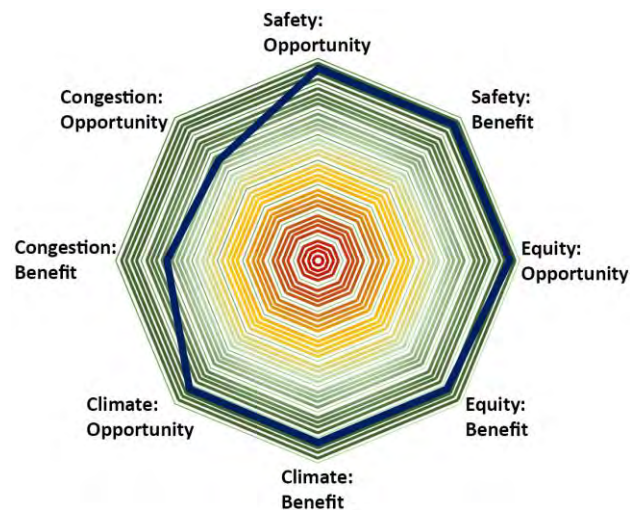
Requested amount: \$5,332,000

Total project cost: \$6,532,000

Purpose: Project development, construction

Description: Implements roadway safety redesign and constructs enhanced pedestrian crossings, transit priority improvements, and protected bikeways in the Stark/Washington couplet in Gateway.

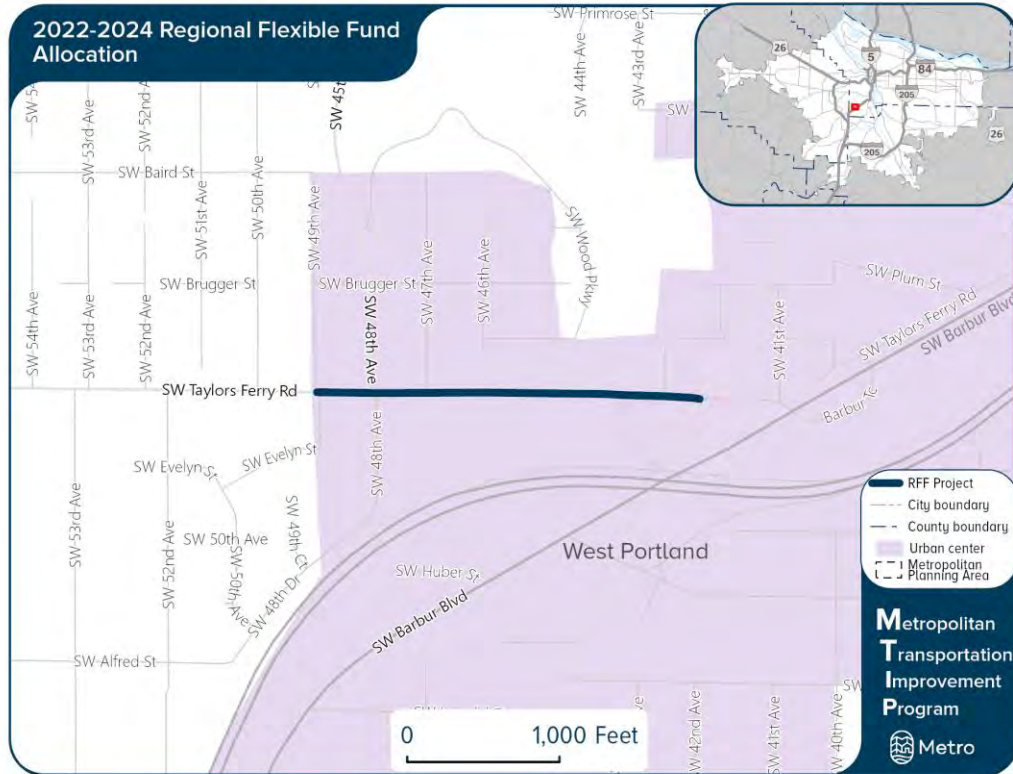
Evaluation



Points further from the center of the chart show greater opportunity or benefit in the four policy priority areas.

The project's opportunity score measured the level of need in the policy area, while the benefit score measured how well the project addressed the need.

M10 Taylors Ferry Road transit access safety



Taylors Ferry Road: 49th Avenue to Capitol Highway

Sponsor: City of Portland

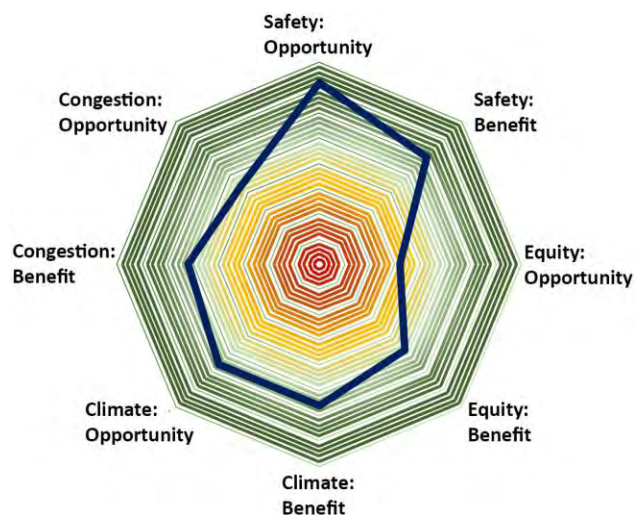
Requested amount: \$3,676,000

Total project cost: \$4,276,000

Purpose: Project development, construction

Description: Constructs high-priority walking and biking connections on West Taylors Ferry Road to provide active transportation access to Southwest Corridor light rail station areas.

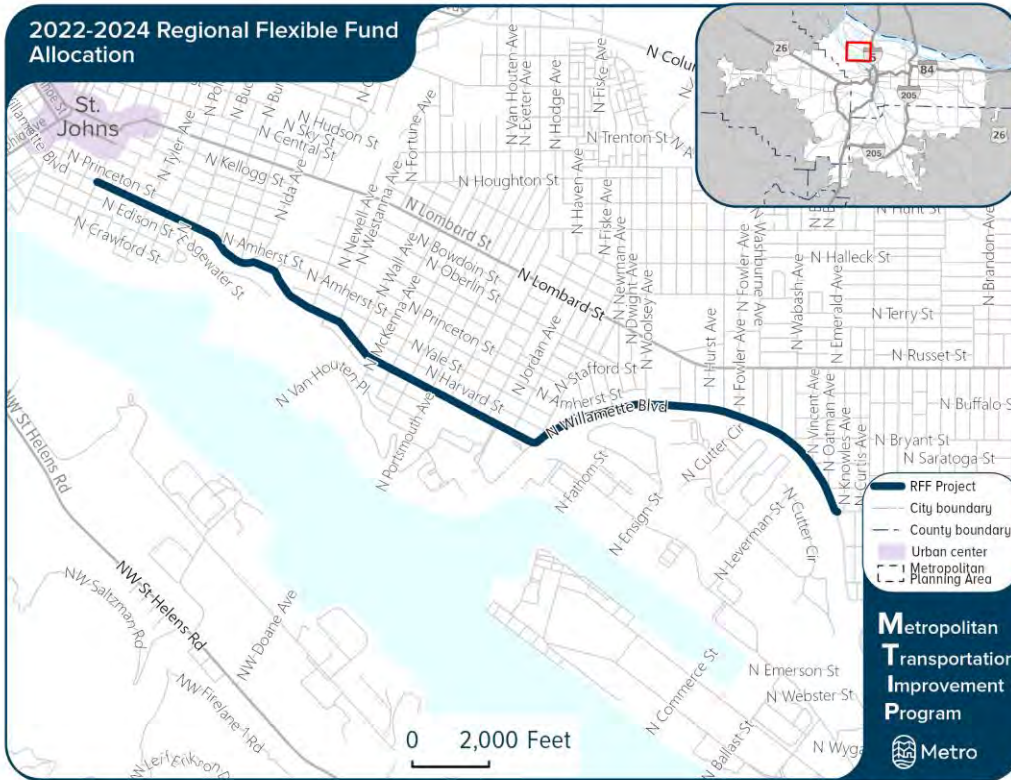
Evaluation



Points further from the center of the chart show greater opportunity or benefit in the four policy priority areas.

The project's opportunity score measured the level of need in the policy area, while the benefit score measured how well the project addressed the need.

M11: Willamette Boulevard active transportation



Willamette Boulevard: Richmond Avenue to Rosa Parks Way

Sponsor: City of Portland

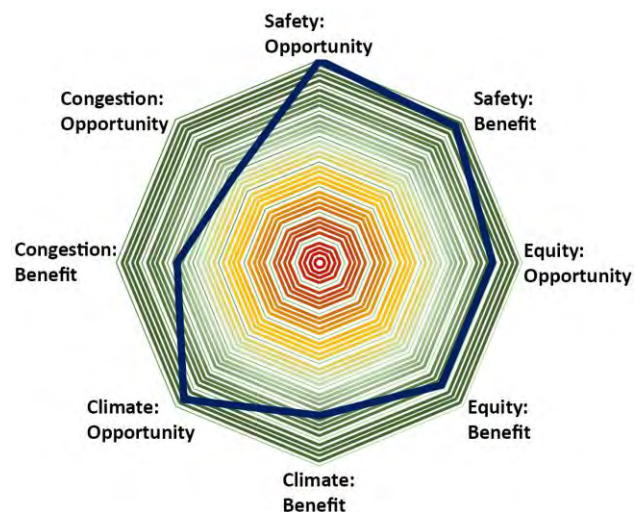
Requested amount: \$4,456,000

Total project cost: \$6,106,000

Purpose: Project development, construction

Description: Enhances existing bike lanes along Willamette Boulevard from Rosa Parks Way to Ida Avenue and extends bike lanes from Ida to Richmond Avenue. Incorporates pedestrian crossings, intersection improvements and transit access improvements.

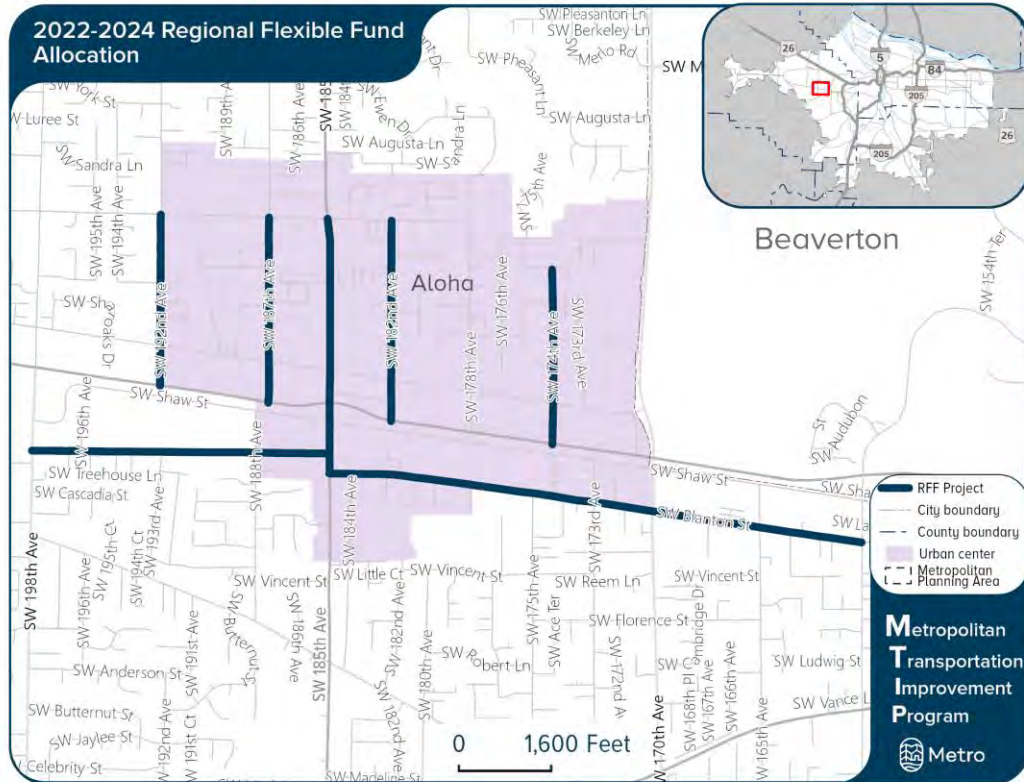
Evaluation



Points further from the center of the chart show greater opportunity or benefit in the four policy priority areas.

The project's opportunity score measured the level of need in the policy area, while the benefit score measured how well the project addressed the need.

W1: Aloha safe access to transit



Aloha area pedestrian projects

Sponsor: Washington County

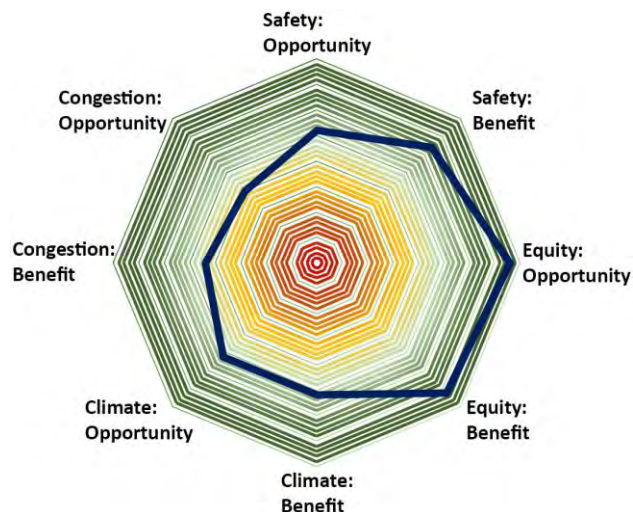
Requested amount: \$5,193,684

Total project cost: \$5,788,125

Purpose: Construction

Description: Designs and builds walking, biking and crossing improvements in Aloha Town Center to increase safety and access to transit.

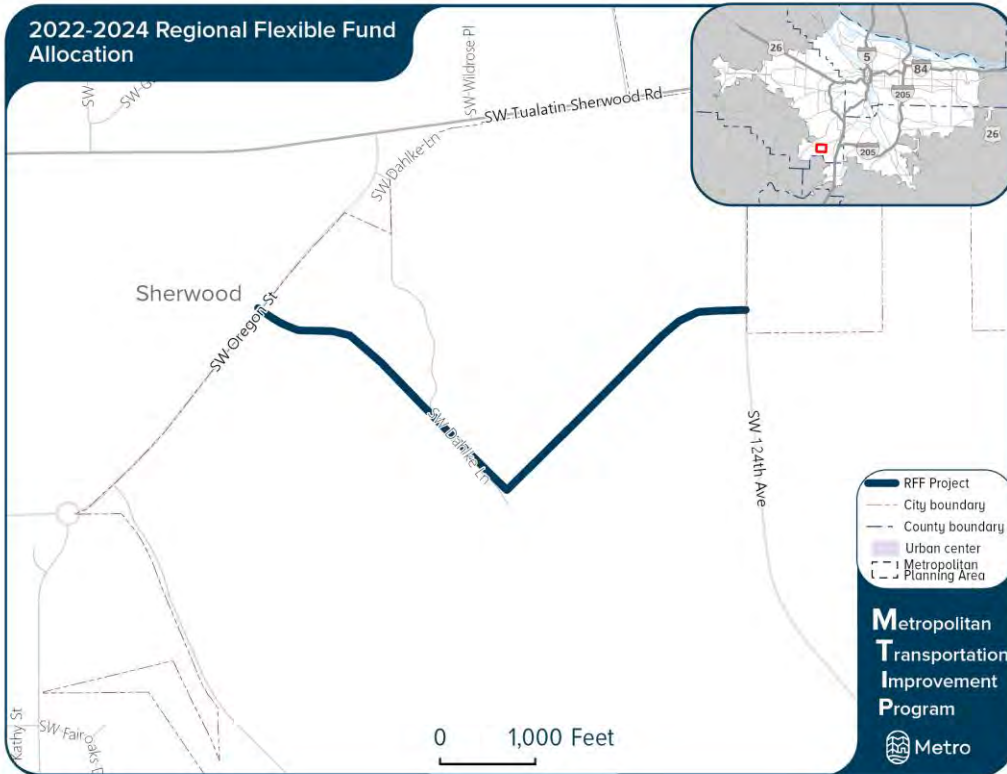
Evaluation



Points further from the center of the chart show greater opportunity or benefit in the four policy priority areas.

The project's opportunity score measured the level of need in the policy area, while the benefit score measured how well the project addressed the need.

W2: Blake Street design



Blake Street: Oregon Street to 124th Avenue

Sponsor: City of Sherwood

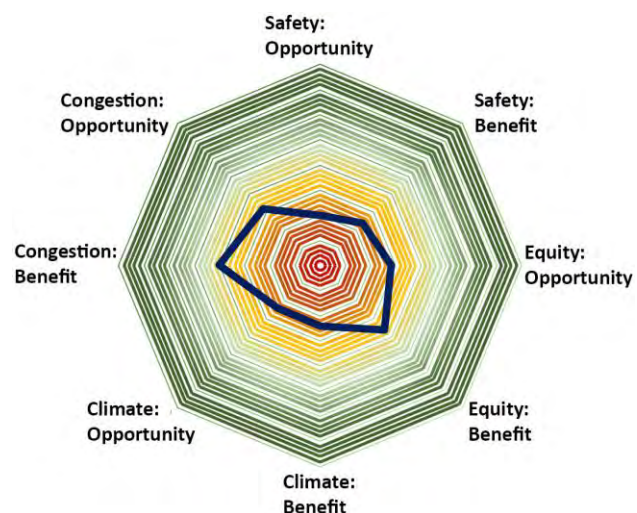
Requested amount: \$785,137

Total project cost: \$875,000

Purpose: Project development

Description: Completes project development and preliminary design of Blake Street between Oregon Street and 124th Avenue to support development of the Tonquin Employment Area.

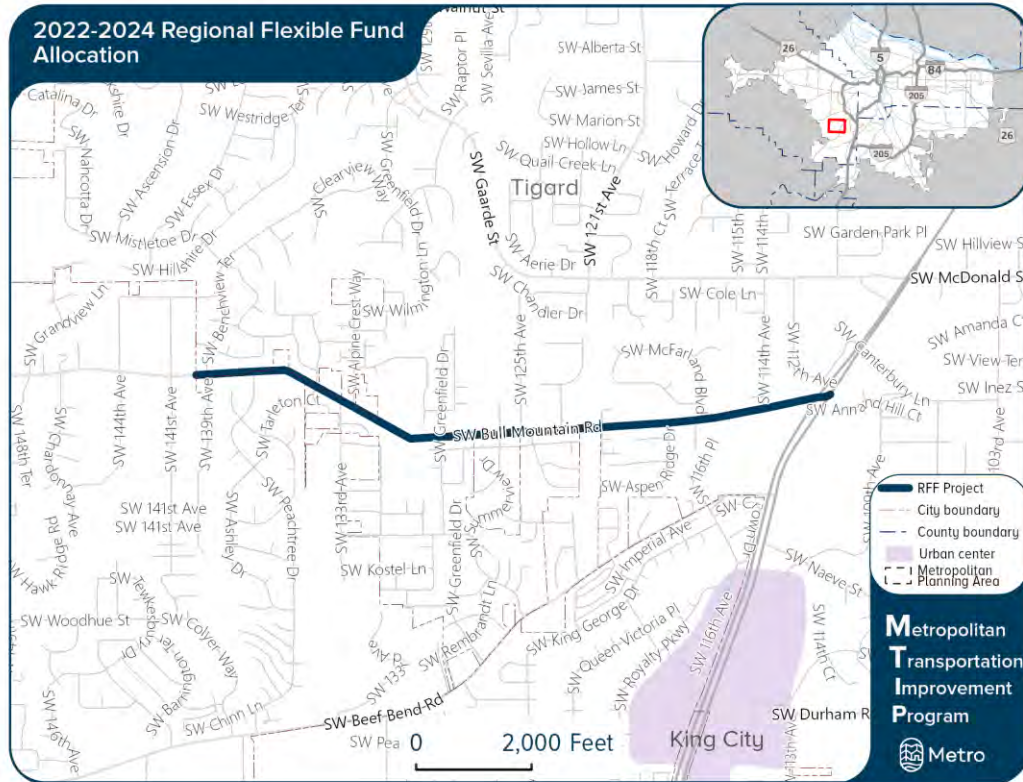
Evaluation



Points further from the center of the chart show greater opportunity or benefit in the four policy priority areas.

The project's opportunity score measured the level of need in the policy area, while the benefit score measured how well the project addressed the need.

W3: Bull Mountain Road biking and walking



Bull Mountain Road: Benchview Terrace to OR99W

Sponsor: City of Tigard

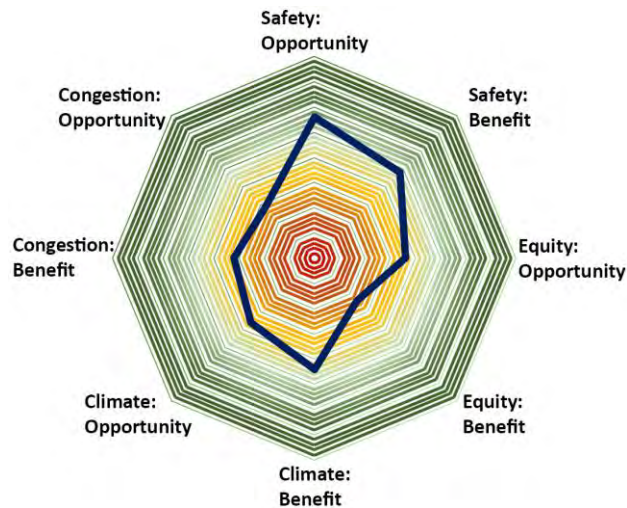
Requested amount: \$4,486,500

Total project cost: \$5,000,000

Purpose: Construction

Description: Completes missing bike lane and shoulder sections and fills missing sidewalk gaps on Bull Mountain Road. Provides pedestrian crossing safety improvements near parks and schools.

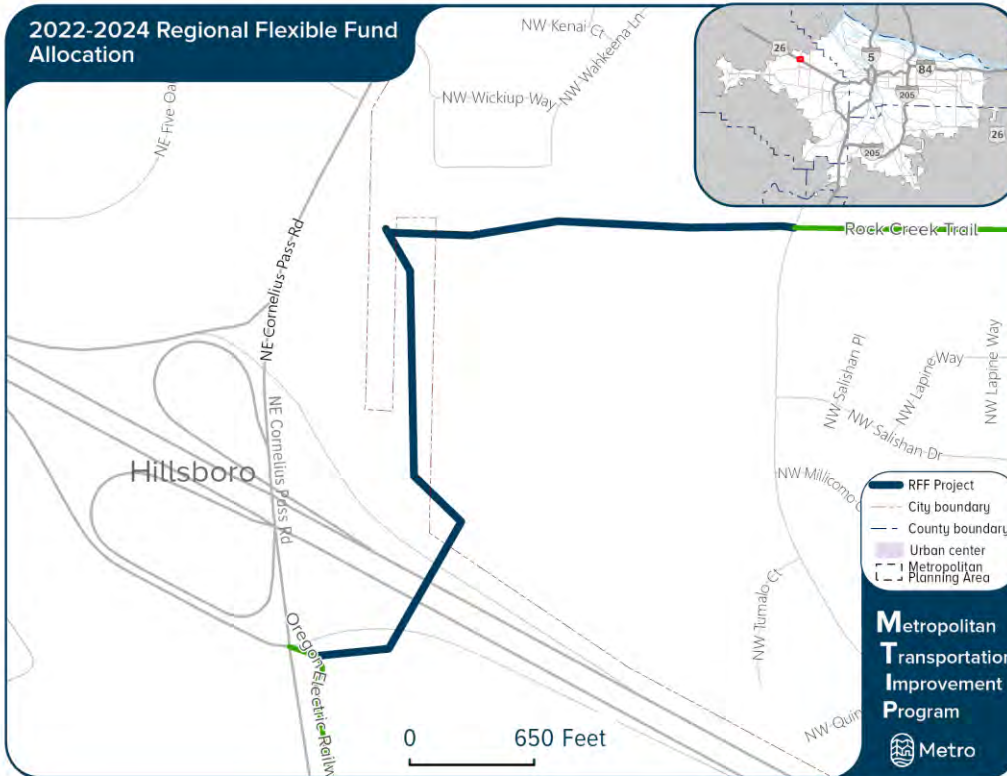
Evaluation



Points further from the center of the chart show greater opportunity or benefit in the four policy priority areas.

The project's opportunity score measured the level of need in the policy area, while the benefit score measured how well the project addressed the need.

W4: Cornelius Pass biking and walking bridge



Cornelius Pass Road pedestrian/bike crossing of US26: extension to Rock Creek Trail

Sponsor: Washington County

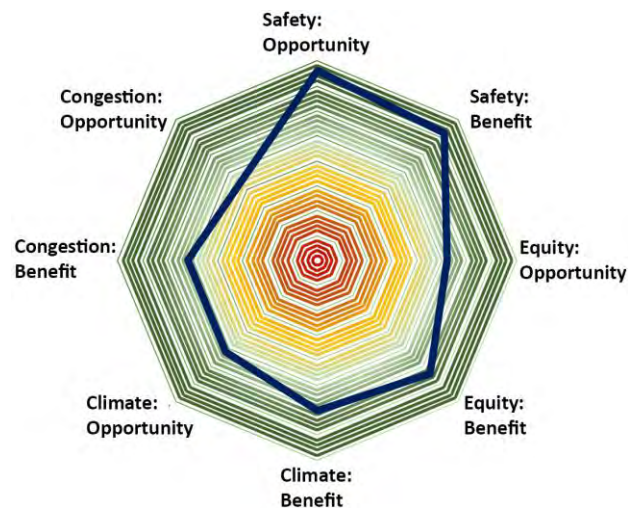
Requested amount: \$628,110

Total project cost: \$700,000

Purpose: Project development

Description: Designs a walking and biking bridge over Highway 26 just east of the Cornelius Pass Road interchange, filling a gap between the Rock Creek Trail and Cornelius Pass cycletrack and sidewalk.

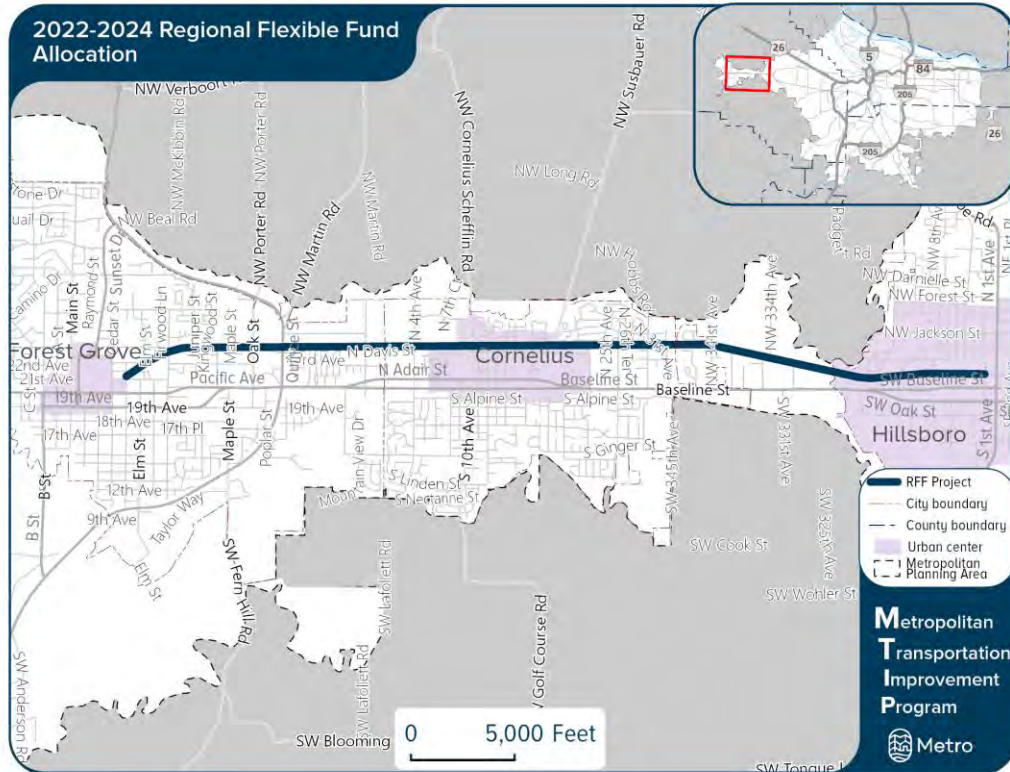
Evaluation



Points further from the center of the chart show greater opportunity or benefit in the four policy priority areas.

The project's opportunity score measured the level of need in the policy area, while the benefit score measured how well the project addressed the need.

W5: Council Creek Trail biking and walking



Council Creek Trail: Forest Grove to Hillsboro

Sponsor: City of Forest Grove

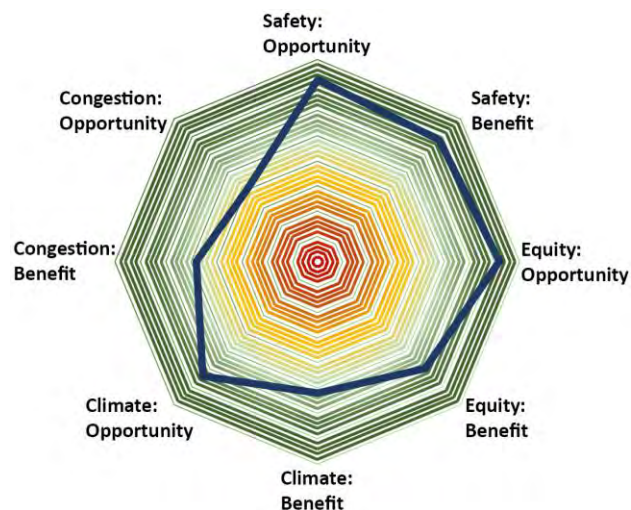
Requested amount: \$1,345,950

Total project cost: \$1,500,000

Purpose: Project development

Description: Designs a continuous walking and biking trail from the Blue Line MAX station in downtown Hillsboro to Forest Grove, with access to Cornelius and Washington County.

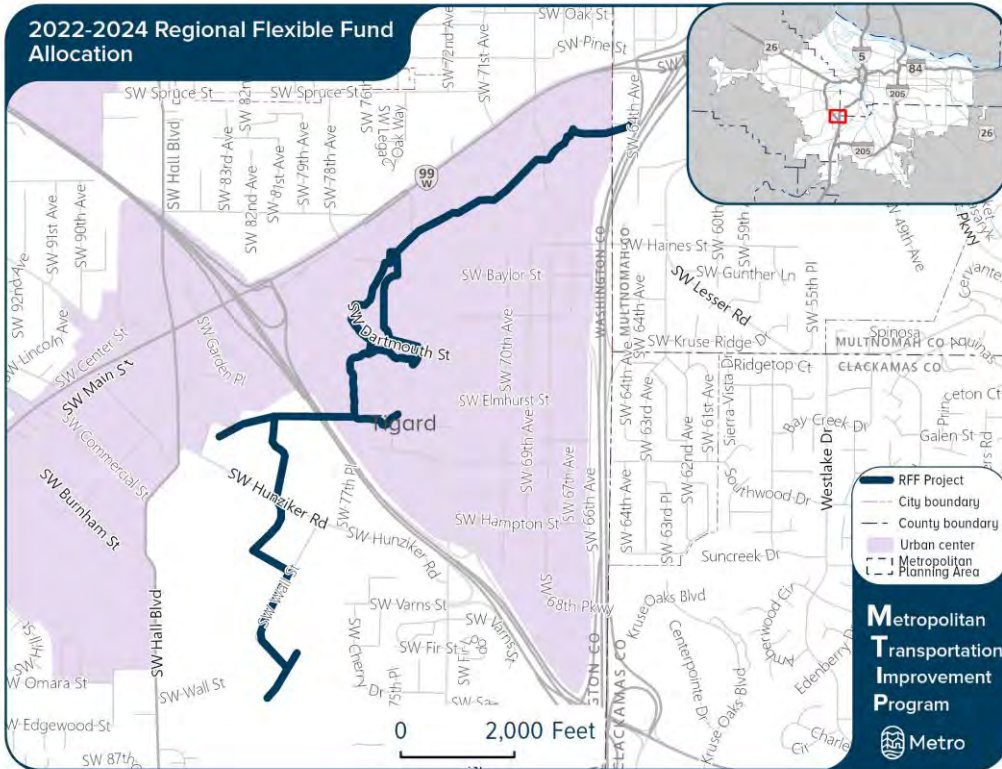
Evaluation



Points further from the center of the chart show greater opportunity or benefit in the four policy priority areas.

The project's opportunity score measured the level of need in the policy area, while the benefit score measured how well the project addressed the need.

W6: Red Rock Creek Trail biking and walking



Red Rock Creek Trail: Fanno Creek Trail to 64th Avenue

Sponsor: City of Tigard

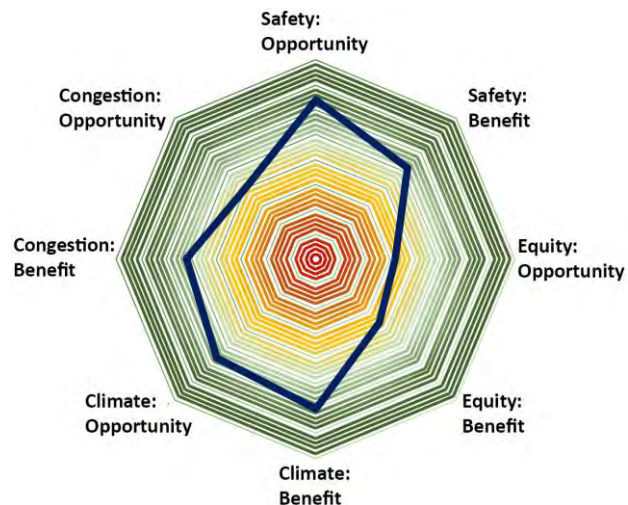
Requested amount: \$314,055

Total project cost: \$350,000

Purpose: Project development

Description: Studies alignment, section, preliminary design and easement requirements for a biking and walking trail through the Tigard Triangle and connecting to downtown Tigard and Hunziker Industrial Core.

Evaluation



Points further from the center of the chart show greater opportunity or benefit in the four policy priority areas.

The project's opportunity score measured the level of need in the policy area, while the benefit score measured how well the project addressed the need.

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If you picnic at Blue Lake or take your kids to the Oregon Zoo, enjoy symphonies at the Schnitz or auto shows at the convention center, put out your trash or drive your car – we’ve already crossed paths.

So, hello. We’re Metro – nice to meet you.

In a metropolitan area as big as Portland, we can do a lot of things better together. Join us to help the region prepare for a happy, healthy future.

Stay in touch with news, stories and things to do.
oregonmetro.gov/news

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Metro Council President

Lynn Peterson

Metro Councilors

Shirley Craddick, District 1

Chritine Lewis, District 2

Craig Dirksen, District 3

Juan Carlos González, District 4

Sam Chase, District 5

Bob Stacey, District 6

Auditor

Brian Evans

600 NE Grand Ave.
Portland, OR 97232-2736
503-797-1700

Sept. 12, 2019

Materials following this page were distributed at the meeting.



Metro

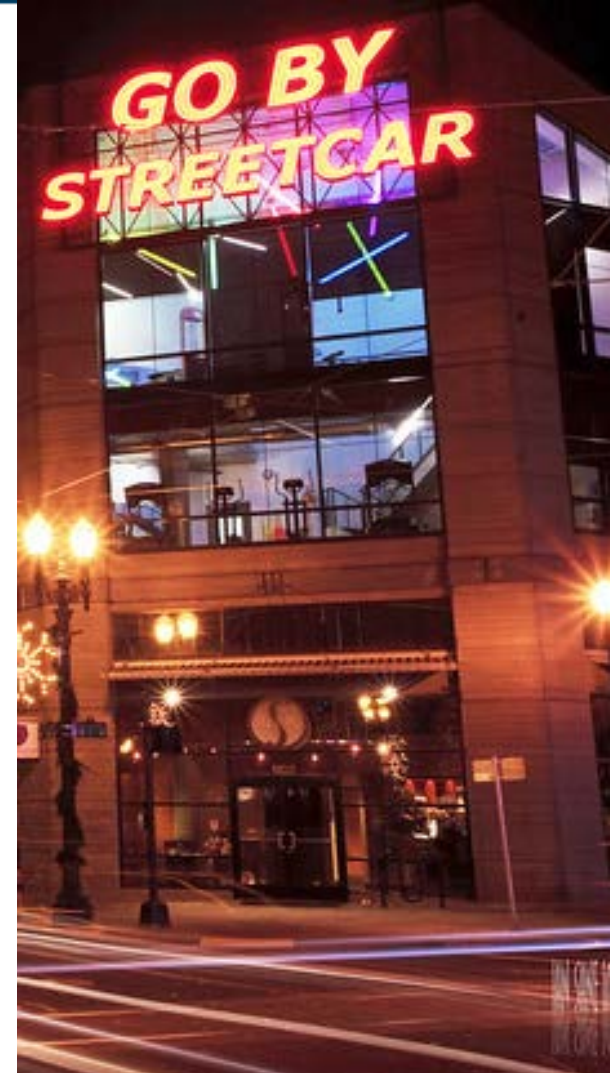
2022-2024

Regional Flexible Funds Allocation Public Hearing

Metro Council | September 26, 2019

Estimated \$145 million (2022-24)

- Federal transportation dollars awarded to the region
- Less than 5% of all funding in the region
- Can be used for a wide variety of transportation needs



Joint Policy Advisory Committee on Transportation & Metro Council set policy

- Step 1: Regional Commitments
\$102 million
 - Bond repayments
 - Programs & strategic investments
- Step 2: Capital Investments
\$43 million*
 - 75% Active Transportation & Complete Streets
 - 25% Freight & Economic Development

*estimate



2022 – 2024 Regional Flexible Funds Allocation (RFFA) policy report

(Resolution 19-4959, adopted by Metro Council April 4, 2019)

April 2019

oregonmetro.gov/rffa

RFFA policy objectives

Equity

Safety

Climate
Change

Congestion

Follows policy priorities of the **2018 Regional Transportation Plan**

Project technical evaluation

- 23 project proposals
- Independent evaluation team looked at how well the projects performed in the four policy priority areas
- Two considerations in each policy area:
 - ***Opportunity*** – the level or degree of need
 - ***Benefit*** – the extent to which the project addressed the need

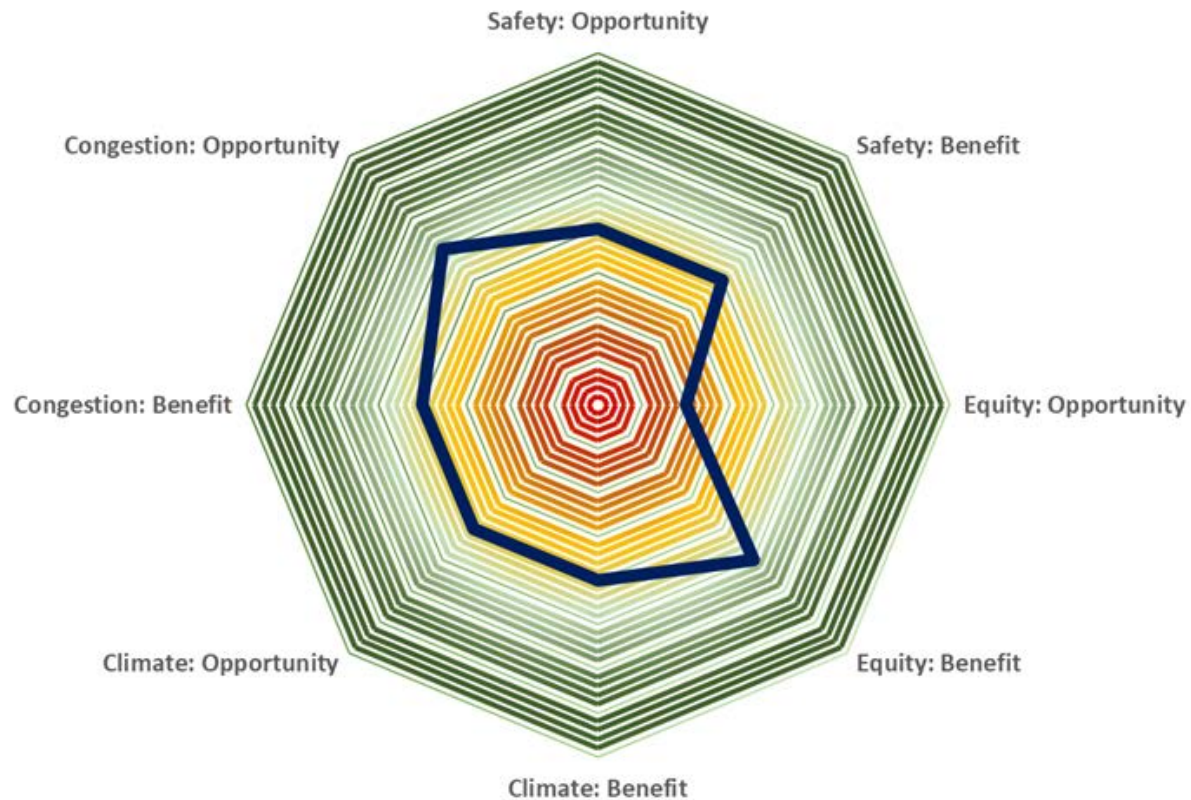
How we illustrated outcomes

Example 1: Higher-performing project



How we illustrated outcomes

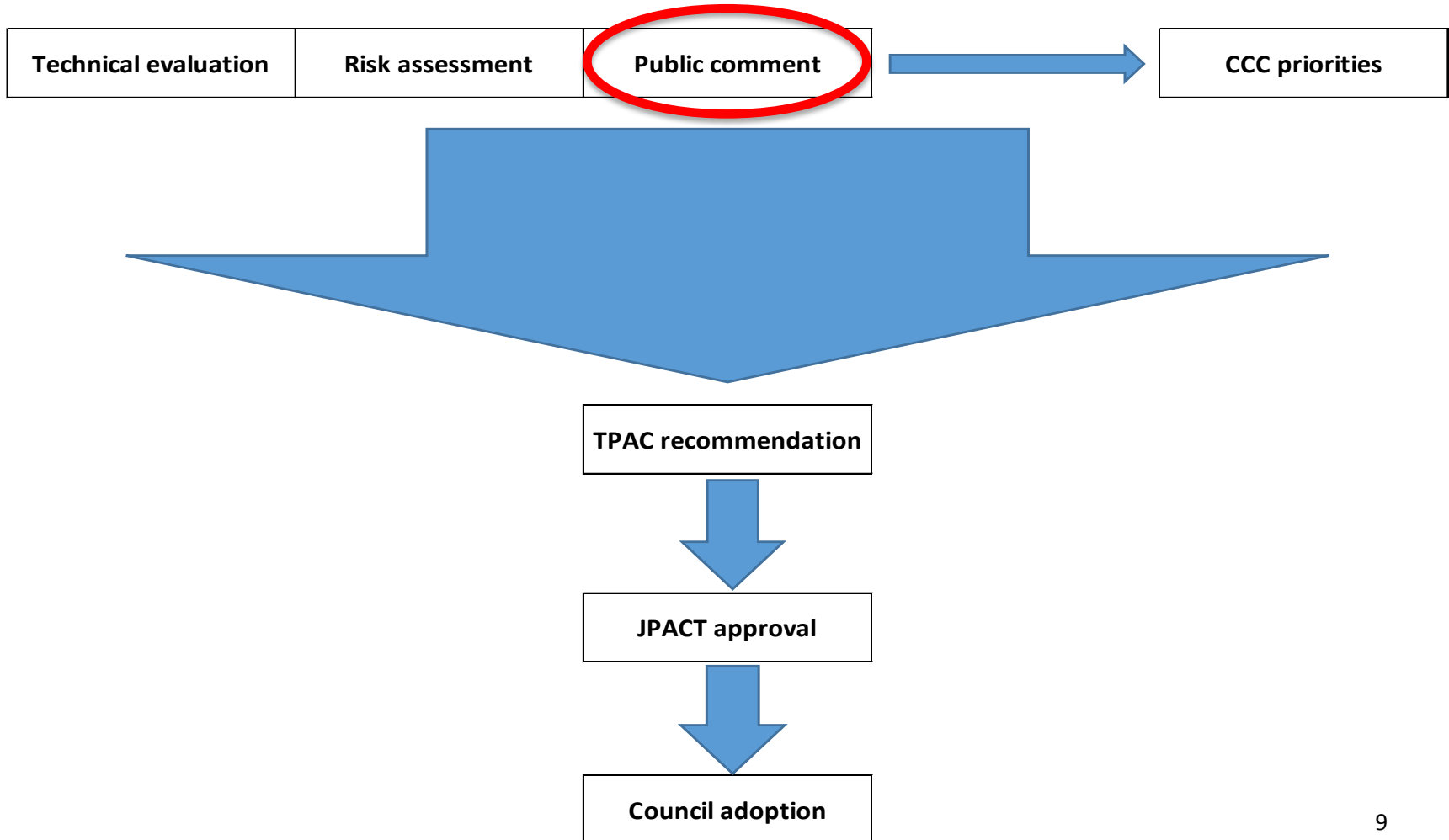
Example 2: Lower-performing project



Public comment opportunity: oregonmetro.gov/RFFA

- Gives decision-makers direct input from community leaders and citizens
- Provides additional information on projects and their outcomes
- September 6 to October 7
- Multiple ways to comment
- Over 2,000 responses to date

Reaching a decision



Next steps

October, November:
Considering the input,
identifying local priorities

December: Creating and
approving a recommended
package of projects

January 2020: Council action
on the JPACT-approved
package of projects



Photo: Jonathan Maus/Bike Portland

Comment by October 7

Online: oregonmetro.gov/RFFA
Email: transportation@oregonmetro.gov
Phone: 503-797-1757 (TDD 503-797-1850)
Mail: Transportation Planning
600 NE Grand Avenue
Portland, Oregon 97232

Thank You!



Metro

Arts and events
Garbage and recycling
Land and transportation
Oregon Zoo
Parks and nature

oregonmetro.gov



Metro RFFA 9/24/2019

Southwest Neighborhoods, Inc.

7688 SW Capitol Highway, Portland, OR 97219 (503) 823-4592

www.swni.org

June 20, 2019

Chris Warner, Interim Director
Portland Bureau of Transportation
1120 SW Fifth Avenue, Room 800
Portland, OR 97204

Re: SW Taylors Ferry Road RFFA Grant Proposal

Dear Mr. Warner:

Southwest Neighborhood Inc., a coalition of 17-member neighborhood associations, voted unanimously on May 22, 2019 to support the Portland Bureau of Transportation (PBOT)'s proposal to apply for a Metro 2022-2024 Regional Flexible Fund grant to fund a walkway and bikeway connection on SW Taylors Ferry Road from SW 49th to SW Capitol Highway.

SW Taylors Ferry Road is a busy street that lacks sidewalks or bike paths and this project would allow people to walk and bike more safely to transit, shops and services in West Portland Crossroads/West Portland Town Center. As stated in the Crestwood Neighborhood Association letter attached, this project has strong community support and meets the funding criteria of advancing equity, improving safety, implementing the region's Climate Smart Strategy, and managing congestion.

Thank you very much for submitting this grant request to Metro.

Sincerely,

Leslie Hammond
President
Southwest Neighborhoods, Inc.

cc: Commissioner Chloe Eudaly
PBOT staff Nick Falbo,
Metro Councilor Robert Stacey



September 24, 2019

Members of the Metro Council
600 NE Grand Avenue
Portland, OR 97232

Re: Regional Flexible Funds Allocation (RFFA)

Dear Metro Councilors:

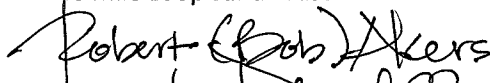
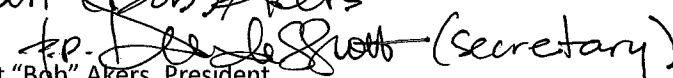
The 40 Mile Loop along with the Columbia Slough Watershed Council and neighborhood activists have put forward an initiative we call ***Safe Routes to the Slough***. We have been working for years to complete the Marine Drive Trail and the Columbia Slough Trail in Portland, Gresham, Fairview, and Troutdale. Recognizing that these regionally significant trail systems are poorly connected to adjacent neighborhoods, ***Safe Routes to the Slough*** calls for improving connections across barriers such as Columbia Boulevard.

The City of Portland application to improve the intersection of NE Cully Blvd., NE Columbia Blvd., and NE Alderwood is what is needed to improve safety for all transportation modes moving through the intersection. We are happy to advocate for Regional Flexible Funds to help make the proposed improvements happen.

It is our pleasure to send this letter of support for the **Cully Columbia Intersection Improvements Project**.

Sincerely,

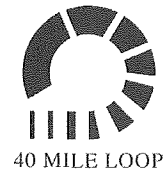
40 Mile Loop Land Trust


 (Secretary)

Robert "Bob" Akers, President
(503) 708-6003
1038 SE 224th Avenue
Gresham, OR 97030

Cc: Transportation Planning, Metro
Mark Lear, Portland Bureau of Transportation

40-Mile Loop Land Trust
P.O. Box 9172
Portland, OR 97207-0262
www.40mileloop.org



September 24, 2019

Members of the Metro Council
600 NE Grand Avenue
Portland, OR 97232

Re: Regional Flexible Funds Allocation (RFFA)

Dear Metro Councilors:

As you know, we are extremely grateful for the support that Metro has provided over many years for the 40 Mile Loop. Nowhere has this been more important than your support for the Springwater Corridor, one of our region's premier multi-modal trails.

We are particularly grateful for the support Metro has provided to help close the Sellwood Gap. Thanks to your support, this past summer a .51 mile section from SE Umatilla to SE 13th was completed. The Sellwood Gap is now only 6 blocks in length, and an application for Regional Flexible Funds is before you that will reduce the gap to a present-time minimum as well as provide an improved connection to the Trolley Trail in Clackamas County. When these trail connections are in place many Milwaukie and eastside Portland neighborhoods will benefit whether it's commuting to and from work or accessing nature.

It is our great pleasure to send this letter of support for the **Springwater to 17th Trail Connection Project**.

Sincerely,

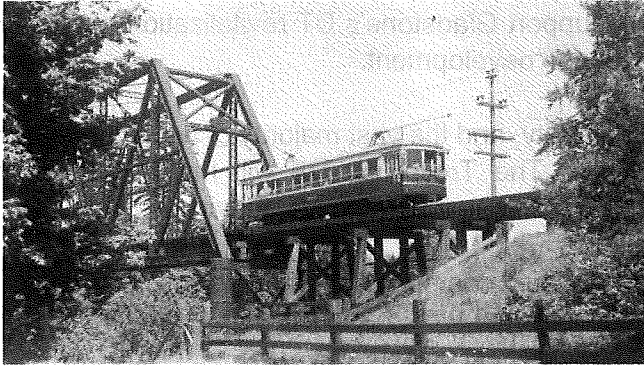
40 Mile Loop Land Trust

Robert (Bob) Akers
P.P. [Signature] (Secretary)

Robert "Bob" Akers, President
(503) 708-6003
1038 SE 224th Avenue
Gresham, OR 97030

Cc: Transportation Planning, Metro
Mark Lear, Portland Bureau of Transportation
Mel Huie, Metro Parks & Nature

40-Mile Loop Land Trust
P.O. Box 9172
Portland, OR 97207-0262
www.40mileloop.org



Trolley Trail Bridge – Talking Points

- Our request is for final design, engineering, and permitting for the Trolley Bridge. The Bridge would be located where the original trolley bridge was situated. The old bridge collapsed in 2014.
- Our total budget for this effort is \$1,375,800. We propose a match of \$147,000; our RFF request is therefore \$1,228,800. Our match is included in the current City budget.
- The project is ready to go – we will have a concept/feasibility plan completed by the end of 2019. The City's match of \$147,000 is in place now. Clackamas County is willing to provide project manager services, as a federal "certified local agency". There are no foreseeable impediments to initiating and completing the work if we are funded. We are also aware of funding sources for the future construction phase of the bridge, including possible State dollars, or T2020 dollars and Metro Open Space bond dollars, if these bonds are approved by the voters in 2020 and 2019, respectively.
- The bridge will be a vital link in the Trolley Trail, which connects with the regional trail system (including the Portland Eastbank Waterfront Trail and the Springwater Corridor). The Trolley Bridge is at the foot of Portland Avenue, Downtown Gladstone's "Main Street", which serves as the Gladstone alignment of the Trolley Trail.
- Currently, pedestrians and bicyclists traveling in the McLoughlin Corridor have poor options for crossing the Clackamas River to Oregon City – either McLoughlin itself (treacherous for non-motorized modes), or the 82nd Ave bridge which is out of direction and is subject to closure.
- Our proposal received a high technical ranking by the Metro staff team, with strong scoring in almost all categories of evaluation – safety, equity, climate, and congestion.
- Congestion and safety issues – by providing a safe and convenient alternative to McLoughlin, this project has the potential to significantly reduce fatal/serious accidents between motorized vehicles and alternative modes.

- Climate issues – this project will support Gladstone's DT revitalization efforts, related to promotion of higher density mixed use development.
- Equity – Gladstone is a poor community, and the vast majority of adults have to commute to other jurisdictions for their jobs. The Trolley Bridge will make it easier to utilize alternative modes to get to work, diminishing their reliance on cars.
- Resilience – the rebuilt Trolley Bridge would comply with current seismic standards. As such it would be the only bridge in the area that would provide emergency vehicle and other vehicle access in the event of a catastrophic occurrence.
- Even in the ordinary course of events, the bridge will provide an option for Emergency Vehicles – if for instance McLoughlin is clogged or shut down due to a major accident or congestion.
- The Trolley Bridge would, with related City initiatives, serve as a major catalyst for DT Gladstone redevelopment which would align with the region's aspirations related to equity, sustainability, climate-smart, walkable centers and corridors. With Metro funding assistance, the City completed a Downtown Revitalization Plan calling for the Bridge, multi-modal upgrades to Portland Avenue, and revisions to the zoning code supporting higher density/mixed use development. The City also recently completed a Housing Code Audit, which reinforced the need for zoning more supportive of mixed use/medium density development in our downtown. We are seeking DLCD funding to implement the Housing Code Audit.



CRESTWOOD

Neighborhood Association

Metro RFFA Hearing
9/26/2019

September 16, 2019

Metro
Transportation Planning
600 NE Grand Avenue
Portland, OR 97232

Re: RFFA Grant, M10, SW Taylors Ferry Road Transit Access and Safety Project

Dear Metro:

The Crestwood Neighborhood Association enthusiastically supports the Portland Bureau of Transportation (PBOT)'s proposal to fund much-needed improvements to SW Taylors Ferry Road between SW Capitol Highway to SW 49th through Metro's 2022-2024 Regional Flexible Fund Grant program.

The project would construct a sidewalk and bicycle facilities to allow people to safely access transit service and key destinations in the West Portland Town Center (aka "Crossroads"). This segment of roadway is key because it is the only way to access these destinations due to the presence of the I-5 freeway, Woods Creek and topography. Alternative routes to access West Portland from the west require a 1.7 mile detour via SW 45th and Carson, or 3.1 mile detour via SW 62nd-SW 64th and Barbur Blvd. This project also ties in with PBOT's Fixing Our Streets projects along SW Capitol Highway (Multnomah to West Portland, and Huber to Stephenson), and Washington County's improvements at SW 80th and SW Taylors Ferry.

SW Taylors Ferry Road is the main walking and biking route from our neighborhood to Barbur World Foods grocery store, our children's schools (Markham Elementary, Jackson Middle and Wilson High as well as the Islamic School of Portland and Portland Community College Sylvania Campus), Capitol Hill Library, and the dozens of restaurants, shops and services within the West Portland Town Center. This project serves as a key connection to transit along SW Capitol Highway and SW Barbur, and employment within the West Portland Town Center, PCC Sylvania, OHSU, Washington Square and Downtown Portland. It is a key Station Access Project for the proposed Southwest Corridor Light Rail Transit Project.

PBOT's Vision Zero map shows numerous serious crashes along this segment of SW Taylors Ferry over the last few years. Traffic counts show a heavy volume of motor vehicles heading to and from Washington County and the Washington Square Regional Center.

We especially support improvements to the Woods Creek culvert that goes underneath SW Taylors Ferry Road. Woods Creek is a polluted waterway that has virtually no stormwater conveyance or management system as it travels toward Fanno Creek. The culvert is within a ravine that is quite steep and there is a broken cyclone fence that makes walking and biking between the vehicle traffic and ravine quite dangerous today. We hope that the Bureau of Environmental Services will become a partner on this project to enhance water quality within the Woods Creek/Fanno Creek watershed.

One of the major safety issues within this segment of SW Taylors Ferry Road is the presence of an Interstate-5 off-ramp (SB Exit 295) that directs thousands of motor vehicles onto Taylors Ferry Road in this segment. There is only a "yield" sign where the freeway ramp intersects with eastbound Taylors Ferry and it is a very scary place to walk or bike safely. Crestwood Neighborhood would prefer that ODOT close the off-ramp and/or study potential changes to the location of all of the freeway ramps within the West Portland Town Center.

Today, most people in the neighborhood drive to the Barbur Transit Center because transit service on bus #43, Taylors Ferry, is so poor. We hope TriMet partners with PBOT to improve service for bus #43 to encourage more riders between the neighborhood and the regional and town centers. In our neighborhood there are no sidewalks anywhere near any of the transit stops, the bus does not run very often, and the bus does not directly connect with more frequent transit service on Capitol Highway or Barbur. The proposed sidewalk and bicycle facility improvements on Taylors Ferry will encourage many people in the neighborhood to walk or bike to transit, work or school.

Thank you very much for submitting this grant request to Metro. If you have any questions, please contact me at CrestwoodNABoard@gmail.com, or Crestwood's Vice President, Marianne Fitzgerald, at fitzgerald.marianne@gmail.com.

Sincerely,

/s/

Tony Hansen

President, Crestwood Neighborhood Association

Cc: Commissioner Chloe Eudaly, Portland City Council

Commissioner Bob Stacey, Metro Council

Chris Warner, PBOT Director

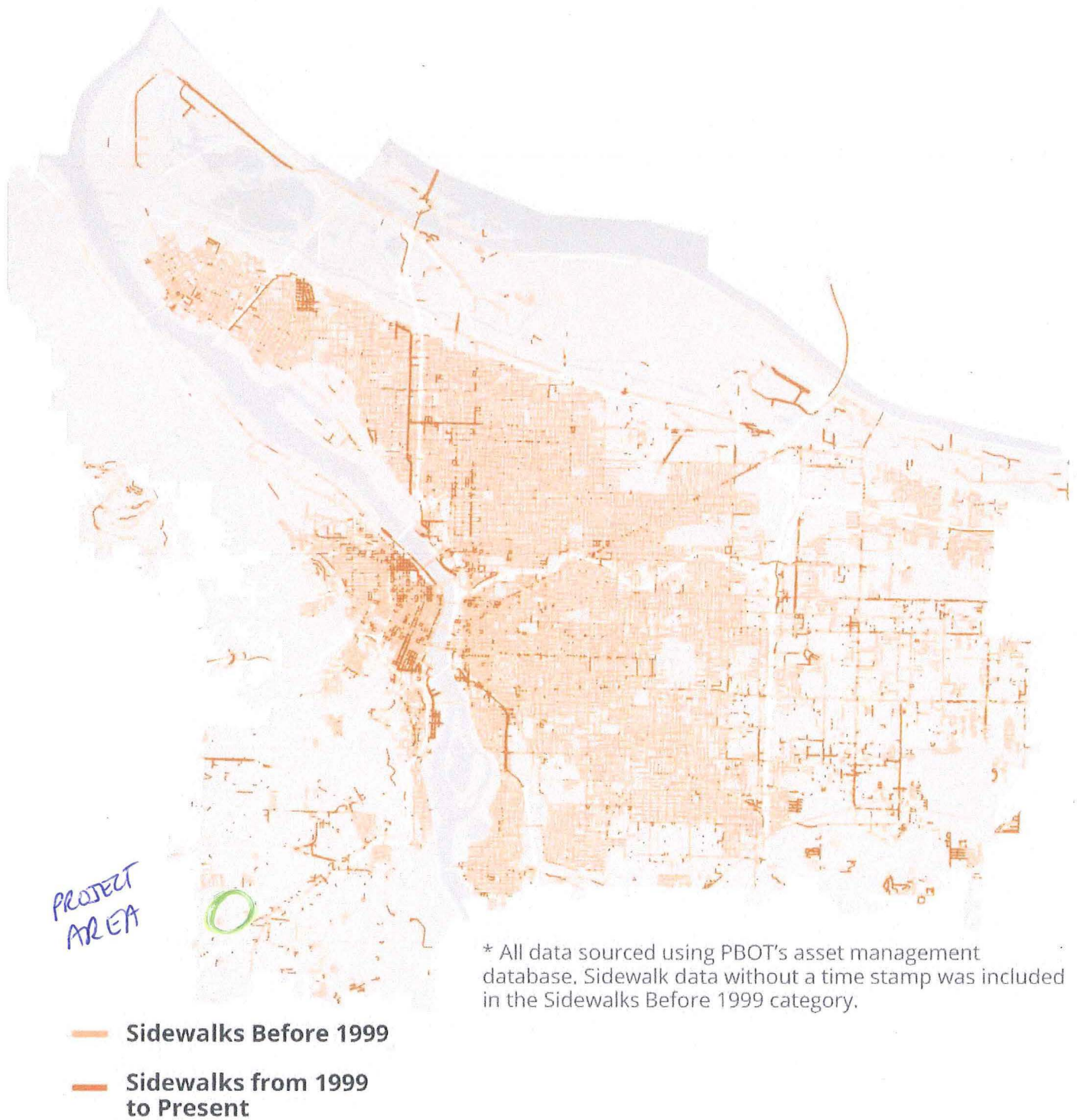
Nick Falbo, PBOT staff

Sylvia Bogert, SWNI Executive Director

John Tappero, SWNI Program Coordinator

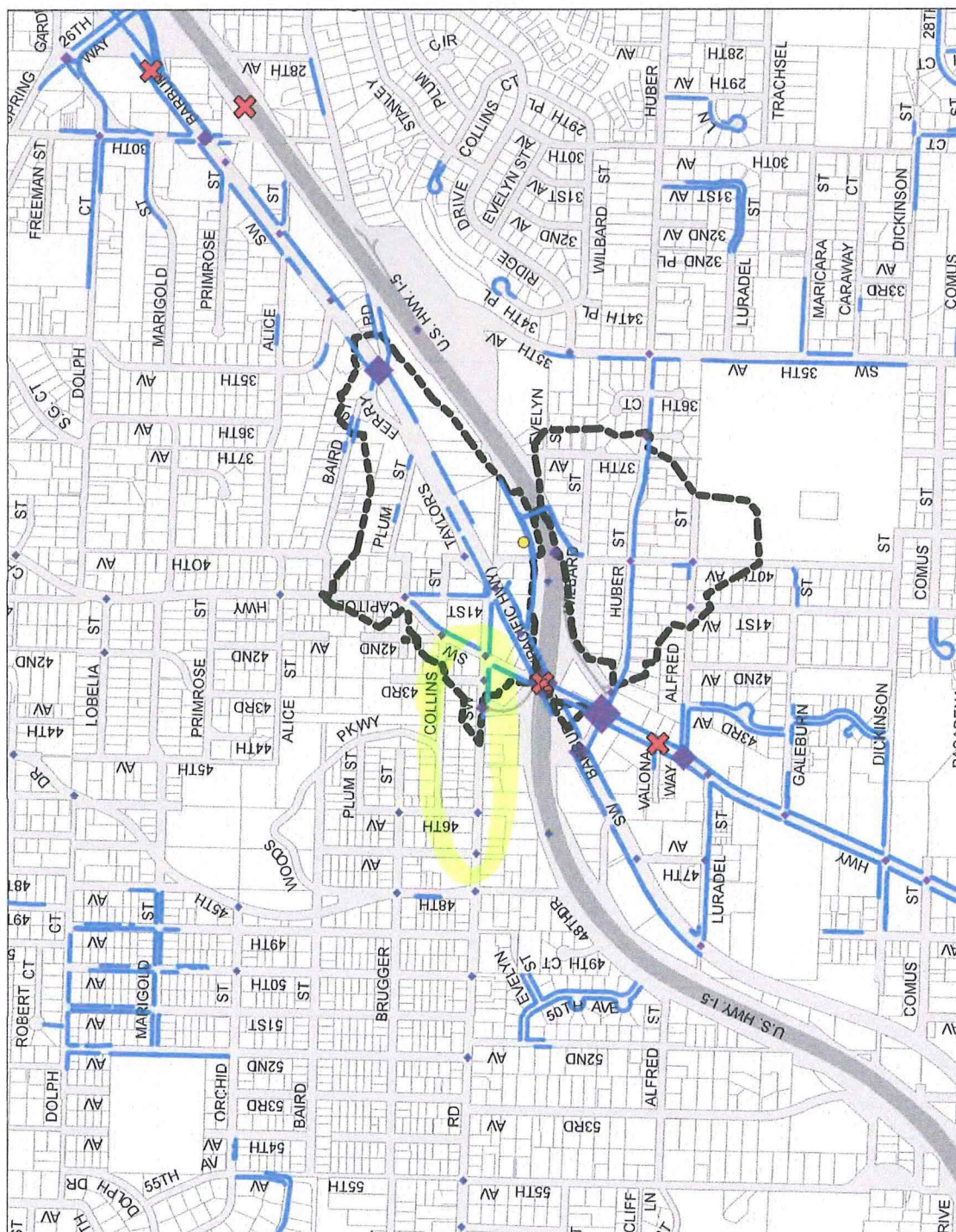
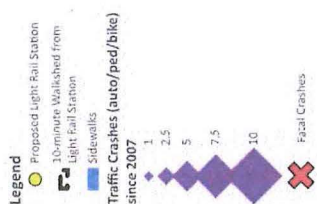
David Martin, SWNI Transportation Committee Chair

Figure 12: Sidewalks Constructed, Reconstructed, or Repaired After Adoption of the 1998 Pedestrian Master Plan (1999-2017)



West Portland Town Center Plan

Sidewalk Presence and Traffic Crashes



Project Area

TRANSIT STOP
at COMMUNITY GARDEN



SCHOOL BUS STOP

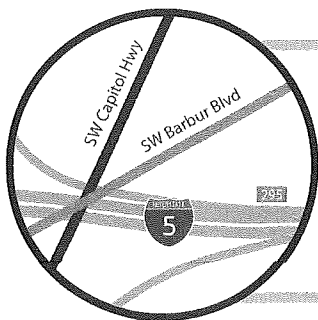


SCOOTER COMMUTER WS



BIKE COMMUTER WB





Help make a people-centered West Portland Town Center!

You're invited!

Come to a community workshop about the future of the West Portland Town Center.

Bring your family and friends and join your neighbors to discuss possibilities for changes to buildings, open spaces, and streets and other connections in the area.

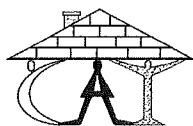
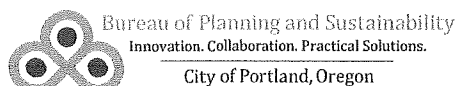
Share and explore ideas for improving your neighborhoods and what would make meeting daily needs and getting around easier, safer and healthier for more people of all backgrounds, ages and abilities.

Free!

Free lunch, interpretation*, childcare (ages 3 and older), and raffle!

* If you need interpretation, please call Seemab at Unite Oregon with your request at least one week before the workshop at 503-287-4117.

Co-hosted by:



When and where

SATURDAY

November 9, 2019

2:00 - 5:00 p.m.

Doors open 1 p.m. for lunch, project open house, and registration.

Markham Elementary School

10531 SW Capitol Hwy, Portland, OR 97219

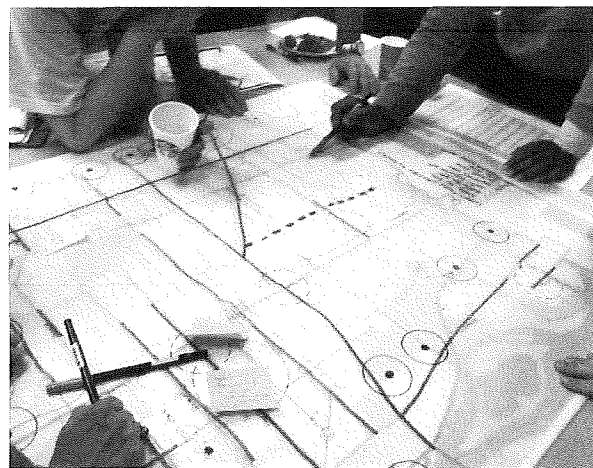
Accessible by TriMet bus line #44

Questions?

Joan Frederiksen | 503-823-3111

Joan.Frederiksen@portlandoregon.gov

www.portlandoregon.gov/bps/westportland



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503-823-7700 | www.portlandoregon.gov/bps/71701