

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF ALLOCATING \$143.98) RESOLUTION NO. 20-5063
MILLION OF REGIONAL FLEXIBLE FUNDING)
FOR THE YEARS 2022-2024, PENDING) Introduced by Acting Chief Operating Officer
ADOPTION OF THE 2021-24 MTIP) Andrew Scott in concurrence with Council
) President Lynn Peterson

WHEREAS, Metro is the regional government responsible for regional land use and transportation planning under state law and the federally-designated metropolitan planning organization (MPO) for the Portland metropolitan area; and

WHEREAS, approximately \$143.98 million is forecast to be appropriated to the metropolitan region through the federal Surface Transportation Block Grant Program (STBG) and Congestion Mitigation – Air Quality (CMAQ) transportation funding programs; and

WHEREAS, the Metro Council and Joint Policy Advisory Committee on Transportation (JPACT) are authorized per federal regulation 23 CFR 450.324 to allocate these funds to projects and programs in the metropolitan region through the Regional Flexible Fund Allocation (RFFA) process; and

WHEREAS, the Metro Council and JPACT have provided policy guidance to Metro staff to conduct a two-step allocation process, establish the project focus areas of Bond Commitments for Regional High Capacity Transit and Project Development Bond, Region-wide Program Investments, Active Transportation and Complete Streets and Regional Freight and Economic Development Investments, and development of a collaborative process for nominating projects for funding by Metro Resolution No. 19-4959, For the Purpose of Adopting the 2022-2024 Regional Flexible Funds Policy Report for the Portland Metropolitan Area, adopted April 4, 2019; and

WHEREAS, the criteria used to select projects for the 2022-2024 RFFA followed policy direction adopted by Metro Council in the 2018 Regional Transportation Plan by Ordinance No. 18-1421, For the Purpose of Amending the 2014 Regional Transportation Plan (RTP) to Comply with Federal and State Law and Amending the Regional Framework Plan; and

WHEREAS, the 2018 RTP investment policy directed the region to invest in transportation projects which advanced equity, improved safety, carried out the region’s Climate Smart Strategy, and provided traffic congestion relief; and

WHEREAS, an extensive regional public process provided opportunities for comments on the merit and potential impacts of the project and program applications between September 6 and October 7, 2019, and is summarized in Exhibit C, attached to this resolution; and

WHEREAS, TPAC has provided recommendations to JPACT and the Metro Council on a list of projects and programs, as shown in Exhibit A, attached to this resolution, to allocate funding in response to policy direction, consistency with Regional Flexible Fund Allocation Policy criteria, local prioritization processes, and public comments; and

WHEREAS, JPACT approved this legislation to submit to the Metro Council for adoption; and

WHEREAS, receipt of these funds is conditioned on completion of requirements listed in Exhibit B to this resolution; now therefore

BE IT RESOLVED that the Metro Council hereby adopts the recommendation of JPACT on the project and programs to be funded through the 2022-24 Regional Flexible Fund Allocation process as shown in Exhibit A.


ADOPTED by the Metro Council this 16th day of January, 2020.



Lynn Peterson, Council President



Approved as to Form:



Carrie MacLaren, Metro Attorney

2022-2024 Regional Flexible Funds Allocation

Resolution No: 20-5063

Step 1: Regional Bond Commitments and Region-wide Program Investments	
Transit + project development bond commitment	\$65,470,000
Corridor and Systems Planning	\$2,047,614
MPO Planning (in lieu of dues)	\$4,329,342
Oregon 2020 Travel & Activity Survey (one-time strategic investment)	\$350,000
Regional Travel Options + Safe Routes to School	\$10,160,243
Transit Oriented Development	\$10,804,264
Transportation System Management and Operations/ITS	\$5,736,295
Total:	\$98,897,758

Step 2: Community Investment Fund			
Active Transportation and Complete Streets			
<u>Project name</u>	<u>Applicant</u>	<u>Sub-region</u>	<u>Amount</u>
122nd Avenue Corridor Improvements	City of Portland	Portland	\$4,543,700
Aloha Safe Access to Transit	Washington County	Washington	\$3,827,559
Courtney Avenue Bike/Ped Improvements	Clackamas County	Clackamas	\$5,079,992
Division Street Complete Street	City of Gresham	E. Multnomah	\$5,240,760
MLK Blvd Safety & Access to Transit	City of Portland	Portland	\$2,623,000
Monroe Street Greenway	City of Milwaukie	Clackamas	\$3,860,788
Stark-Washington Corridor Improvements	City of Portland	Portland	\$5,332,000
Willamette Blvd AT Corridor	City of Portland	Portland	\$4,456,000
Total:			\$34,963,799
Regional Freight and Economic Development Initiatives			
<u>Project name</u>	<u>Applicant</u>	<u>Sub-region</u>	<u>Amount</u>
Clackamas Industrial Area ITS	Clackamas County	Clackamas	\$1,219,815
Cornelius Pass Bike/Ped Bridge (US26)	Washington County	Washington	\$628,110
Council Creek Trail	City of Forest Grove	Washington	\$1,345,950
Cully-Columbia Freight Improvements	City of Portland	Portland	\$3,434,193
Hwy 99E Bike/Ped Improvements	City of Oregon City	Clackamas	\$673,000
Red Rock Creek Trail	City of Tigard	Washington	\$314,055
Sandy Blvd - Gresham to 230th Avenue	Multnomah County	E. Multnomah	\$1,275,985
Trolley Trail Bridge Replacement	City of Gladstone	Clackamas	\$1,228,800
Total:			\$10,119,908

Total 2022-2024 RFFA:	\$143,981,465
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Exhibit B to Resolution 20-5063

2022-2024 RECOMMENDED REGIONAL FLEXIBLE FUND GRANTEES CONDITIONS OF APPROVAL

Conditions of approval are mechanisms to that projects are built consistent with the project applications as approved by JPACT and Metro Council, with federal regulations and with regional program policies. Projects can be reviewed at any point in the process for consistency with the conditions of approval and action taken if they are not adhered to.

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

Conditions applied to all projects and programs:

1. Funding is awarded to the project as outlined in the JPACT-recommendation and Metro Council adoption for the 2022-24 Regional Flexible Fund Allocation. If any project is determined to be infeasible, or is completed without expending all of the flexible funds awarded, any remaining flexible funds for that project shall revert to the regional pool for the next flexible fund allocation (i.e. 2025-27), to be distributed among the region, per the RFFA policy direction. Or, the project sponsor/local jurisdiction receiving the flexible funds for the project may request reallocation the funds per the MTIP amendment process. Reallocation may necessitate JPACT and Metro Council approval.
2. The award amount is the total amount being provided to deliver the awarded project. The project sponsor/local jurisdiction is expected to resolve any cost overruns or unexpected costs to emerge. It is understood by the project sponsor/local jurisdiction that Metro does not have any further financial commitment/responsibility beyond providing the amount awarded.
3. Project scopes will include what is written in their project application narrative and project refinements in response to comments. Project schedules and budget will include what is determined during the pre-implementation phase to take place after adoption of the 2022-2024 Regional Flexible Fund. Changes in project scopes, schedules, and budget must be requested for adjustments to project and made in writing to the MTIP Project Manager utilizing the amendment procedures adopted in the MTIP (2018-21 MTIP amendment procedures are currently defined in chapter 6). Changes in project scopes must be approved by Metro to ensure the original intent of the project is still being delivered.
4. All projects will follow the design approach and decision-making process as defined in the Designing Livable Streets and Trails Guide (Metro; 3rd edition; October 2019) and any updates in effect at the time a funding intergovernmental agreement is signed. Other street and trail design guidelines, including those developed by local jurisdictions, the National Association of City Transportation Officials, the Institute of Transportation Engineers, the Oregon Department of Transportation, the American Association of State

Highway and Transportation Officials, and the Federal Highway Administration, may also be referred to as long as the design approach and decision making process used are consistent with Metro's guidelines.

5. All projects with bicycle and pedestrian components will update local network maps and provide relevant bike and pedestrian network data to Metro. Metro will provide guidelines on network data submissions upon request. Additionally, all projects will implement sufficient wayfinding signage. (Ex. Metro's Intertwine Design Guidelines: http://library.oregonmetro.gov/files//intertwine_regional_trail_signage_guidelines.pdf)
6. All projects with ITS elements will be consistent with National ITS Architecture and Standards and Final Rule (23 CFR Section 940) and Regional ITS Architecture. This includes completing a systems engineering process during project development to be documented through the systems engineering form and submitted to Metro for inventory purposes. For further guidance, consult ODOT's ITS compliance checklist at: <https://www.oregon.gov/ODOT/HWY/ITS/Documents/ITS%20Systems%20Engineering%20Checklist.pdf>
7. All projects implementing transportation system management and operations (TSMO) elements will provide information to Metro on the TSMO elements for inventory purposes. Metro will provide guidelines on how to provide TSMO data submissions.
8. All project shall acknowledge Metro as a funding partner. Acknowledgement will attribute credit to Metro on all project materials, such as reports, booklets, brochures, web pages, and social media posts. Attribution on materials must read "Made possible with support from Metro." If marketing is done with audio only, spoken attribution language must be "This project is made possible with support from Metro." The local jurisdiction/sponsor delivering the project will include the Metro logo on all print ads, banners, flyers, posters, signage, and videos. Grantee will include the Metro logo on all marketing and advertising materials, both print and online (size permitting). Metro will provide partners with Metro logos and usage guidelines. Lastly, the local jurisdiction/project sponsor will extend invitations to Metro Councilors to attend events or engagements pertaining to the project.
9. All projects will meet federal Title VI and Environmental Justice requirements and Metro guidelines for public involvement (as applicable to the project phase, including planning and project development) as self-certified in each application. As appropriate, local data and knowledge shall be used to supplement analysis and inform public involvement. Metro guidelines for public involvement can be found in the Public Engagement Guide Appendix G: Local Engagement and Non-Discrimination Checklist. (http://www.oregonmetro.gov/sites/default/files/final_draft_public_engagement_guide_112113.pdf)
10. All projects will implement transportation demand management strategies/activities in conjunction with the delivery and opening of the project, in order to enhance the success and performance of the project. If the local jurisdiction/project sponsor does not believe it is relevant to implement a transportation demand management strategy in the delivery and opening of the project, the local jurisdiction/project sponsor must request and receive Metro approval to waive the transportation demand management activities.

11. All projects are expected measure the progress and performance of the Regional Flexible Fund awarded project. Local jurisdictions/project sponsors will identify a set of indicators for data collection and pre-and post-project monitoring. Metro will provide input and feedback into the indicators and datasets, especially to help respond to regional transportation performance measures. Indicators can be determined during the pre-implementation phase of the project.
12. Lead agencies awarded RFFA will comply with ODOT Local Agency Liaison (LAL) project pre-implementation requirements (e.g. completion of detailed scope of work, budget, project prospectus, etc.). The ODOT LAL requirements are expected to be in the proper format as part of the federal delivery process to facilitate MTIP & STIP programming, initiate development and execution of the Intergovernmental Agreement (IGA), and obligate and expend awarded federal funds for the project.

Non-Certified agencies receiving Regional Flexible Funds to deliver a project will be expected to work directly with a certified agency or ODOT to determine the administration and delivery of the project.

The awarded lead agency is required to complete or participate in the following project delivery & monitoring activities:

- Kick-off Meeting Coordination.
- MTIP/STIP programming to a realistic project delivery schedule that accounts for meeting funding obligation targets.
- Participate in project coordination meetings and reviews as called for and scheduled.
- Completing project pre-implementation (Pre- PE or Planning phase obligation) actions and milestones to ensure project proceeds on schedule, including completing a project scoping document with a thorough scope, schedule and budget with milestones and deliverables.
- Complete and execute a project IGA in time to obligate funds as programmed
- Participation in Project Delivery Actions, including attending Project Development Team (PDT) review meetings, completing and submitting project Milestone Reports and Progress Updates, providing any performance measurement project data, providing project delivery status updates, and addressing questions raised by the Metro advisory committees.
- Providing project close-out/final reports and billings.

Conditions applied to specific projects and programs:

Clackamas County - Clackamas Industrial Area ITS

- No additional conditions

Clackamas County - Courtney Avenue Complete Street

- The project will review the enhanced crossing treatment to determine the safest option (possibly include a red indication rather than yellow RRFB) Refer to NCHRP Report 562

Forest Grove – Council Creek Trail

- The project will coordinate the abandonment of Portland and Western Railroad with ODOT Rail.
- The project will include a budget for Portland and Western Railroad to review the design.
- The project will provide enhanced pedestrian crossings at all collector and arterial roadways. The project will review the enhanced crossing treatment to determine the safest option (possibly include a red indication rather than yellow RRFB) Refer to NCHRP Report 562
- The project will determine the environmental permitting required through coordination with agencies as required DSL, Army Corps, NMFS, DEQ - (not inclusive)
- The project will provide a minimum 14' wide (10' paved with 2' shoulders) multiuse path where feasible. On street connections should provide trail-like separation from traffic where possible. Sidewalks and separated bike lanes (buffered) are acceptable on higher traffic, constrained streets.
- The project partner agency staff will coordinate with TriMet and regional partners to plan for potential future extension within the corridor.

Gladstone – Trolley Trail Bridge Replacement

- The project will provide for a minimum 14' wide (10' paved with 2' shoulders) multiuse path connections to the bridge where feasible. On street connections should provide trail-like separation from traffic where possible.

Gresham - Division Street Complete Street

- Project staff will coordinate with TriMet for all transit improvements.

Milwaukie - Monroe Street Greenway

- As the project develops in coordination with adjacent segments funded from other sources, it should prepare to be able to proceed separately from those segments and issues associated with their funding or permitting, so as to be able to remain on schedule.

Multnomah County – Sandy Boulevard: Gresham to 230th

- An updated project scope, schedule, and budget will be submitted. (assuming integration of 223rd Avenue project development activities are integrated into the project scope)

Portland - 122nd Avenue

- The project will confirm the assumption that improvements will not trigger stormwater/water quality improvements. Bureau of Environmental Services will be included at kickoff meeting and early in design process.
- The project will review the enhanced crossing treatment to determine the safest option (possibly include a red indication rather than yellow RRFB) Refer to NCHRP Report 562

- The project will coordinate with TriMet for all transit improvements (signal transit priority, stop locations)
- In addition to the elements described in the application, the project will consider access management and associated design treatments to enhance pedestrian safety.

Portland - Columbia/Cully/Alderwood Freight

- The project will include budget for Union Pacific Railroad to review the design of the crossing.
- Ensure the project is consistent with Metro Regional Freight Plan.

Portland - MLK Blvd.

- The project will review the enhanced crossing treatment to determine the safest option (possibly include a red indication rather than yellow RRFB) Refer to NCHRP Report 562.
- In addition to the project elements described in the application, the project will consider access management and associated design treatments to enhance pedestrian safety.

Portland - Stark-Washington Corridor

- The project will review the enhanced crossing treatment to determine the safest option (possibly include a red indication rather than yellow RRFB) Refer to NCHRP Report 562
- The project will confirm the assumption that improvements will not trigger stormwater/water quality improvements. Bureau of Environmental Services will be included at kickoff meeting and early in design process.
- The project will involve ODOT Region 1 traffic in the kickoff meeting and early design process for coordination of modification at Interstate 205.
- In addition to the elements described in the application, the project will consider access management and associated design treatments to enhance pedestrian safety.

Portland - Willamette Blvd.

- The project will confirm the assumption that added impervious area for bike path will not trigger stormwater/water quality improvements. Bureau of Environmental Services will be included at kickoff meeting and early in design process.
- The project will pursue a speed limit reduction through the corridor.
- The project will review the enhanced crossing treatment to determine the safest option (possibly include a red indication rather than yellow RRFB) Refer to NCHRP Report 562.

Oregon City - Hwy 99E Bike/Ped Improvements

- The project will involve ODOT Region 1 traffic in the kickoff meeting and early design development process.

Tigard - Red Rock Creek Trail

- Project staff will coordinate with TriMet on the development of and coordination with the Southwest Corridor project and the design of trail connections to transit facilities.

Washington County – Aloha Safe Access to Transit

- The project will coordinate with ODOT Region 1 in the design of project connections to ODOT facilities.

Washington County – Cornelius Pass Bike/Ped Bridge (US26)

- The project will involve ODOT Region 1 traffic in the kickoff meeting and early design development process.



Engagement report

Public comments on proposed projects
for 2022-24 regional flexible funds

October 2019



Metro respects civil rights

Metro fully complies with Title VI of the Civil Rights Act of 1964 that requires that no person be excluded from the participation in, be denied the benefits of, or be otherwise subjected to discrimination on the basis of race, color or national origin under any program or activity for which Metro receives federal financial assistance.

Metro fully complies with Title II of the Americans with Disabilities Act and Section 504 of the Rehabilitation Act that requires that no otherwise qualified individual with a disability be excluded from the participation in, be denied the benefits of, or be subjected to discrimination solely by reason of their disability under any program or activity for which Metro receives federal financial assistance.

If any person believes they have been discriminated against regarding the receipt of benefits or services because of race, color, national origin, sex, age or disability, they have the right to file a complaint with Metro. For information on Metro's civil rights program, or to obtain a discrimination complaint form, visit oregonmetro.gov/civilrights or call 503-797-1536.

Metro provides services or accommodations upon request to persons with disabilities and people who need an interpreter at public meetings. If you need a sign language interpreter, communication aid or language assistance, call 503-797-1700 or TDD/TTY 503-797-1804 (8 a.m. to 5 p.m. weekdays) 5 business days before the meeting. All Metro meetings are wheelchair accessible. For up-to-date public transportation information, visit TriMet's website at trimet.org.

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

The preparation of this report was financed in part by the U.S. Department of Transportation, Federal Highway Administration and Federal Transit Administration. The opinions, findings and conclusions expressed in this report are not necessarily those of the U.S. Department of Transportation, Federal Highway Administration and Federal Transit Administration.

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SUMMARY

From Sept. 6 through Oct. 7, 2019, residents of the Portland metropolitan region were asked to help decide how an estimated \$43 million will be spent on projects to improve walking, biking and moving freight:

- Approximately \$32 million for active transportation/complete streets projects that make it safer and easier for people to walk, ride bicycles or get to transit.
- Approximately \$11 million for regional freight investments, projects that improve access to freight hubs and industrial areas and improve safety on freight routes.

During this public comment period, Metro received:

- 2895 submissions through the online comment tool, allowing participants to choose and comment on multiple projects, including four submissions through the Spanish version; participants were asked to rate their support level (one to five) for the project and for their comments, concerns or additional considerations for the project (Note: Due to an intermittent functional error in the tool, some users were taken to projects they had not selected. To balance this error, the number of comments and support level data for each project below are based on the users who selected that project. However, all comments on the projects were reviewed for sentiment, quotes, concerns and considerations.)
- 51 emails, with 12 providing general, non-project specific comments such as recommending other uses for the funds or requesting solutions to other transportation needs
- 26 letters, with one from the Safe Routes Partnership offering comments on multiple projects and the prioritization process
- 13 testimonies at the public hearing
- one phone call, asking for a fix to jutting curb on the bike path connecting Multnomah and Clackamas counties along Highway 213.

The MLK Boulevard safety and access to transit, Belmont/Morrison biking and walking, and Springwater Trail to 17th Avenue Trail projects garnered the most interest.

BACKGROUND

Almost everyone can point to an improvement they'd like to see on a roadway or street, a trail connection or sidewalk gap they'd like to see filled. 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. Although not a large portion of greater Portland's transportation funding – just five percent spent in the tri-county region – the approximate \$145 million over three years can help with crucial gaps and long-awaited fixes.

Regional flexible funds come from two federal grant programs:

- Surface Transportation Block Grant funds may be used for projects to preserve and improve conditions and performance on public roads, pedestrian and bicycle infrastructure, and transit capital projects.
- Congestion Mitigation/Air Quality Program funds may be used for surface transportation projects and other related efforts that contribute air quality improvements and provide congestion relief.

From Sept. 6 through Oct. 7, 2019, residents of the Portland metropolitan region were asked to help decide how an estimated \$43 million will be spent on projects to improve walking, biking and moving freight from these regional flexible funds:

- Approximately \$32 million for active transportation/complete streets projects that make it safer and easier for people to walk, ride bicycles or access transit.
- Approximately \$11 million for regional freight investments, projects that improve access to freight hubs and industrial areas and improve safety on freight routes.

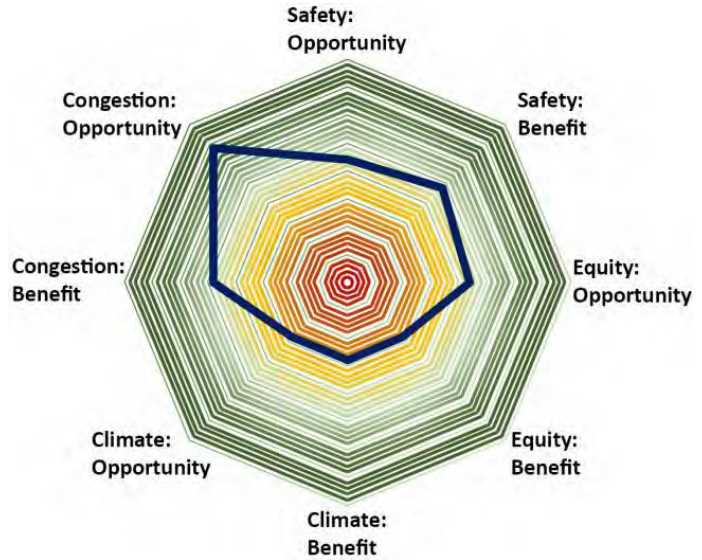
Cities and counties submitted 23 proposed projects to qualify for federal transportation funds targeted to meet these goals. The proposals add up to approximately \$78 million.

Each project was evaluated on how meaningfully it would 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.

For this comment period, participants could view a map of the projects, read the applications and the full application packets, and review the technical evaluation scoring. To aid in a higher-level review and assessment across projects, a project summaries booklet was provided. It included a map of the project and project area as well as an evaluation summary radar chart. A short summary of the project



purpose, sponsoring agency, requested amount and total budget were also provided. This information was also provided in the online comment tool as well as links to the full project application packets.

Public engagement context

The engagement for this regional flexible funds allocation process is intended to aid decision-makers in determining which proposed projects are prioritized for the limited available funds. It is not intended to meet all of the engagement requirements for determining what the highest community need is, if the project meets the community need or the development of the project through implementation.

Regional Transportation Plan

In order to qualify for these funds, projects must be in the Regional Transportation Plan, or RTP, project list. The RTP is a blueprint to guide investments for all forms of travel – motor vehicle, transit, bicycle and walking – and the movement of goods and freight throughout the Portland metropolitan region. The plan identifies current and future transportation needs, investments needed to meet those needs and what funds the region expects to have available to over the next 25 years to make those investments a reality. It also establishes strategies and policies to help meet those needs and guide investments.

Regional development of RTP policies provide the framework for the development of city and county transportation systems and other plans for projects to be added to regional priority lists.

Engagement: Regional engagement helps develop policy and investment priorities; focused engagement with historically marginalized communities helps assess the transportation system from their perspective and identify their needs and priorities.

Assessment: Metro performs an assessment of the performance of the future transportation system based on project list. Metro also performs an equity-based assessment to determine the benefits and impacts on historically marginalized communities.

Transportation system plans

City and counties use the policy guidance of the Regional Transportation Plan to develop local transportation system plans. These system plans may have more detail for projects that have funding identified at the local level. Cities and counties work together on the county level to prioritize projects from the transportation system plans for the regional priority list in the RTP.

Engagement: Local engagement helps develop policies, plans and projects for the local transportation system plans. Some engagement during the county-level process helps refine the prioritization of projects for the regional priority list. It is expected that specific efforts are made at both the local and county level to engage historically marginalized communities to understand and include their needs and priorities.

Assessment: Local assessment determines benefits and impacts of the transportation system plans. It is expected that the assessment will consider the benefits and impacts specific to historically marginalized communities.

Metropolitan Transportation Improvement Program

As the metropolitan planning organization for greater Portland, Metro is required to prepare the Metropolitan Transportation Improvement Program, or MTIP, which documents federally funded projects scheduled for the next four years, bringing together funding packages from the Oregon Department of Transportation, Metro, TriMet and SMART.

This regional flexible funds allocation process is Metro's funding package for the MTIP. As part of the process, county coordinating committees also weigh in on which projects they most support at the county level.

Engagement: For Metro’s process to determine its funding package, typical engagement opportunities include an online survey showing where the applicant projects are and what they would achieve, minimum 30-day review and comment (letter, email, phone, public comment at committee and council meetings) period on the projects and technical evaluation, and testimony at hearings.¹ During the allocation process comment opportunity for these funds, notices with requests to share are sent to neighborhood association/CPO, local agency newsletter, transportation management association and community based organization partners and contacts.² Jurisdictions competing for the funds can encourage their constituencies to comment and testify. Jurisdictions can choose to encourage public comments during county coordinating committee deliberation.

Oregon Department of Transportation and TriMet are responsible for public engagement during the development of their funding packages. SMART relies on engagement during the compiled MTIP to meet its engagement responsibilities.

Metro assesses the compiled MTIP for its performance and asks the public for comments.

Assessment: Metro performs an assessment of the performance of the future transportation system based on the project list of the compiled MTIP. Metro also performs an equity-based assessment to determine the benefits and impacts on historically marginalized communities.

Project development

Funded projects are moved into project development by the city, county, regional or state agency that sponsored them through the funding process.

Engagement: It is expected that project-specific engagement include specific efforts with historically marginalized communities to help develop the project.

Assessment: Depending on the project development process and the implications of the National Environmental Policy Act, or NEPA, it is expected that assessment of the project determines benefits and impacts for historically marginalized communities during project development.

¹ See the public participation plan for transportation planning: Be involved in building a better system for getting around greater Portland, January 2019, oregonmetro.gov/sites/default/files/2019/02/15/PublicParticipationInTransportationPlanning.pdf.

² *Ibid.*

Stages of RTP to project development with equity and civil rights engagement and impact assessment (Title VI of the Civil Rights Act and the Executive Order on Environmental Justice)

Updating the Regional Transportation Plan



RTP policies are a framework for other transportation plans

Regional development of RTP policies provide the framework for the development of city and county transportation system and other plans for projects to be added to regional priority lists.



Local and agency plans are developed independently to meet local goals within that framework

Cities, counties and agencies independently develop transportation system plans and other plans that call for transportation projects.



Projects from local and agency plans are brought together as county-level priorities

Cities and counties work together on the county level to prioritize projects for the regional priority list.



Identified priorities are brought together as the RTP project list within the policy framework

The RTP brings city, county, regional and state priority projects together to create a regional priority list.

Regional engagement with historically marginalized communities helps develop policies and identify their needs.

Local engagement with historically marginalized communities helps develop policies, plans and projects; local assessment determines effects for these communities.

Some local engagement with historically marginalized communities and consideration of effects for them helps develop countywide lists.

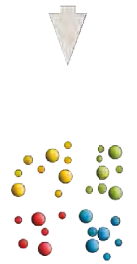
Some regional engagement with historically marginalized communities helps confirm the regional list; regional assessment of RTP determines effects for these communities.

The Metropolitan Transportation Improvement Program to project development



Individual projects from the RTP project list are proposed

Cities and counties pursue opportunities for federal funds for near-term priorities, primarily through ODOT and Metro.



Proposed projects are prioritized for funding

ODOT, Metro, TriMet and SMART prioritize projects for funding through independent processes.



Funding packages are brought together as the MTP

The MTP reports how all federal transportation money will be spent in the region over the next four years, bringing together ODOT, Metro, TriMet and SMART funding packages.



Individual project is developed

Funded projects are moved into project development by the city, county, regional or state agency that sponsored them through the funding process.



Project is constructed

The project moves into construction, serving the identified needs. Implementation of mitigation strategies for inequitable effects that could not be avoided or fully minimized.

Local consideration of effects for historically marginalized communities helps determine near-term priorities.

Some local and regional engagement with historically marginalized communities on priority projects; equity assessment and consideration through agency prioritization processes.

Assessment of MTP determines effects for historically marginalized communities.

Project-specific engagement with historically marginalized communities help develop the project; assessment of the project determines effect for these communities.

Public engagement and non-discrimination certification

In order to help cities and counties understand their public engagement and non-discrimination assessment responsibilities, Metro has developed a checklist and certification that it uses during the Regional Transportation Plan and the regional flexible funds project solicitation processes.

Use of the checklist is intended to ensure project applicants have offered an adequate opportunity for public engagement, including identifying and engaging historically marginalized populations. Applications for project implementation (construction) are expected to have analyzed the distribution of benefits and burdens for people of color, people with limited English proficiency and people with low income compared to those for other residents. The checklist demonstrates:

- project sponsors have performed plan-level public engagement, including identifying and engaging historically marginalized communities, during development of local transportation system plans, subarea plans or strategies, topical plans or strategies (e.g., safety), modal plans or strategies (e.g., freight) and transit service plans from which the applicant project is drawn
- *if project development is completed*, project sponsors have performed project-level public engagement, including identifying and engaging historically marginalized populations, and have analyzed potential inequitable impacts for people of color, people with limited English proficiency and people with low incomes compared to those for other residents
- *if project development is not completed*, project sponsors attest the intent to perform project-level public engagement, including identifying and engaging historically marginalized populations, and to analyze potential inequitable impacts for people of color, people with limited English proficiency and people with low income compared to those for other residents.

See Appendix A for checklists submitted by cities and counties as part of their application packets.

NOTICE AND INVITATION TO PARTICPATE

The notice and invitation to participate were distributed through several channels:

- ads in local newspapers (Clackamas Review, Gresham Outlook, Portland Tribune and Tigard Times)
- email invitation through neighborhood association, community planning organization, community participation organization and community-based organization networks
- email invitation to 1,993 subscribers to the Regional Transportation Plan interested persons list
- email to community leaders who had participated in 2018 Regional Transportation Plan discussions, asking them to distribute the invitation through their networks
- Metro News (oregonmetro.gov/news)
- the Twitter feed @oregonmetro

See Appendix B: Notices and invitations to participate.

People were invited to learn about the projects via:

- the regional flexible funds web page (oregonmetro.gov/rffa), which featured the technical scoring and full applications for the 23 proposed projects
- an interactive comment tool, which provided a summary of the intent of and technical scoring results for and linked to the full applications for each of the projects; participants were able to choose which projects to learn more about and offer comment.

Comments were accepted through several means:

- through the interactive comment tool, linked from the Metro website
- by email to transportation@oregonmetro.gov
- by letters to 600 NE Grand Ave., Portland, OR, 97232
- by phone at 503-797-1750 or TDD 503-797-1804
- at the public hearing, 5 p.m. Thursday, Sept. 26, 2019, at Metro Regional Center, 600 NE Grand Ave., Portland.

Translation

The interactive comment tool was translated into four additional languages: Spanish, Vietnamese, Chinese and Russian.

The ads in community papers and email invitations included translated, in five languages, invitations to “comment on regional transportation priorities” and an offer for a full translated notice. For the four languages with online tool translations, invitations to and the web address to the comment tool were included. See Appendix B: Notices and invitations to participate.

Four submissions were received in Spanish via the translated online comment tool. No comments were received via the tool in Vietnamese, Chinese, Russian or Korean.

COMMENTS

From Sept. 6 through Oct. 7, 2016, residents of the Portland metropolitan region were asked to help decide how approximately \$43 million will be spent on projects to improve walking, biking and moving freight.

Metro received:

- 2895 submissions through the online comment tool, allowing participants to choose and comment on multiple projects, including four submissions through the Spanish version; participants were asked to rate their support level (one to five) for the project and for their comments, concerns or additional considerations for the project (*Note: Due to an intermittent functional error in the tool, some users were taken to projects they had not selected. To balance this error, the number of comments and support level data for each project below are based on the users who selected that project. However, all comments on the projects were reviewed for sentiment, quotes, concerns and considerations.*)³
- 51 emails, with 12 providing general, non-project specific comments such as recommending other uses for the funds or requesting solutions to other transportation needs⁴
- 26 letters, with one from the Safe Routes Partnership offering comments on multiple projects and the prioritization process⁵
- 13 testimonies at the public hearing⁶
- one phone call, asking for a fix to jutting curb on the bike path connecting Multnomah and Clackamas counties along Highway 213.⁷

(For the full text of these comments, see appendices C through I.)

Appendix C offers summaries and key quotes from emails, letters, testimonies and the phone call.

³ The comment period for the previous regional flexible funds cycle (2019-21) used a different online comment tool, leading to 985 unique visitors. The tool for this cycle did not track unique visitors for a direct comparison.

⁴ For the previous cycle, Metro received 84 emails during the comment period.

⁵ For the previous cycle, Metro received 30 letters during the comment period. In addition, Metro received 284 postcards and a petition with 1013 signatures in support of the Brentwood-Darlington safe routes to school project.

⁶ For the previous cycle, 18 people testified at the hearing.

⁷ For the previous cycle, Metro received eight phone calls during the comment period.

Summary of comments, policy priorities

The online tool asked a question related to the policy 2018 Regional Transportation Plan policy priorities, against which the proposed projects were assessed through the technical evaluation. This question framed – and asked participants to contemplate how they would react to – the evaluation results as they reviewed the proposed projects. Participants were asked to rank the policy priorities, one through four.

To illustrate the results, the option ranked highest (one) by a user was assigned more points, and the option ranked the lowest (four) was assigned fewer points. These per-user points were then averaged across the participants to determine a score. The table below shows the ranking across users, with the chart showing the aggregated point averages.

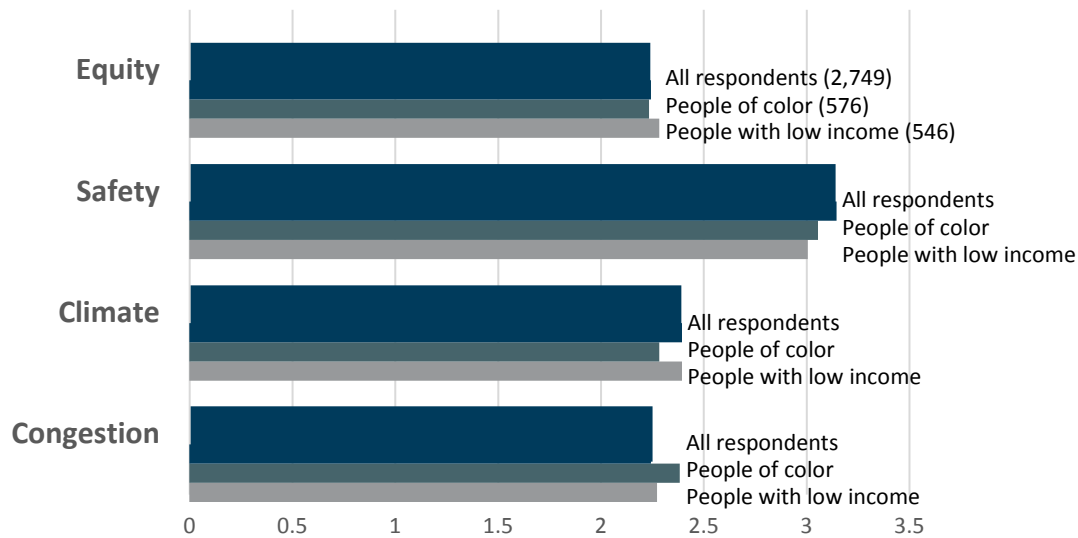
How would you rank these factors for deciding which projects should be prioritized for funding?

- How well the projects advance social equity (serve and benefit communities of color or people with low income)
- How well the projects improve transportation safety (reduce crashes, including those impacting people biking and walking)
- How well the project implements the region's Climate Smart Strategy (reduce emissions from car and small truck trips)
- How well the projects manage congestion (improve traffic flow and reliability)

Responses: 2,749

	Ranked 1	Ranked 2	Ranked 3	Ranked 4	Total	Score
Equity	14.37% 372	23.60% 611	33.29% 862	28.74% 744	2,589	2.24
Safety	44.33% 1,149	32.02% 830	16.78% 435	6.87% 178	2,592	3.14
Climate	18.33% 484	24.27% 641	35.48% 937	21.92% 579	2,641	2.39
Congestion	23.67% 641	20.01% 542	13.70% 371	42.61% 1,154	2,708	2.25

About 20% of respondents to this question self-identified as people of color, and about 20% of respondents identified as people with low income.⁸ There is not a significant difference in the results across these groups of respondents.



Comments to this question mostly focused on emphasizing respondents’ top priorities. Several comments spoke to the interconnectedness of these priorities or stated that they are all important. Some questions emphasized their support of one of the proposed projects, addressed in the project section below. A few comments recommended projects not included in the RFFA project proposals under consideration that they would like to see move forward with funding (e.g., an East Multnomah County bridge, expanding transit service). A few comments specifically questioned the importance of social equity as a goal for government. A very few comments recommended other policy areas that should be prioritized, such as economic development.

⁸ See pp. 66-68 for additional participant demographic information and methodology. The low income determination was limited to households earning less than \$50,000 annually.

Summary of comments, proposed projects

The proposed projects are organized by county on the project website and, online tool (and below), allowing people to more easily find projects that were in their areas of interest. For the online tool, people were able to select which projects they would like to review and comment on.

For each project page, the user was provided a map of the project and project area as well as an evaluation summary radar chart.

These maps and evaluation radar charts are reproduced here as reference, though at a much smaller scale. A project summaries booklet that includes maps, radar charts and summaries for the proposed project is available at


oregonmetro.gov/rffa in the proposed projects section. In addition, a technical evaluation Excel workbook is available for people to review the details for the summarized technical ratings.

Comments offered by email and letter are included in the summary of comments for each project.

Note: Due to an intermittent functional error in the tool, some users were taken to projects they had not selected. To balance this error, the number of comments and support level data for each project are based on the users who selected that project. However, all comments on the projects were reviewed for sentiment, quotes, concerns and considerations.

Map: Proposed projects

The map below shows the location of these proposed projects, followed by the list of projects separated by county location. **Check which projects you want to review and offer feedback, or skip these to finish this survey.**



Clackamas County

<input type="checkbox"/> C1: Clackamas Industrial Area freight ITS	<input type="checkbox"/> C3: Highway 43 biking and walking	<input type="checkbox"/> C8: Monroe Greenway
<input type="checkbox"/> C2: Courtney Avenue biking and walking	<input type="checkbox"/> C4: Highway 99E biking and walking	<input type="checkbox"/> C6: Trolley Trail Bridge replacement

Multnomah County

<input type="checkbox"/> M1: 122nd Avenue active transportation	<input type="checkbox"/> M5: Division Street biking and walking	<input type="checkbox"/> M9: Stark/Washington biking and walking
<input type="checkbox"/> M2: 223rd Avenue biking and walking	<input type="checkbox"/> M6: MLK Boulevard safety and access to transit	<input type="checkbox"/> M10: Taylors Ferry Road transit access safety
<input type="checkbox"/> M3: Belmont/Morrison biking and walking	<input type="checkbox"/> M7: Sandy Boulevard biking and walking	<input type="checkbox"/> M11: Willamette Boulevard active transportation
<input type="checkbox"/> M4: Columbia/Cully freight	<input type="checkbox"/> M8: Springwater Trail to 17th Avenue Trail	

Washington County

<input type="checkbox"/> W1: Aloha safe access to transit	<input type="checkbox"/> W3: Bull Mountain Road biking and walking	<input type="checkbox"/> W5: Council Creek Trail biking and walking
<input type="checkbox"/> W2: Blake Street design	<input type="checkbox"/> W4: Cornelius Pass biking and walking bridge	<input type="checkbox"/> W6: Red Rock Creek Trail biking and walking

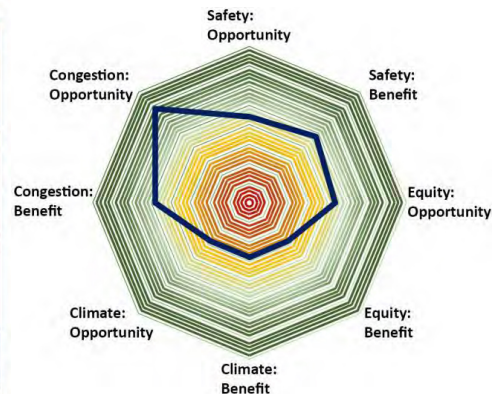
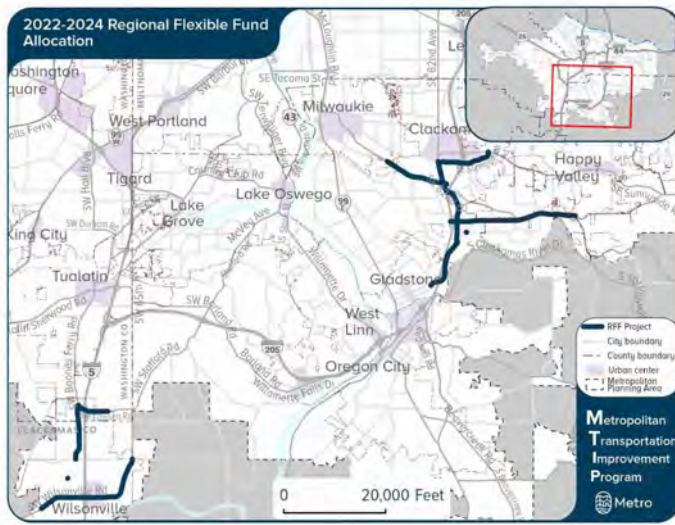
Next

	Number of times selected by participants	Selected by participants, people of color⁹	Selected by participants, people with low income¹⁰
C1: Clackamas Industrial Area freight ITS	240	16	24
C2: Courtney Avenue biking and walking	245	15	26
C3: Highway 43 biking and walking	385	22	32
C4: Highway 99E biking and walking	424	21	36
C5: Monroe Greenway	398	26	35
C6: Trolley Trail Bridge replacement	339	20	29
M1: 122nd Avenue active transportation	470	36	71
M2: 223rd Avenue biking and walking	230	19	32
M3: Belmont/Morrison biking and walking	606	42	57
M4: Columbia/Cully freight	338	28	40
M5: Division Street biking and walking	462	42	56
M6: MLK Boulevard safety and access to transit	628	51	72
M7: Sandy Boulevard biking and walking	457	35	48
M8: Springwater Trail to 17th Avenue Trail	604	45	55
M9: Stark/Washington biking and walking	503	43	65
M10: Taylors Ferry Road transit access safety	473	37	49
M11: Willamette Boulevard active transportation	484	39	45
W1: Aloha safe access to transit	197	21	26
W2: Blake Street design	194	10	9
W3: Bull Mountain Road biking and walking	208	19	15
W4: Cornelius Pass biking and walking bridge	223	22	22
W5: Council Creek Trail biking and walking	194	15	19
W6: Red Rock Creek Trail biking and walking	201	16	18

⁹ As identified by participants. See pp. 66-68 for additional participant demographic information and methodology.

¹⁰ As identified by participants and limited to households earning less than \$50,000 annually. See pp. 66-68 for additional participant demographic information and methodology.

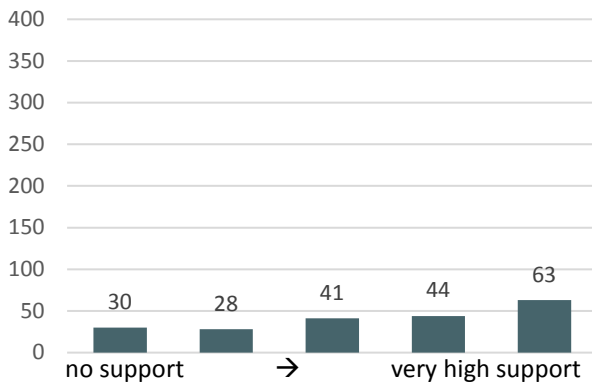
C1: Clackamas Industrial Area freight ITS | Clackamas County | \$1,768,040
Clackamas Industrial Area intelligent transportation systems



Number of letter, email, voice call, hearing testimony comments in support: **0**

Number of web tool comments: **46**

Web tool support levels:



- Improved freight travel will help ease congestion across greater Portland.
- Reducing congestion travel would help reduce climate impact and create business opportunities
- Would help without investing in widening roads... It supports jobs. It is connected to safety and equity needs. A very diverse population along Wilsonville Road.

Concerns or considerations:

- Giving more priority to trucks makes it more unsafe for other road users.
- Transit should be included.
- Stronger emission standards are needed for freight.
- Does not do enough for safety, equity and climate.
- Project areas may not be the most impacted by congestion.

“Congestion is a major problem in Wilsonville and this would help without investing in widening roads (which is not what I would support). It supports jobs. It is connected to safety and equity needs. A very diverse population along Wilsonville Road.” [online tool comment]

“Critical area. Keep in mind industrial areas support and provide living wage jobs which contributes to opportunities for people that are not college oriented.” [online tool comment]

Concerns or considerations:

“Biking in this area feels so hostile and painful, with no easy ways through or into the area and very long crosswalk wait times... The intent of the proposed project would only give more priority to truck traffic and make it feel even more alienating and unsafe for other road users.” [online tool comment]

“If Metro and ODOT were truly concerned about the movement of freight, they would implement freight only lanes on the interstate system. The region is spending / will be spending billions of \$s to "improve" the freight system after putting cars first. Metro should evaluate the freeway / highway system from a blank slate. Freeways should be used for busses and freight. Then find funding to layer in lanes for cars. You would have a functional freeway system focused on the movement of freight and an efficient way to move people across the region on busses (equity, safety, climate, congestion).” [online tool comment]

Sponsor: Clackamas County

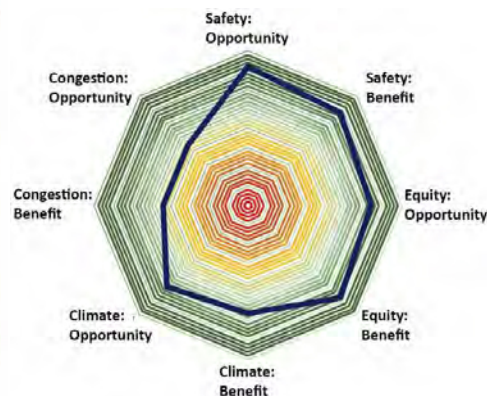
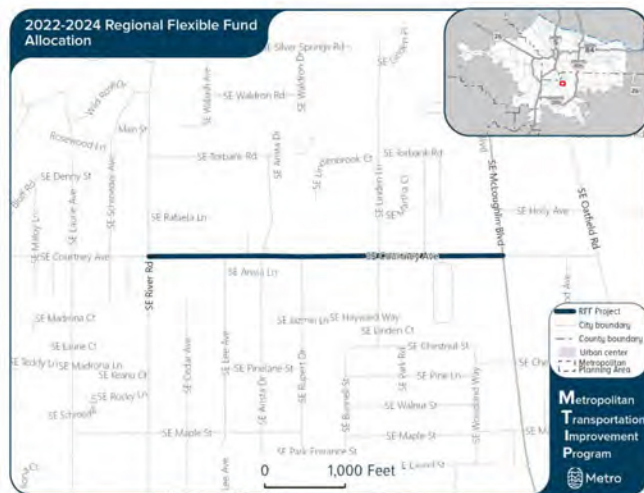
Requested amount: \$1,768,040

Total project cost: \$1,970,400

Purpose: Construction

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

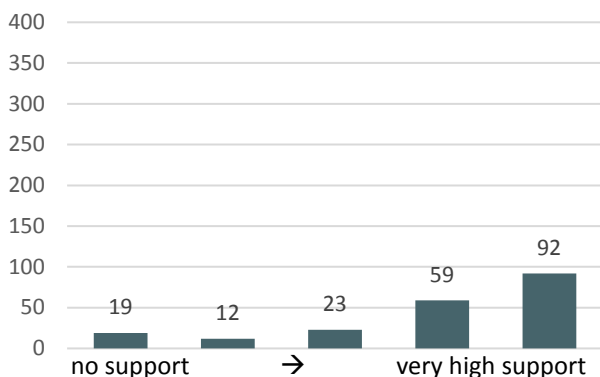
C2: Courtney Avenue biking and walking | Clackamas County | \$5,079,992
 Courtney Avenue: River Road to OR 99E (McLoughlin Blvd)



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

Number of web tool comments: **56**

Web tool support levels:



- Important project for children walking from school and other pedestrians.
- Would be a vital connection to the Trolley Trail.

“This corridor has heavy pedestrian traffic right next to moderate vehicle traffic. Lots of the foot traffic is elderly, low-income, school children, and disabled people. It desperately needs the safety upgrade. It would be nice to see an improvement in an unincorporated area for a change.” [web tool comment]

Concerns or considerations:

- Cost may be high for area of improvement and number of people benefiting.
- A more protected bike lane is needed.
- This project should be coordinated with the proposed walking and biking bridge project.

“Buffered bikelanes are an improvement over what's there today, but I wish this project was instead building protected bike lanes.” [online tool comment]

Listed as number six of 14 projects prioritized by the Safe Routes Partnership. – Kari Schlosshauer, letter

Sponsor: Clackamas County

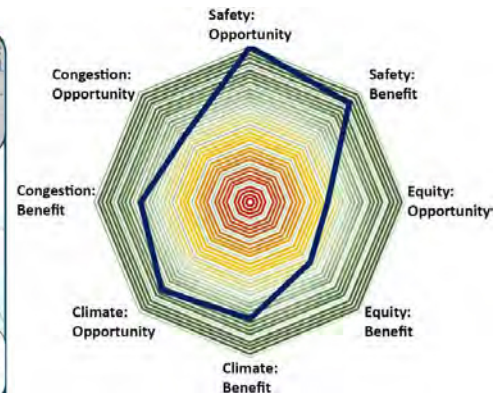
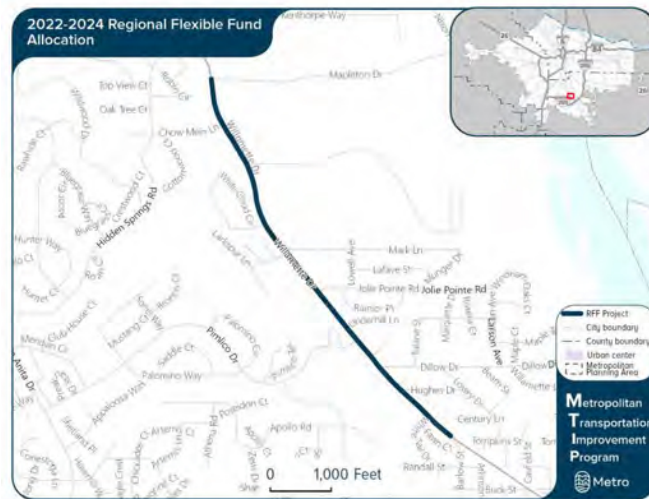
Requested amount: \$5,079,992

Total project cost: \$5,661,420

Purpose: Construction

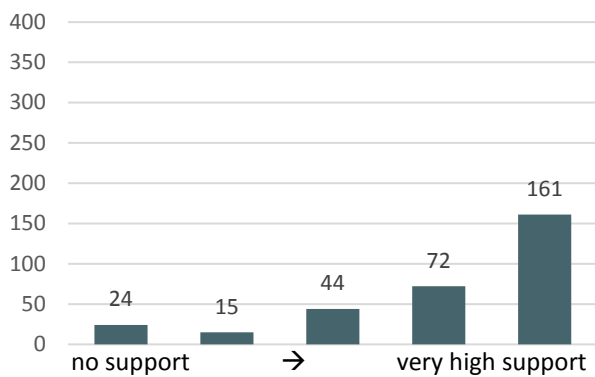
Description: Provides separated sidewalks and 8-foot wide buffered bike lanes, intermittent rain gardens for stormwater management, and ADA compliant intersection curb ramps and crosswalk enhancements at two intersections. Provides direct walking and biking east-west connection to the Trolley Trail.

C3: Highway 43 biking and walking | City of West Linn | \$6,468,000
 OR43 (Willamette Dr): Mapleton Drive to Barlow Street



Number of letter, email, voice call, hearing testimony comments in support: **0**
 Number of letter, email, voice call, hearing testimony comments in opposition: **1**

Number of web tool comments: **96**
 Web tool support levels:



- Would make it safer for walking and biking in a currently unsafe area.

“Highway 43 is a real opportunity to connect all the way from Oregon City through into Portland. Currently it's very difficult for bikes and walkers but this project would improve safety, increase healthy options in the area, and help with congestion as well.” [online tool comment]

Concerns or considerations:

- Vehicle congestion on Highway 43 may be a higher priority.
- Cost is high.
- Not a strong equity benefit.
- Keep the road open and functional during construction.
- Project should be related to a plan for improved transit service.

“TriMet's 35 runs on Hwy 43. Pedestrians dart across the road or travel with the flow of traffic on shoulder of the road. I see this as a safety factor for pedestrians, bicyclists and motorists.” [online tool comment]

“Highway 43 is a heavily traveled route that people use to avoid I-5 or I-205. It runs through residential areas AND past a primary school. It is in constant disrepair and is dangerous for pedestrians. You simply CANNOT walk most of this road unless you have a death wish.” [online tool comment]

Concerns or considerations:

“The most value that any money that can be spend for West Linn is to provide a local within its neighborhood a transportation system that can be connected to the larger MAX system to allow access to the downtown Portland and Beaverton areas.” – Surja Tjahaja, email

“This is a nice project, but there are so many other obstacles to biking and walking in this area, that I'm not sure it's a wise investment for \$7 of \$43 million.” [online tool comment]

“Wealthy area which is also far from biking to job hubs. Lower down on need” [online tool comment]

“Super-expensive in an area with low ridership potential. Bad street connectivity and spread out destinations in the area make me believe we'd be better of spending money in a more useful location”

“Improving bus service must be a priority along Highway 43. This project does not address bus service as is typical for Metro, and thus the project as it stands is unsupported by Metro's own goals. If Metro acknowledged that this area lacks good bus service and demanded an increase in service to allow the 35 to become a Frequent Service route from Oregon City through West Linn and Lake Oswego to Portland, this would be a very highly supportive project.” [online tool comment]

Sponsor: City of West Linn

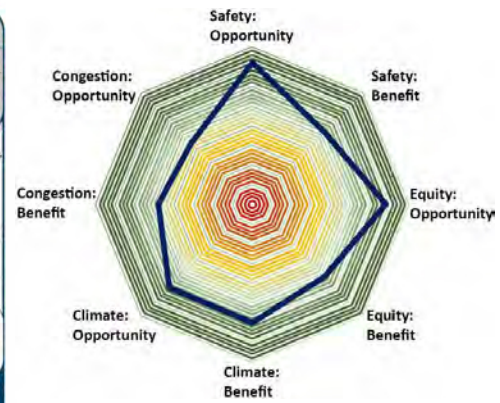
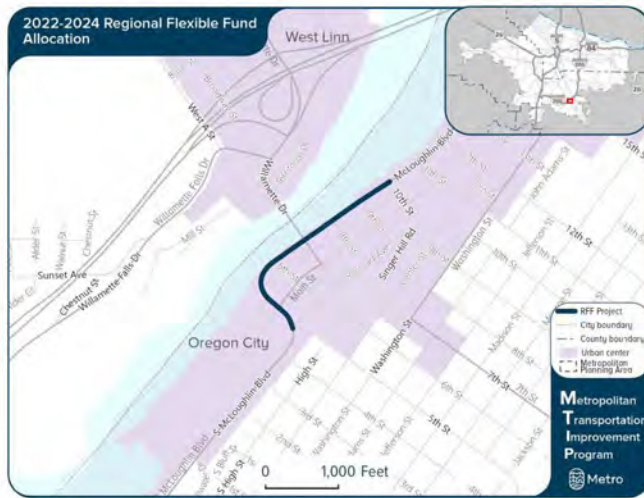
Requested amount: \$6,468,000

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.

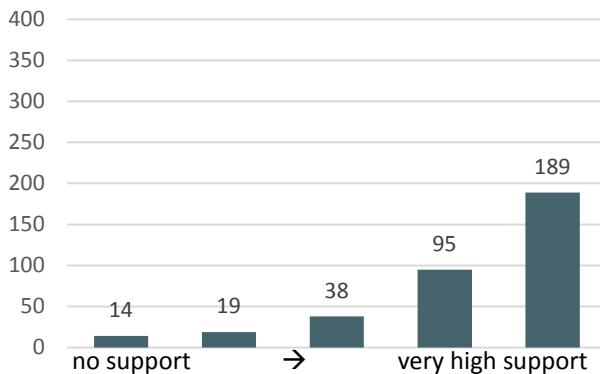
C4: Highway 99E biking and walking | City of Oregon City | \$673,000
OR99E: 10th Street to railroad tunnel



Number of letter, email, voice call, hearing testimony comments in support: **8**

Number of web tool comments: **80**

Web tool support levels:



Concerns or considerations:

- Other areas of Oregon City may have a more immediate need for biking and walking improvements.
- Local labor should be used for the project.

- Opportunity to establish better walking and biking opportunities in an unsafe area.
- Leverages Willamette Falls/Riverwalk project.

“We have so many people living in such a close proximity to grocery stores, gyms, restaurants, etc. but they are forced to drive because there are no sidewalks or bike lanes to keep them safe. This project would change the lives of thousands of people and I look forward to seeing this lift up the city of Oregon City...” – Kristina Browning, email

“I’m just writing to further emphasize that the Highway 99E Biking and Walking Project seems the most deserving to me because of the combination of low-cost and high-value.” – Aaron Wolf, email

“The Confederated Tribes of Grand Ronde Community of Oregon supports the 2022-2024 Regional Flexible Funds Allocation (RFFA) grant application for complete streets and pedestrian and bicycle and design improvements along 99E from the tunnel to 10th Street in Oregon City.” – Chairwoman, Cheryle Kennedy, Confederated Tribes of Grand Ronde, letter

"The need to close this identified gap in safe pedestrian and bike access is vital for our community and provides design solutions to our current pedestrian and bike access problems along 99E." – Downtown Oregon City Association, letter (among others)

“The walkability of this section of 99E is dangerous... [T]he use would be so high if the area was safe to walk. This is also a very complicated section of 99E and establishing better walking and biking opportunities will never occur without this kind of concept engineering and study.” [online tool comment]

“Lots of business opportunities, ways to preserve the falls and our water front. Not to mention the fact that being able to take my son who is 6 on a bike ride downtown Oregon City and feel safe about it would be absolutely AMAZING!!” [online tool comment]

Listed as number eight of 14 projects prioritized by the Safe Routes Partnership. – Kari Schlosshauer, letter

Sponsor: City of Oregon City

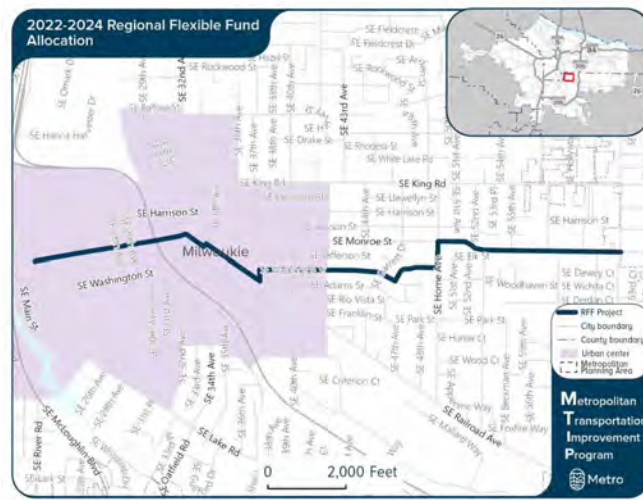
Requested amount: \$673,000

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.

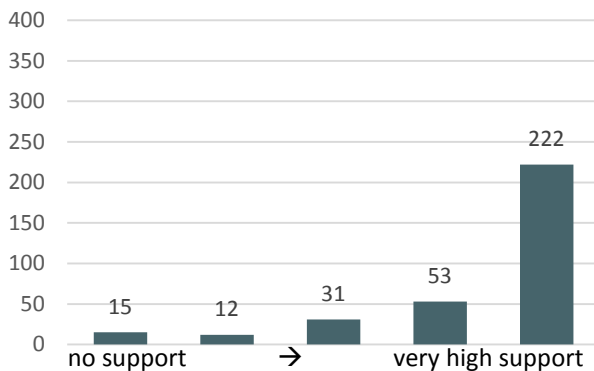
C5: Monroe Greenway | City of Milwaukie | \$3,860,788
 Monroe Street Greenway: 21st Avenue to Linwood Avenue



Number of letter, email, voice call, hearing testimony comments in support: **5**

Number of web tool comments: **89**

Web tool support levels:



- Would connect residences, including new apartment units, to the MAX line, schools and parks.
- Would improve biking safety, making it a more viable travel option in Milwaukie.

Concerns or considerations:

- Cost may be high for impact.
- May need a refined design for a more direct biking route through the neighborhood.
- Design seems to have changed since the public workshop.

“This application, along with other sources of funding procured, those in the works, will allow the city to complete 2.2 miles of greenway, making a significant difference in addressing this gap in the next five years.” – State Representative Karin Power, hearing testimony

Listed as number 11 of 14 projects prioritized by the Safe Routes Partnership. – Kari Schlosshauer, letter

"Once complete, it will serve as the spine of Milwaukie's active transportation network, connecting users to the MAX Orange and Green lines, Trolley Trail, 17th Avenue bike path, I-205 multiuse path, neighborhood school and parks... Highway 224 cleaves Milwaukie in half. It is one of the complaints I hear most from citizens over the five years I have been on the council." City of Milwaukie Councilor Lisa Batey, hearing testimony

"Milwaukie needs safer/bike pedestrian pathways. With a lack of public transit options, this is an affordable and climate conscious alternative for Milwaukians. Equity, Safety and Climate - all highlighted in our 2017 adopted Community Vision. Please help us achieve it!" [online tool comment]

"This is critical for that part of the region and effects safe routes to school for the High School and Linwood grade school. It should also reduce congestion at: Railroad and Linwood intersection; Oak and 224, Oak and Harrison. Creating safe bike infrastructure through this area will allow families to choose bikes instead of cars." [online tool comment]

"Milwaukie is in desperate need of more pedestrian safe walkways in its neighborhoods, particularly on border areas between residential and commercially zoned properties. A greenway would boost access to downtown Milwaukie as it continues to grow" [online tool comment]

Concerns or considerations:

"Adding more bike and pedestrian infrastructure encourages more people to ride bikes and makes our communities safer and healthier. However, this route should be reconsidered to give the bikeway a more direct route through the neighborhood. Weaving around multiple intersections instead of prioritizing bike traffic on Monroe will only make this route confusing and less safe." [online tool comment]

"When and Why did the Monroe Greenway get moved off of Monroe Street? It seems to have changed a lot since the public workshops were held." [online tool comment]

Sponsor: City of Milwaukie

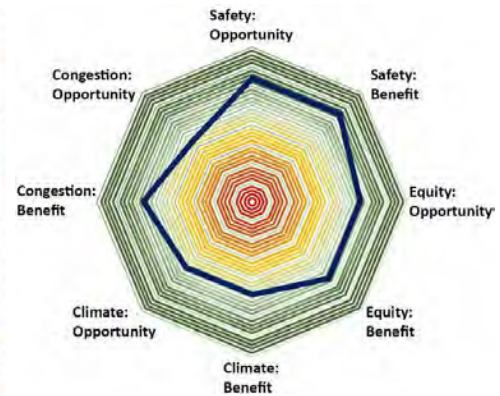
Requested amount: \$3,860,788

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.

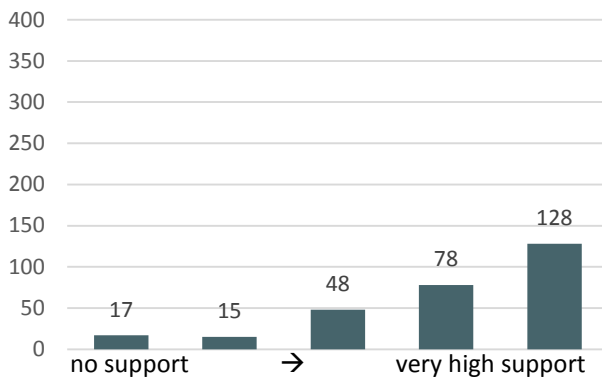
C6: Trolley Trail Bridge replacement | City of Gladstone | \$1,228,800
Trolley Trail Bridge over Clackamas River: Portland Avenue to Clackamas River Greenway Trail



Number of letter, email, voice call, hearing testimony comments in support: **11**

Number of web tool comments: **70**

Web tool support levels:



- Completes a major missing link in the Trolley trail, making an important safe connection over river.

“This would serve as the major pedestrian/bicycle alternative mode link for people instead of McLaughlin, which its current condition and for the foreseeable future is not a good place for bicyclists and pedestrians... This is

Concerns or considerations:

- May be redundant to other facilities and not best use of funds.

“Another pedestrian river crossing would add value but there are two existing crossing options within close proximity both up and down stream. I just don't think this project aligns as well as other projects when considering the criteria.” [online tool comment]

“This is an important connection, but I love the old bridge. Why not repair and just make the connections to the old bridge better?” [online tool comment]

an essential ingredient for the larger Gladstone downtown revitalization project.” – John Southgate, hearing testimony

“The proposed bridge will connect across the Clackamas River to mixed-use development in Oregon City, providing alternative transportation modes to the Willamette Falls Legacy site, the Willamette Falls Riverwalk (slated for a 2020 construction start), West Linn, and points beyond. This bridge will help strengthen the regional trail network including the (Portland) waterfront trail and the Springwater Corridor Trail.” – Thelma Haggenmiller, Friends of the Trolley Trail, letter

Listed as number 12 of 14 projects prioritized by the Safe Routes Partnership. – Kari Schlosshauer, letter

“This is a crowded and dangerous area for vehicles and almost impassable for pedestrians and cyclists. A much needed improvement.” [online tool comment]

“I am in strong support of this plan. I live in Gladstone, and finding safe bike routes from my home to nearby businesses and parks can be very challenging. The current route from Gladstone to Oregon City is the 99E bridge, which is incredibly unsafe for bike traffic. There is no bike lane on the bridge, and on the sidewalk there are poles intermittently spaced on the bridge, and there is NO VISIBILITY when approaching one of these poles. I have had several near misses when riding across the bridge, because I could not see pedestrians or other cyclists heading in my direction, because they were blocked by the poles. This proposed Trolley Trail bridge will provide an essential safe bike/pedestrian route between Oregon City and Gladstone.” [online tool comment]

Sponsor: City of Gladstone

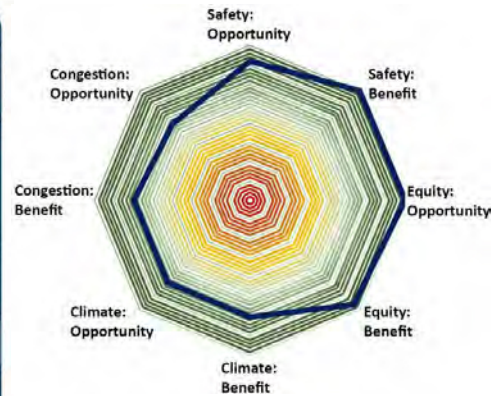
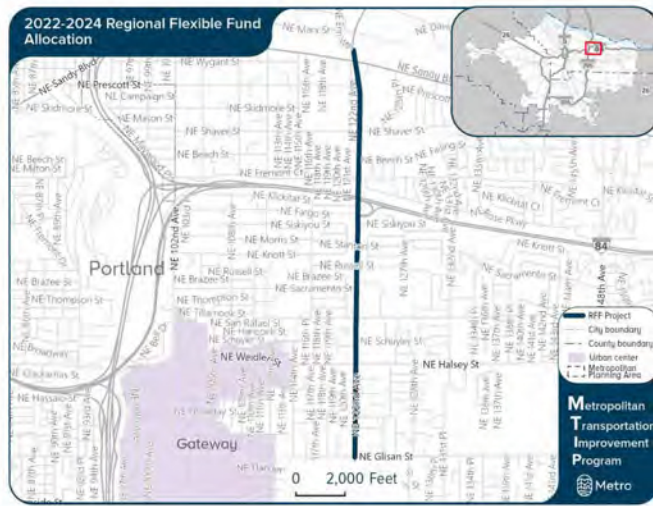
Requested amount: \$1,228,800

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.

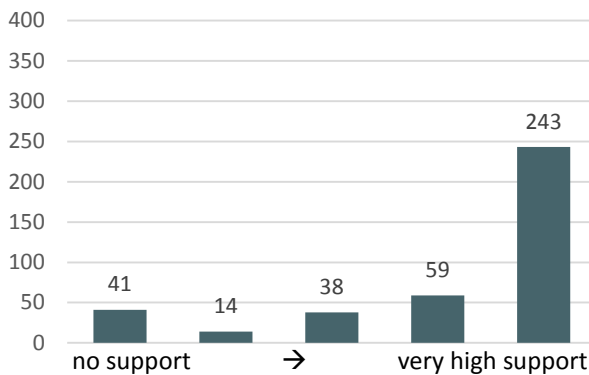
M1: 122nd Avenue active transportation | City of Portland | \$4,543,700
 122nd Avenue: Sandy Boulevard to Burnside Street



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

Number of web tool comments: 140

Web tool support levels:



- Good opportunity to serve transit riders, people with disabilities, older people and high school students.
- Improves safety and livability in the area.

“Sidewalks along these areas are needed for safety and aesthetics. Sidewalks allow people with disabilities and the elderly the ability to get thru these major corridors much easier.” [online tool comment]

Listed as number one of 14 projects prioritized by the Safe Routes Partnership. – Kari Schlosshauer, letter

Concerns or considerations:

- Other areas in outer East Portland may be a higher priority for sidewalks.
- Project may increase motor vehicle congestion.
- Engagement during project development needs to be inclusive.
- Project may not go far enough to create a true boulevard.

One of four projects supported by the Rosewood Initiative. – Kem Marks, email

“It is important to do the very best you can to allow traffic to proceed with minimal disruptions, but it is imperative that something be done to decrease motor vehicle speeds on 122nd. There need to be many more signaled opportunities for pedestrians to cross this major thoroughfare.” [online tool comment]

Calming traffic, while adding enhanced pedestrian crossings and bikeway improvements encourages more people to ride bikes or walk and makes our communities safer and healthier.” [online tool comment]

“As someone who grew up in Argay Terrace and mostly commuted by bike for years. I'm in support of road work that is able to increase safety for pedestrians, bicyclists, and transit users along 122nd. People drive like they're on the highway instead of a city street... Pedestrians have to walk significant distances to cross the street and a lot of people on bikes ride the wrong way down the bike lanes because it can be hard to cross the massive, and busy streets. Better striping and signalized crosswalks will help.” [online tool comment]

Concerns or considerations:

“Along with 260,000 more people and 123,000 more households, there will be 98,000 to 100,000 more cars on the roads. Two full service travel lanes plus left and right turn lanes at major intersections must be maintained on 122nd. More illumination from better street lighting is absolutely needed on 122nd along with more reasonably spaced crosswalks with flashing beacons. Bicycles should be routed on a different street. DO NOT take away any motor vehicle capacity on 122nd for bus lanes.” [online tool comment]

“In the planning process, please be sure to seek input from communities of color that will be affected by this plan. All voices must be heard, not just the ones who are loud.” [online tool comment]

“The 122nd Ave project should be taken MUCH further to turn this major north/south arterial into a true boulevard with street trees, pedestrian lighting in addition to the safety and crossing improvements planned.” [online tool comment]

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.

“This section of 223 vehicle speed is 45mph. There are many residents in this area that walk up and down this hill having to constantly look over their shoulder for vehicles travelling by. Sidewalks would also allow the elderly and people with disabilities the freedom to move from the isolated area north of Sandy, to the services located south of Sandy, such as stores and TriMet.” [online tool comment]

Sponsor: Multnomah County

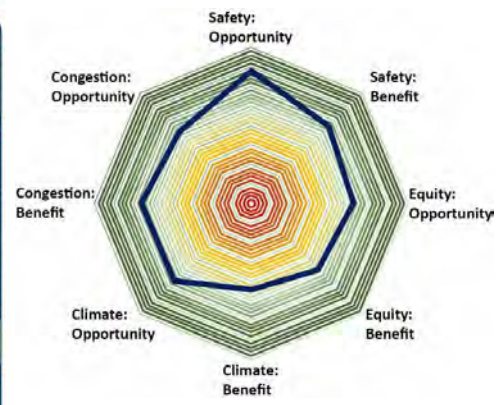
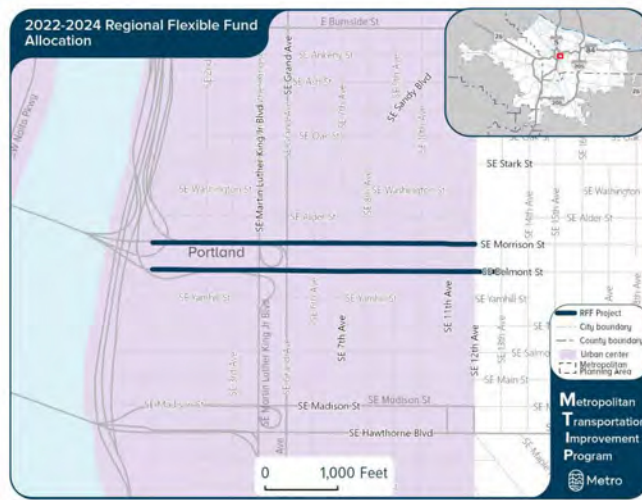
Requested amount: \$3,862,190

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.

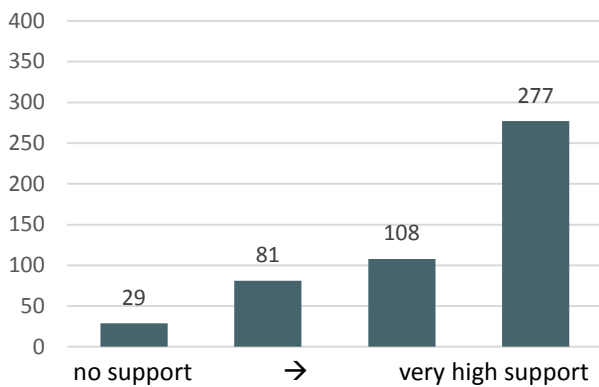
M3: Belmont/Morrison biking and walking | City of Portland | \$4,523,400
Belmont and Morrison streets: Water Avenue to 13th Avenue



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

Number of web tool comments: **141**

Web tool support levels:



- Fills a gap in the relatively strong bikeway infrastructure in this area.
- Provides long-needed transit improvements to an important central city corridor.

Concerns or considerations:

- Current biking and walking options may mean other areas are a higher priority.
- May not be the best return on investment for the policy priority areas.
- May not go far enough to improve biking safety with physical barriers.
- Project may increase motor vehicle congestion.

Listed as number 13 of 14 projects prioritized by the Safe Routes Partnership. – Kari Schlosshauer, letter

“Please fund the Morrison/Belmont biking and walking project. This will help minimize vehicle and pedestrian conflicts in this very busy corridor. I have personally been the recipient of many close calls in this corridor.” – Daryl Grenz, email

“This is very dangerous street to cross and cycle. I never feel safe crossing these streets. Please do this.” [online tool comment]

“Morrison is far too wide and thus dangerous to cross. The buses have to pull way over to get to stops as its bus lane is only free a very brief few hours in the mornings. On Belmont, the congestion from Water to SE 12th is horrendous. Bus lanes are very needed. On both streets, it’s difficult and dangerous to cross. There are no painted crosswalks, no narrowed intersections to increase visibility and shorten crossing distance.” [online tool comment]

Concerns or considerations:

“There are already ample bike lanes on Belmont and Morrison and designated greenways on side streets. Sure, things could always be better, but if there is a question about whether to enhance this area vs. implement more foundational access and safety measures in lower income areas in need of infrastructure, I say it's a no brainer. Go with the latter.” [online tool comment]

“Doesn't seem to score well on safety, equity, or climate. Lot of money for marginal improvements.” [online tool comment]

“Paint does not count as protected or safe bike lanes. We need physically separated bike lanes if you truly care about safety and creating bike facilities that work for people of all ages and abilities. Both Morrison and Belmont need a road diet. Consider removing lanes and reducing the width of the street while adding protected bike lanes and easier pedestrian crossings. Also, please add a dedicated bus-only lane in each direction.” [online tool comment]

“This is a main transportation route. Clogging the roads makes it difficult for residents and businesses, resulting in wasted time and avoidable pollution.” [online tool comment]

Sponsor: City of Portland

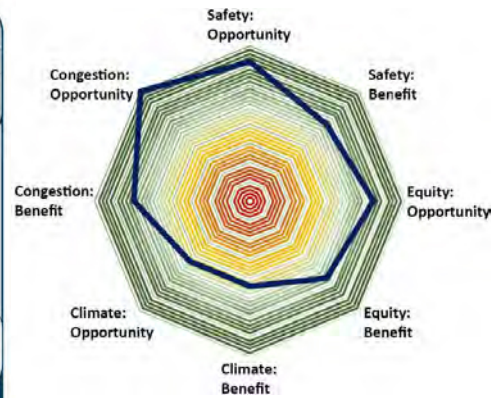
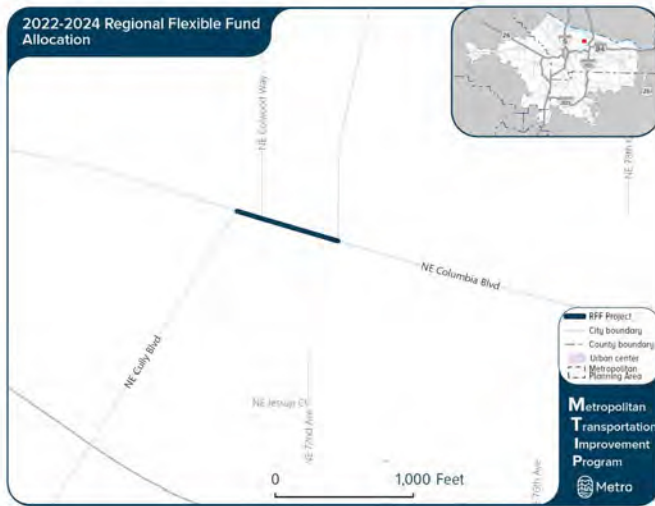
Requested amount: \$4,523,400

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.

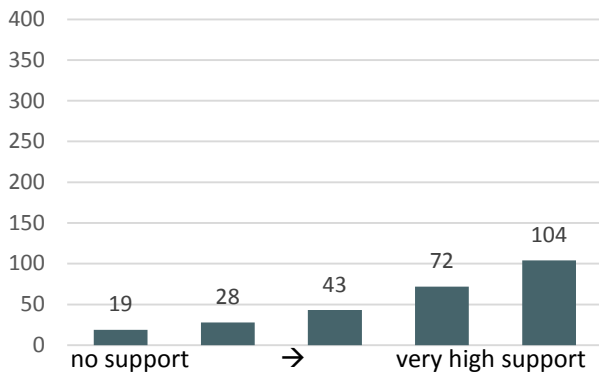
M4: Columbia/Cully freight | City of Portland | \$3,434,193
Columbia Boulevard: Cully Boulevard and Alderwood Road intersections



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

Number of web tool comments: **61**

Web tool support levels:



Concerns or considerations:

- May not have demonstrated enough equity and climate benefit.

- Would improve conditions for freight as well as bike, pedestrian and motor vehicle safety.

Listed as number nine of 14 projects prioritized by the Safe Routes Partnership. – Kari Schlosshauer, letter

“Recognizing these regionally significant trail systems are poorly connected to adjacent neighbors, Safe Routes to the Slough... calls for improving connections across barriers such as Columbia Boulevard... [This project] is what is needed to improve safety for all transportation modes moving through the intersection.” – Deb Scott, 40-Mile Loop Land Trust, letter

“This is a crucial project, because it will drastically improve safety in a highly dangerous area, not only for freight but also for bike and pedestrian safety, as well as autos. The intersection of Cully & Columbia in particular is an absolute death trap. This improvement is at least 20 years overdue! Please fund this project.” [online tool comment]

“Yes to this project because it improves freight travel and we don't need diesel trucks idling and spewing out emissions and because it addresses known safety issues with rail and pedestrian crossings.” [online tool comment]

Sponsor: City of Portland

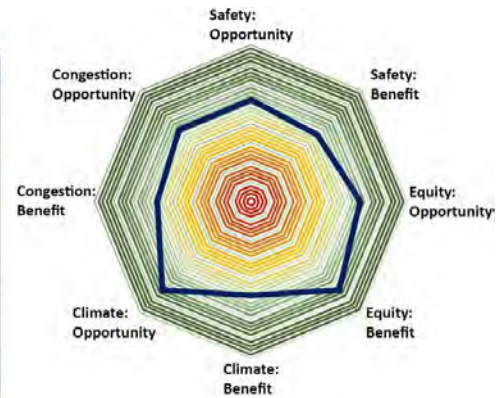
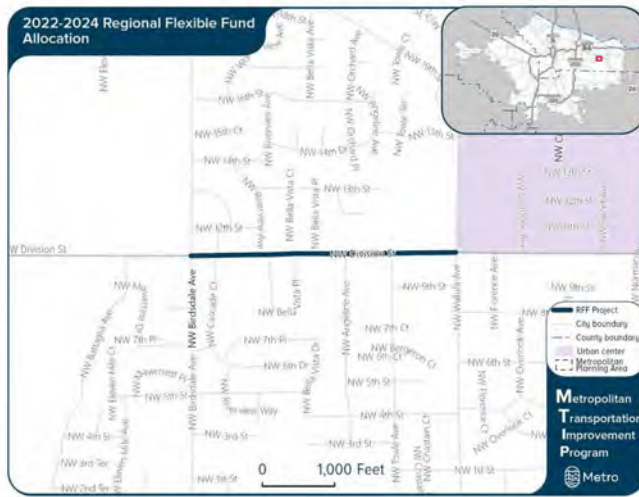
Requested amount: \$3,434,193

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.

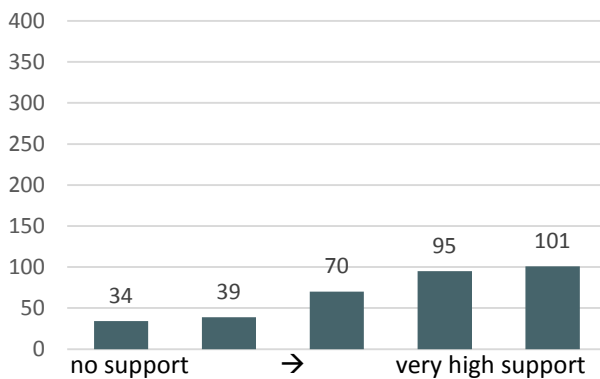
M5: Division Street biking and walking | City of Gresham | \$5,240,760
Division Street: Birdsdales Avenue to Wallula Avenue



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

Number of web tool comments: 53

Web tool support levels:



Concerns or considerations:

- Benefit offered does not match the opportunity in three of four areas.
- Current biking options in the area may be sufficient, but pedestrian safety improvements are needed.

- Would leverage the Division Transit Project.
- Opportunity for ADA compliant sidewalks in the area.

Listed as number 10 of 14 projects prioritized by the Safe Routes Partnership. – Kari Schlosshauer, letter

One of four projects supported by the Rosewood Initiative. – Kem Marks, email

“Please improve the crosswalk at SE 41st and SE Division. Many Richmond Elementary children cross here by foot or by bike every morning and put themselves in danger. Cars creep through the crosswalk and almost hit kids daily.” – Monique Sevy, email

“The City of Gresham's request to fund new sidewalk and bicycle facilities between Birdsdale and Wallula will undoubtedly support safe and equitable access to one of the region's most prominent and fastest growing communities - the Civic Neighborhood.” – Jay Fetherston, Harsch Investment Properties, letter

“It's awfully odd that there are not ADA compliant sidewalks in this stretch. It makes it hard to connect to the Gresham-Fairview Trail from elsewhere in Gresham. This would be a high priority for me.” [online tool comment]

Sponsor: City of Gresham

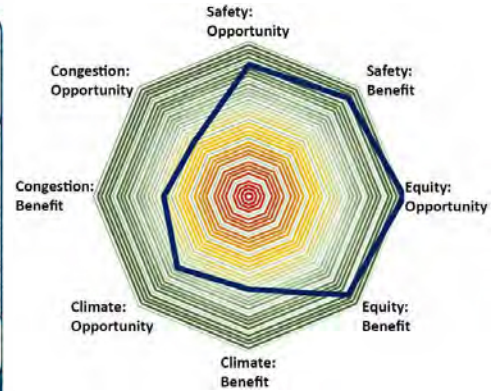
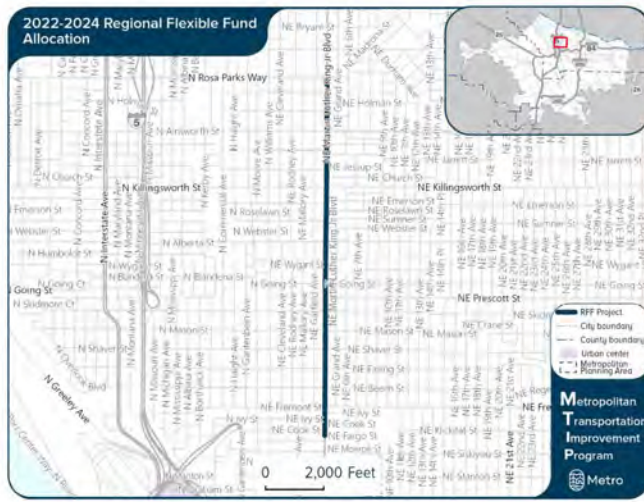
Requested amount: \$5,240,760

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.

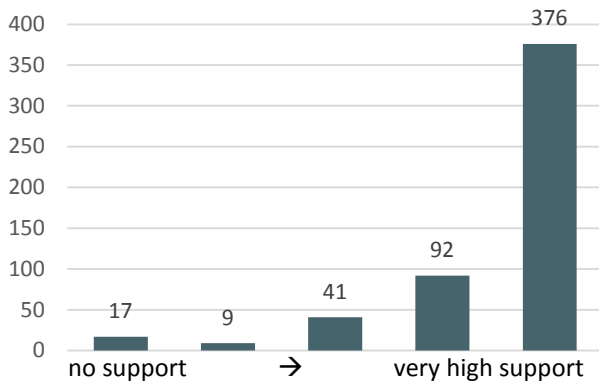
M6: MLK Boulevard safety and access to transit | City of Portland | \$4,123,000
MLK Boulevard: Cook Street to Highland Street



Number of letter, email, voice call, hearing testimony comments in support: **5**

Number of web tool comments: **141**

Web tool support levels:



- Needed for pedestrians, bicyclists and transit users to cross safely.

“The history of MLK has been dark. It has been all kinds of things. Dangerous... We are simply asking to improve the safety features and aspects of the street so young people can cross streets and be safe and have a number of opportunities to live a healthy life.” – John Washington, Soul District Business Association, hearing testimony

Listed as number two of 14 projects prioritized by the Safe Routes Partnership. – Kari Schlosshauer, letter

Concerns or considerations:

- May not go far enough for biking and walking access.
- Important to engage the Black community on the location and design of crossings and signal improvements.
- Trees should be preserved.
- Cost may be high for the benefit.

“Several of us near the south intersection of NE Sacramento St and NE MLK Blvd have repeatedly requested a marked or enhanced pedestrian crosswalk on MLK at or near this location... [I]t should not have to come to someone dying there before the city takes action. This intersection is just a few blocks south of the boundary of your current MLK proposal.” – Vanesa Arozamena, email (also Jay Gopalakrishnan)

“The #6 bus is heavily used as well and those passengers deserve on time buses with transit lanes, safe stops and crossings and signal priority.” [online tool comment]

“This is a highly dangerous corridor for pedestrians and bicyclists. These improvements are desperately, urgently needed. I live very close to this project. Please, please fund this.” [online tool comment]

“MLK has the opportunity to be a great, walkable street, if there was ever the vision of that kind of future - all of the shops on MLK suffer from how unsafe it feels to be walking even on the sidewalk because of how fast the cars go and how close they are.” [online tool comment]

Concerns or considerations:

“We don't need to just cross MLK, we want to use it to bike/walk. It's currently hostile for that. Would prefer reducing lanes to transit only lanes, adding bike lanes instead of parking. Current is a half step.” [online tool comment]

“Regardless of our shared climate and active transportation goals, please only conduct this project if it is what the black community wants. Please examine continued displacement impacts in terms of the economic and cultural signals this infrastructure sends. I see in the application that ‘While key leaders in the Black community in inner NE Portland support this project in principle, they have been clear that additional public engagement will be needed as part of this project to ensure that all voices are heard in decisions about the location and design of these crossing and signal improvements.’” [online tool comment]

“This project is important, but the price tag for two intersections seems outrageous.” [online tool comment]

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.

“Current conditions on Sandy Boulevard results in barriers to transit for those who need it the most. The proposed project also helps connect the housing on the west end of the project to jobs at the Townsend Farms industrial Park to the east.” – Nolan Young, City of Fairview, email

Sponsor: Multnomah County

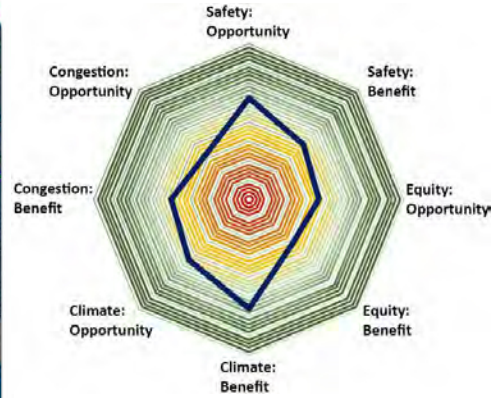
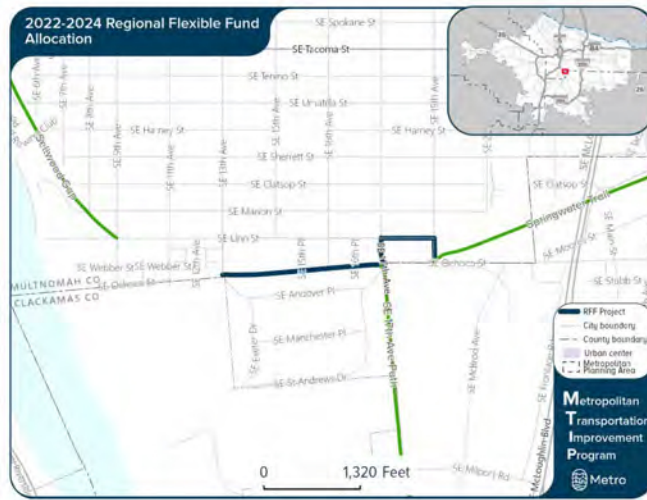
Requested amount: \$1,275,985

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.

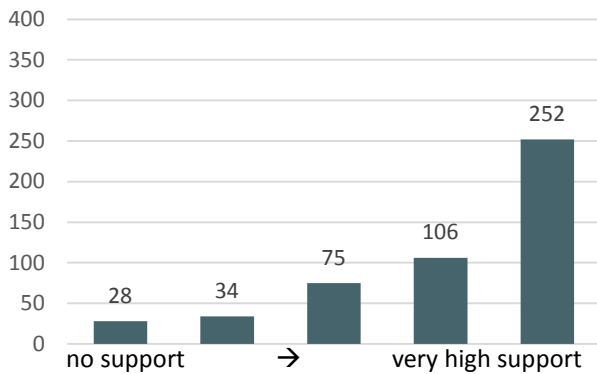
M8: Springwater Trail to 17th Avenue Trail | City of Portland | \$5,534,000
 Springwater Corridor: 13th Avenue to 19th Avenue



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

Number of web tool comments: **150**

Web tool support levels:



- Fills an unsafe gap in the trail.
- Would improve connections between Sellwood and MAX Orange Line.

Concerns or considerations:

- Cost may be too much for the benefit.
- Several comments expressed concern about people experiencing homelessness sheltering along the trail.
- May not be the most pressing need.

“This trail is one of the most heavily used trails in the Portland metro region, connecting thousands of residents across the region to employment and recreation... Completion of this project will provide a safe and comfortable route connecting downtown Portland to East Portland and other communities.” – Maya Agarwal, City of Portland Parks and Recreation, hearing testimony

“This will complete that gap. It is the final piece... It doesn't score well on equity, but if you look at it as an overall tying in from downtown Portland to Gresham and into Milwaukie and Gladstone and reaching the diversity of neighborhoods as a whole, it provides a lot of key services Metro is looking to provide.” – Ken Ackerman, 40-Mile Loop Land Trust, hearing testimony

“Currently the gap is unsafe. There is high speed cut through traffic on Linn between 17 and 13 avenues. The intersection of Linn and 17 has poor visibility and high speed traffic” [online tool comment]

“Projects like this one make biking more attractive by creating a more contiguous network rather than something disjointed that starts and stops at random intervals.” [online tool comment]

“I was hit on my bike by a truck on this very section.” [online tool comment]

“In reviewing the evaluation results for this project, I am concerned that the criteria fail to recognize how important this very small link is for the region's off-street trail network. The Springwater is an extremely busy and very well connected path that is grade separated for a significant extent. The benefits of finishing this small gap far outweigh the cost because the benefits also include the safety, climate, equity and congestion benefits of all other segments of trail that are already completed.” [online tool comment]

“This is a major missing piece with connecting bicycle infrastructure together.” [online tool comment]

Concerns or considerations:

“That's a very expensive project! Seems like a lot of money for such a small area to complete” [online tool comment]

“Not high need, connecting through low traffic volume neighborhood currently is low stress.” [online tool comment]

Sponsor: City of Portland

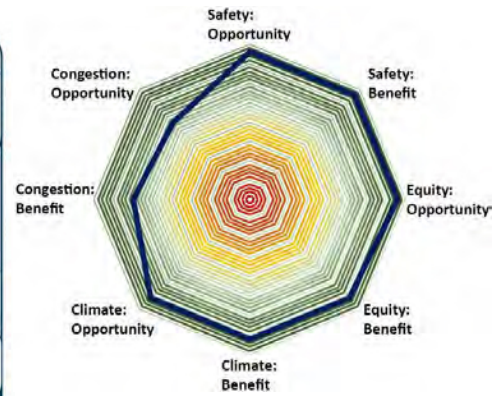
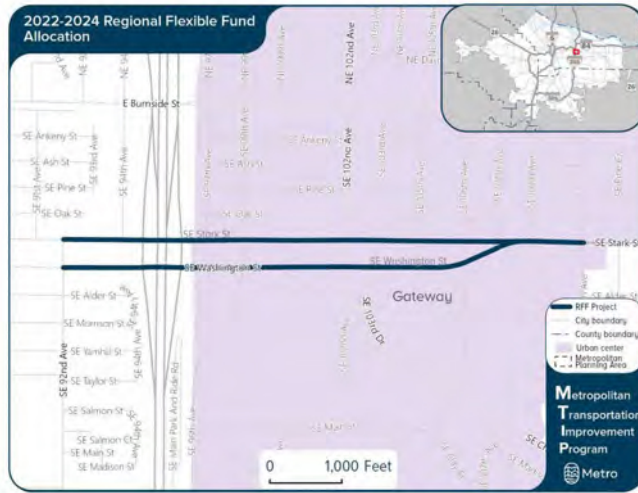
Requested amount: \$5,534,000

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.

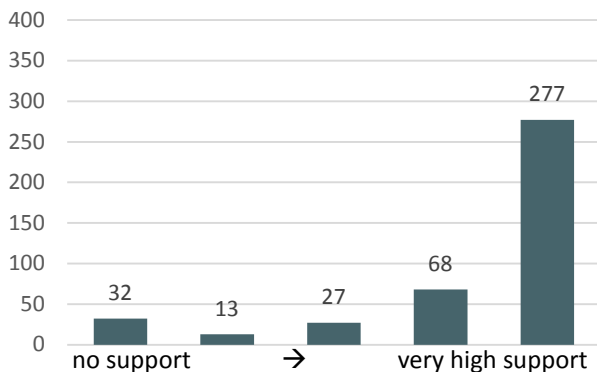
M9: Stark/Washington biking and walking | City of Portland | \$5,332,000
 Stark and Washington streets: 92nd Avenue to 109th Avenue



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

Number of web tool comments: **104**

Web tool support levels:



- Opportunity to calm traffic flow and improve safety for biking and walking.
- Strong performance in priority policy areas.

Concerns or considerations:

- Project may increase motor vehicle congestion.

“Removing vehicle lanes will only make congestion worse. The majority of street users drive personal vehicles. Deal with it!”
 [online tool comment]

Listed as number four of 14 projects prioritized by the Safe Routes Partnership. – Kari Schlosshauer, letter

“This street couplet is a nightmare to navigate on foot. It is high time pedestrian access and safety were improved. Maybe also avoid "beg button" signals and have pedestrian crossings that activate every time.” [online tool comment]

“This seems like it'd be a real benefit for a ton of people since it's near a transit stop that people from many neighborhoods use.” [online tool comment]

“Calming traffic, while adding enhanced pedestrian crossings and bikeway improvements encourages more people to ride bikes or walk and makes our communities safer and healthier.” [online tool comment]

“Having a protected bikeway here would be a major game change for many families living in this area. Bike help reduce economic disparity by allowing individuals to travel further for work, school and socialization. However, when it is unsafe to do so they are more alienated and isolated. Open up this area.” [online tool comment]

“As a person with disabilities I need safer travel options here. I take my life in hand trying to navigate as a pedestrian.” [online tool comment]

Sponsor: City of Portland

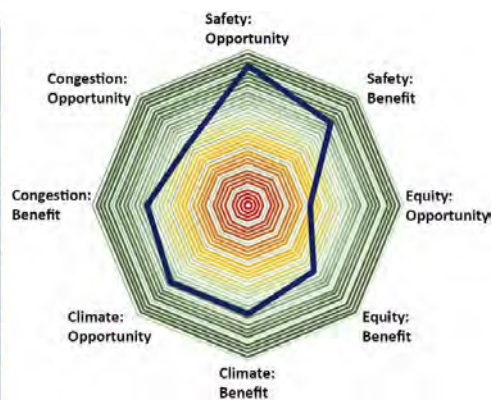
Requested amount: \$5,332,000

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.

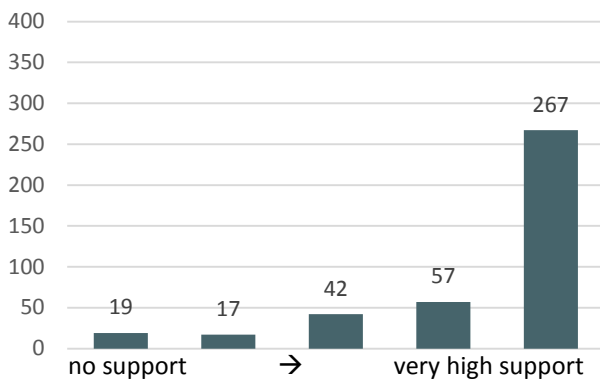
M10: Taylors Ferry Road transit access safety | City of Portland | \$3,676,000
Taylors Ferry Road: 49th Avenue to Capitol Highway



Number of letter, email, voice call, hearing testimony comments in support: 19
 Number of letter, email, voice call, hearing testimony comments in opposition: 1

Number of web tool comments: **154**

Web tool support levels:



- A long needed safety improvement for biking and walking conflicts with motor vehicles.
- Topography challenges make Taylors Ferry Road the only option to get to local stores and businesses.
- Would leverage the Southwest Corridor MAX line.

Concerns or considerations:

- Other portions also need safety improvements.
- Improvements may make more sense as part of the light rail project.
- There may be higher transportation priorities in Southwest Portland.
- Project may increase motor vehicle congestion.

“This is a good start, but many children walk along Taylor’s Ferry from 62nd eastward. From 62nd to 45th seems to most dangerous.” [online tool comment]

“There are no alternative routes, no grid because I-5 is on one side and Woods Creek is on the other... It is a key connector to the West Portland town center, the elementary school, middle schools and high schools. It is too dangerous to be a safe route to school, half a mile away.” – Marianne Fitzgerald, Crestwood Neighborhood Association, hearing testimony

“This is a very dangerous stretch of road for autos much less bicycles and pedestrians.” – Gerald Lenzen, email

“We have lived near Taylors Ferry Road for over 40 years and had many occasions to use this stretch of road to connect to Tigard. It badly needs the planned improvements not only for the pedestrians/cyclists who utilize Taylors Ferry Road, but also for the cars who often have to take "evasive action" to avoid hitting them on this unimproved road. It has been a priority for at least 30 years, and needs to be fixed.” [online tool comment]

“It will give pedestrians and bicyclist an option to avoid car traffic, since they are currently in the road way if they want to access Barber Blvd. or go to the grocery. Taylors Ferry is the only way through so it has high traffic and hence high safety concerns.” [online tool comment]

“I’ve personally witnessed 2 fatalities on Taylors Ferry Road. I have been injured in a traffic accident on this road. I am unable to walk or bike on TFR because of severe safety concerns. Funds for improvement are crucial to encouraging more public transit use and safety for pedestrians and bicyclists.” [online tool comment]

“I walk the path along Taylor's Ferry road twice daily to get to the bus stop. When it rains, I need to walk in the road due to the flooding of the path. The road currently drains into the path. This situation is extremely unsafe, especially when it is dark out, as there is no street lighting.” [online tool comment]

Concerns or considerations:

“I am a neighboring resident and am AGAINST any road work or sidewalks on Taylor's Ferry. This is not priority area for this project. We love our greenery and space away from the road, adding sidewalks would just cause more hassle and destruction of our lawns, space, and add unwanted trash because people will liter.” – Jen Lestaht, email

Sponsor: City of Portland

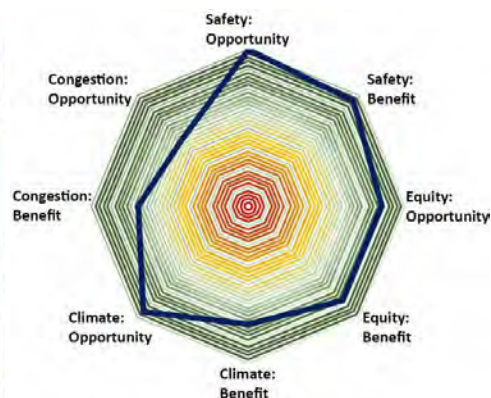
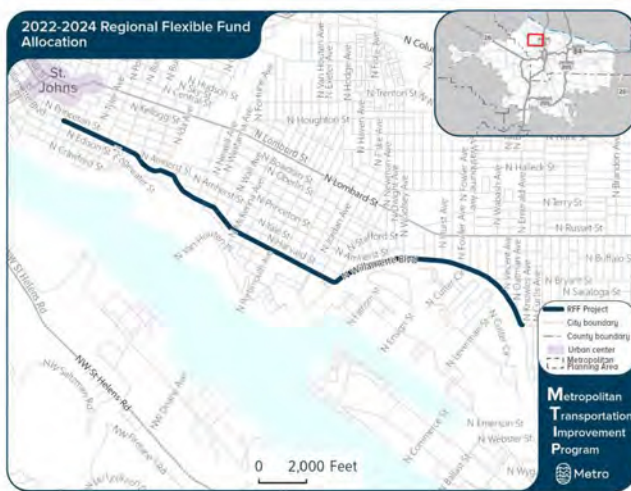
Requested amount: \$3,676,000

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.

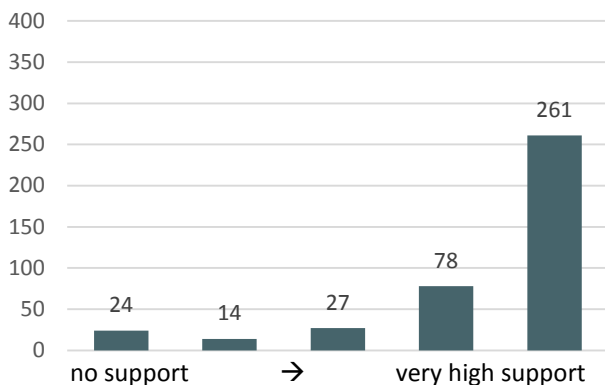
M11: Willamette Boulevard active transportation | City of Portland | \$4,456,000
Willamette Boulevard: Richmond Avenue to Rosa Parks Way



Number of letter, email, voice call, hearing testimony comments in support: **2**
 Number of letter, email, voice call, hearing testimony comments in opposition: **5**

Number of web tool comments: **120**

Web tool support levels:



- Improves conditions for a heavily used bike commute facility.
- Important biking connection to St. Johns and Kenton.

“I use this route to go to work, usually by bicycle, and safety is a pressing issue. Bicycle traffic is increasing and dangerous interactions with cars are increasing rapidly. The proposed project would increase safety for cyclists and drivers, but also support lower carbon transportation for all.” [online tool comment]

Concerns or considerations:

- Concern for the loss of street parking for residents, guests and deliveries.
- Project may not go far enough for protected bike lanes and slowing traffic.
- Resources may be better spent elsewhere, since Willamette Boulevard has bike infrastructure already.
- Crossing bike lanes may be a challenge for people walking, especially those with low mobility.

Listed as number five of 14 projects prioritized by the Safe Routes Partnership. – Kari Schlosshauer, letter

“When using this road on bike it is jarring when the bike lane suddenly stops and feeds users into the car traffic lane just after N Ida Ave. A bike lane all the way to downtown St Johns would be nice. As a pedestrian, it often feels unsafe to cross the road because of car traffic. Curves make it difficult for car users to see intersections and traffic often travels well above the speed limit.” [online tool comment]

“The lack of reliable, efficient transit into/out of St. John's makes this bike route overly important. There's no safe route out on bikes, highway 30 and the St John's bridge is a death trap. Willamette has no bike lanes and cars parked everywhere, forcing cyclists into the road. Since there are no bike lanes, drivers believe cyclists have no right to be there and will constantly try to squeeze you out or run you off the road.” [online tool comment]

Concerns or considerations:

“Because of the change in the bike lane removing our parking strip, I have watched visitors trying to leave our home try to back out on Willamette Blvd and several near misses with not only bicycles but automobiles. There is a large tree to the east of driveway which necessitated backing into the bike lane for a clear view, causing near misses with angry bicyclists.” Greg Soriano, email

“I would support this as long as it does not impact on street parking. Willamette Blvd. has many long blocks which limits the availability of street parking for deliveries and guest parking.” [online tool comment]

“We need separated protected facilities here, and we need to slow car speeds.” [online comment tool]

“The bike lanes are fine on Willamette Blvd. I've been riding them for over 20 years. Leave it alone and use funding for more needed projects in underserved communities like Cully and East Portland.” [online comment tool]

Sponsor: City of Portland

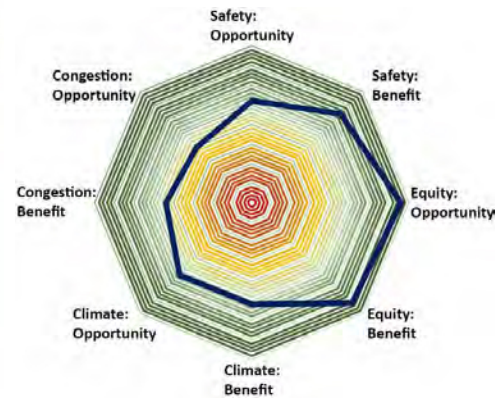
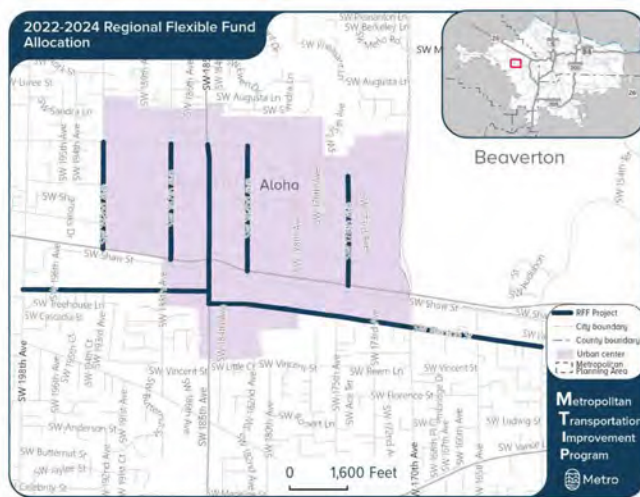
Requested amount: \$4,456,000

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.

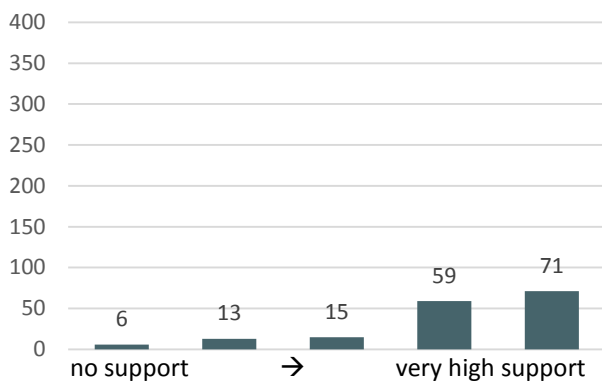
W1: Aloha safe access to transit | Washington County | \$5,193,684
Aloha area pedestrian projects



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

Number of web tool comments: **38**

Web tool support levels:



Concerns or considerations:
 No significant concerns or considerations were raised.

- Important improvements for a rapidly growing area.
- Strong scores for equity and safety.

“The 185th & Reedville area is growing rapidly, with a huge neighborhood development already underway in the Reedville area. It is important to provide safe access to transit for high-density housing residents, especially to reduce single-occupant car traffic, congestion, and air pollution. Affordable transportation is important for middle-income households, and safe access to public transit enables people to get to work safely.”
 [online tool comment]

“Equity and safety get my vote here.” [online tool comment]

Listed as number three of 14 projects prioritized by the Safe Routes Partnership. – Kari Schlosshauer, letter

“This area has a lot of disadvantaged people (people of color and the disabled) who walk to businesses and bus stops along TV hwy. Not everyone in this area has a car, so walking is a main mode of transportation for some. There aren't continuous sidewalks in this area, so you often see adults and children walking in the street with automobile traffic, which is really dangerous especially for the children. There are also wheelchair bound people who travel in this area and have to use their wheelchairs in the streets because of the lack of sidewalks, which is also dangerous. There are also bike commuters, but a lack of safe bike lanes. This might be a plan for another project, but I noticed that Alexander St is not highlighted, but could really benefit from bike lanes and sidewalks because people use that as another main road to avoid TV hwy.” [online tool comment]

Sponsor: Washington County

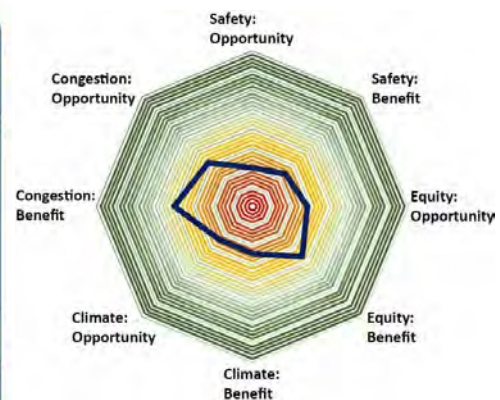
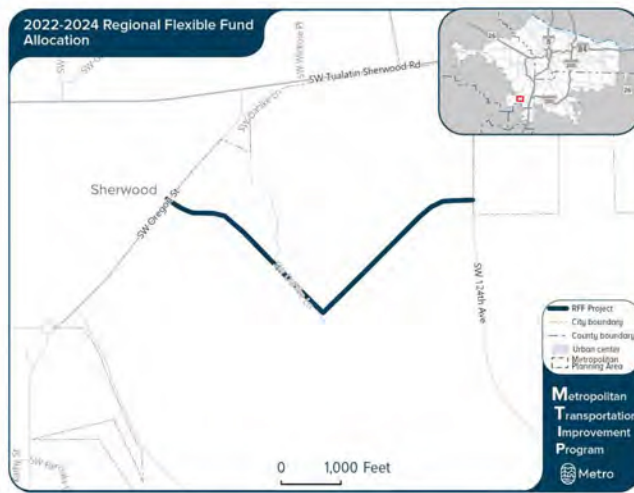
Requested amount: \$5,193,684

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.

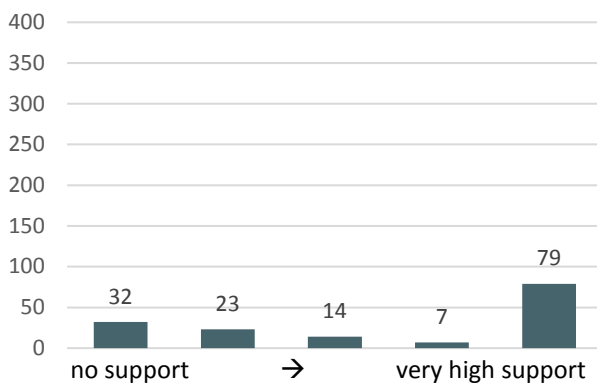
W2: Blake Street design | City of Sherwood | \$785,137
 Blake Street: Oregon Street to 124th Avenue



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

Number of web tool comments: **37**

Web tool support levels:



- Needed for better access in and out of Sherwood.
- Economic development opportunity.

“Since Sherwood is an island in that it is nearly impossible to get out of the City without sitting in traffic, causing pollution, etc., this will help resolve, as best we can at this time, this problem and make 124th more viable to Sherwood.” [online tool comment]

“Important connection that will open up industrial land in the Tonquin Employment Area for development. Critical need for jobs in Sherwood to address jobs/housing balance challenges” [online tool comment]

Concerns or considerations:

- Low scores on the policy priority areas.
- May be more of a priority for local or developer funds.

“Overall, the project's impact evaluation results appear to barely make much of an impact on the four policy priority areas.” [online tool comment]

“With a [Washington County water supply infrastructure] project that has so much regional benefit and touches so many jurisdictions, there are and have been many opportunities to partner and leverage resources to benefit all. Sherwood's request is yet another example.” – David Kraska, Willamette Water Supply

Sponsor: City of Sherwood

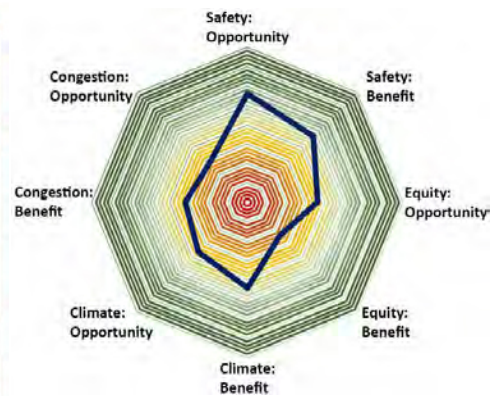
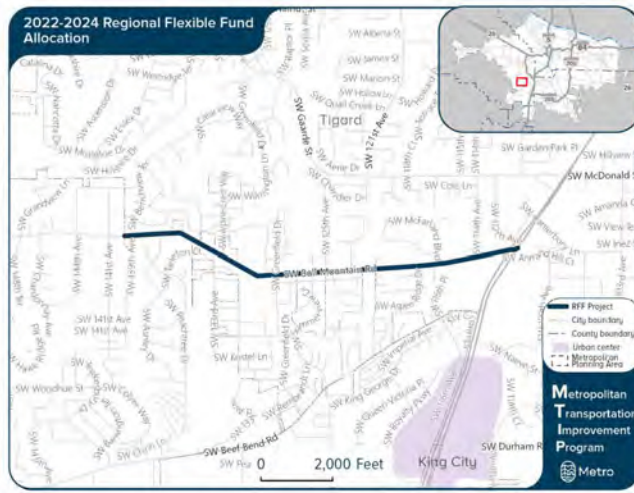
Requested amount: \$785,137

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.

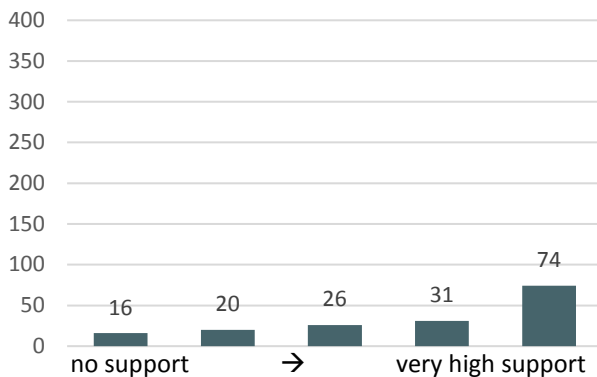
W3: Bull Mountain Road biking and walking | City of Tigard | \$4,486,500
Bull Mountain Road: Benchview Terrace to OR99W



Number of letter, email, voice call, hearing testimony comments in support: **6**

Number of web tool comments: **47**

Web tool support levels:



- Important safety improvement for accessing schools in a high auto-speed area.
- Developing area will need safer biking and walking options.

Concerns or considerations:

- May not have enough opportunity or provide enough benefit in the policy priority areas.
- Beef Bend may be a higher priority area.
- Area may be more affluent and less urgent for investment.

“The new walking and cycling facilities would provide safer and more comfortable non-motorized transportation options for the multi-family and single-family residences abutting Bull Mountain Road while also serving several nearby schools and commercial areas.” – City of Tigard Mayor Jason Snider

“We have a school less than a quarter mile away I cannot safely walk to during times of school are basically rush hour, early morning or late afternoon, because the traffic is so heavy. We have to play frogger across the street. We have to come out, go across the

street, walk two blocks of sidewalk, cross the street again in a blind corner in order to access the school.” – Aaron Reiter, hearing testimony

“It is virtually impossible for children to safely walk to school along this road. There are no crosswalks for access to sidewalks on the other side of the road, and the speed limit is 40 mph. I consider this project to be one of the most important safety projects on your list – I fully support it, and strongly encourage your approval.” – Mark Weggeland, email

“Lack of sidewalks and high rate of auto speeds make it difficult for kids in the area to get to schools safely.” [online tool comment]

“I’m concerned for the safety of pedestrians, children and adults, in this area wanting to access the AR Elementary school and the parks. Presently the traffic roars by on Bull Mountain Rd and there are no safe routes, no cross walks, or crossing signals to walk to parks and school. My grandchildren live and walk in that area and I fear for their safety.” [online tool comment]

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.

“Love this idea!!! I've run on both existing sections of this proposal and the lack of connection means I have to drive to either, but can't do both. This will open up a lot of opportunity for locals and runners/walkers from businesses filling up the area.” [online tool comment]

“Biking and walking along Cornelius Pass can be pretty terrifying, so having another way to cross 26 and connect to rock creek trail would be beneficial.” [online tool comment]

Sponsor: Washington County

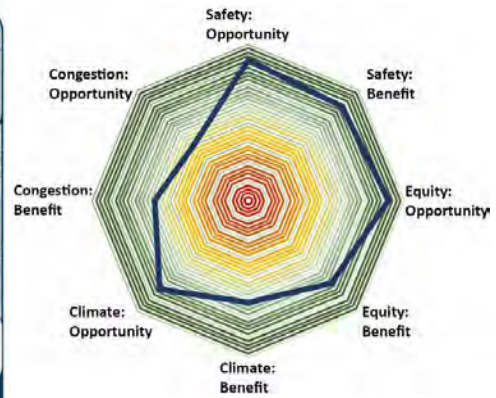
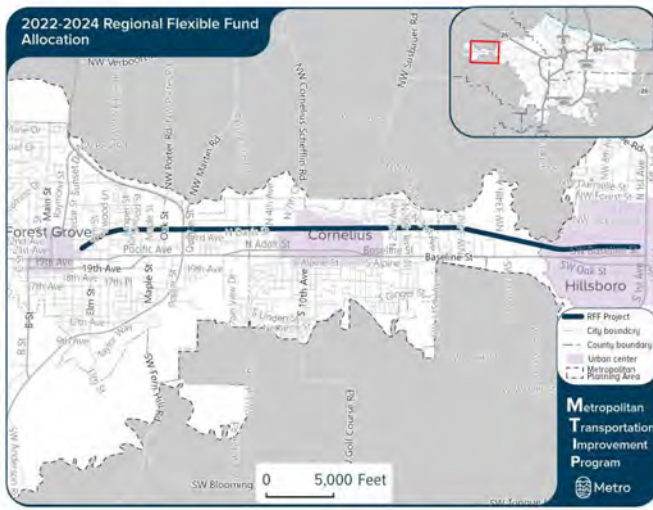
Requested amount: \$628,110

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.

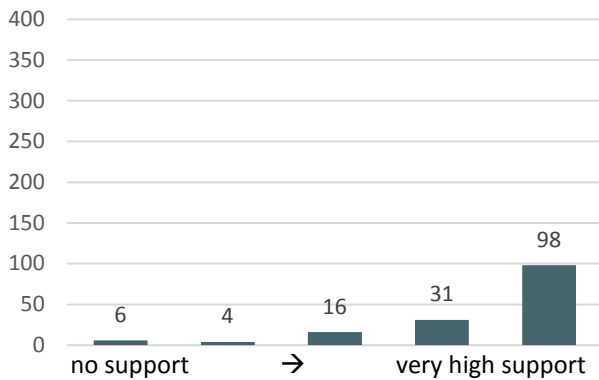
W5: Council Creek Trail biking and walking | City of Forest Grove | \$1,345,950
Council Creek Trail: Forest Grove to Hillsboro



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

Number of web tool comments: **42**

Web tool support levels:



Concerns or considerations:

- May not be the highest priority based on the number of people it would benefit.

- Would improve livability in a high-growth area with a walking and biking connection for Hillsboro, Forest Grove and the MAX Blue Line.
- Would create good recreational access.
- Needed infrastructure to allow options to driving.

“A continuous trail system that links Portland to the coast will be a regional attraction and a national and international draw bringing development and tourist dollars to the area. It will also connect the metro area to the Willamette Valley’s wine region, enhancing an already established industry and the local economies of adjacent communities.” – Mitch Taylor, letter

Listed as number seven of 14 projects prioritized by the Safe Routes Partnership. – Kari Schlosshauer, letter

“Love this project. Access to transit, increase access to underserved populations, increases active transportation in safe manner.” [online tool comment]

“While you have this promoted as a commuter connection, I see it more like a Fanno Creek multi-purpose trail with connection to parks etc. I believe this will be a destination people will come to run/bike on this trail.” [online tool comment]

Sponsor: City of Forest Grove

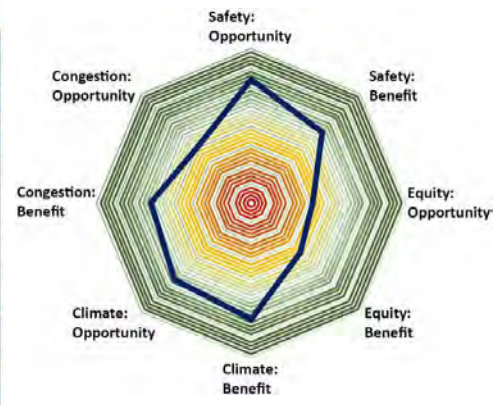
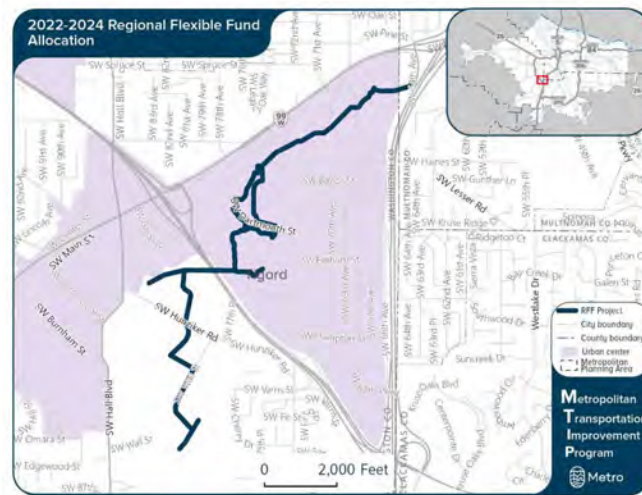
Requested amount: \$1,345,950

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.

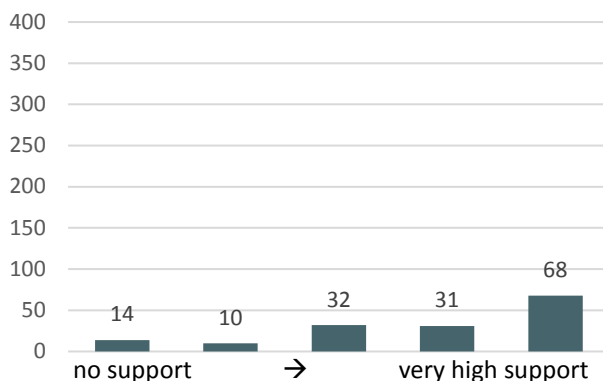
W6: Red Rock Creek Trail biking and walking | City of Tigard | \$314,055
 Red Rock Creek Trail: Fanno Creek Trail to 64th Avenue



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

Number of web tool comments: **36**

Web tool support levels:



Concerns or considerations:

- May be more of a recreational improvement than commute improvement.
- May create conflicts between bicyclists and hikers on trails.

- Would create needed connections in the trail network.
- Would leverage the Southwest Corridor MAX Line.
- New affordable housing projects in Tigard Triangle will improve the equity benefit.

“[T]his project will provide the necessary planning and design development readiness for the trail’s implementation through related planning and development activities underway within the Red Rock Creek watershed, including the Tigard Triangle Equitable Urban Renewal Plan, SW Corridor Light Rail Transit, Red Rock Creek Stormwater Capital Improvement Plan and private development within the Tigard Triangle District and the Hunziker Core industrial area.” – City of Tigard Mayor Jason Snider, letter

“[The Tigard Triangle and downtown district] have urban renewal areas associated with them, and the alignment threads through both of them and connects them in ways that are very important with an area that is very chopped up by railroads and limited access freeways.” – Gary Pagenstecher, City of Tigard, hearing testimony

“I recently experienced the Fanno Creek Trail from all the way to Tigard. It was fantastic except for this section where the upgrade is being proposed. Please do this to make the trail complete!” [online tool comment]

Sponsor: City of Tigard

Requested amount: \$314,055

Total project cost: \$350,000

Purpose: Project development

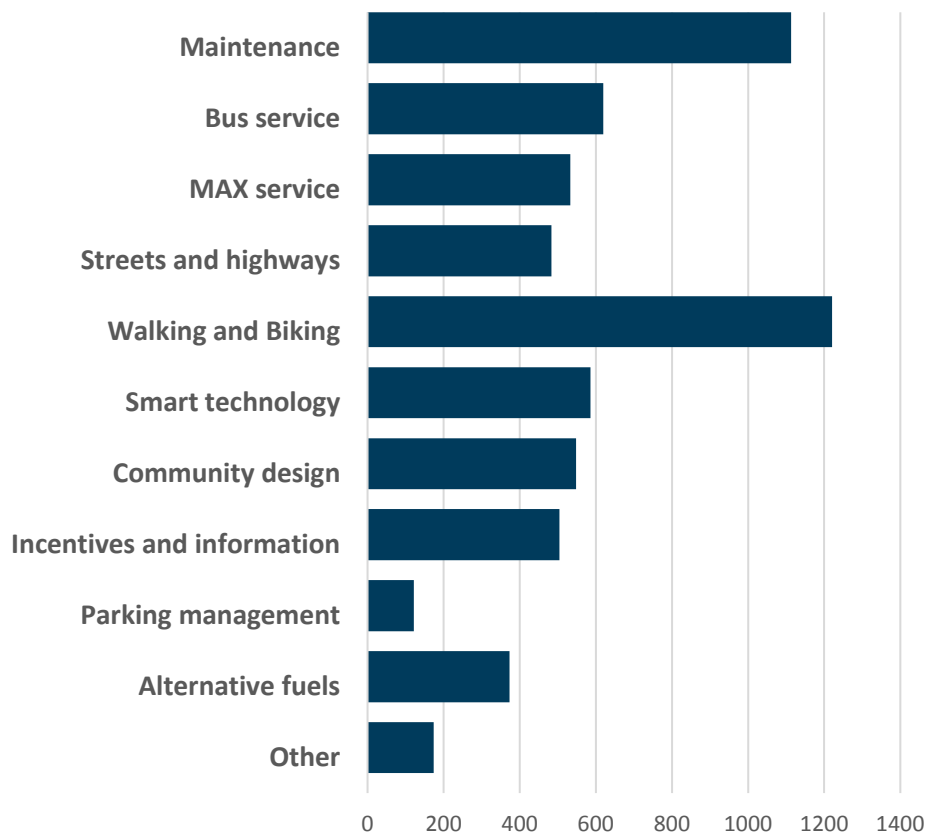
Description: Studies alignment, section, preliminary design and easement requirements for a biking and walking trail through the Tigard Triangle and connecting to downtown Tigard and Hunziker Industrial Core.

Summary of comments, future investment

The comment tool asked a question related to future transportation investment priorities.

Where would you like to see more money spent for in the transportation system in the next 10 years? (pick up to three)

- maintenance (keeping roads, bridges and transit facilities in good condition)
- more frequent and expanded bus service
- more frequent and expanded MAX service
- streets and highways (expanded roads and highways, new roads)
- walking and biking (new sidewalks, crosswalks and bike routes)
- smart technology (synchronized traffic signals, real-time traffic updates, bus priority at intersections)
- community design (better connected new jobs, housing, shops and services)
- incentives and information for using transit, walking and biking as options to driving alone
- parking management (time limits, neighborhood parking permits for residents, meters)
- alternative fuels/vehicles (cleaner fuels, charging stations)



Other investments included:

- free transit
- transit priority improvements
- updated signal lights (specifically, converting from power line-suspended signals)
- security on transit
- increased police patrols and enforcement
- bridge upgrades (citing earthquake risk)
- paving unimproved roads
- tolling/congestion pricing
- marine alternatives for local freight movement
- ferry service
- trolley/streetcar
- commuter rail on existing freight railways
- more roads and wider freeways
- pothole repair
- bike trails
- street trees
- sidewalks
- a third Columbia River bridge
- MAX tunnel through downtown Portland
- a westside bypass
- low-emission freight trucks
- services for seniors and people with disabilities, including TriMet's LIFT service.

Summary of additional comments

The comment tool asked for additional comments about transportation and the tool itself. In addition, some letters and emails addressed topics broader than the proposed projects.

Comments from letters and emails included suggestions of using these funds differently (e.g., repair potholes, new western Columbia River bridge, “stopping SW Corridor train) or in areas that weren’t submitted by cities and counties (Salquist Road in Gresham, Highway 213 and Beaver Creek Road in Oregon City, Southeast Ellis Street in Portland).

The letter from Oregon Walks encouraged funding projects with the best results in equity, safety and climate: “We strongly encourage you to follow through on your evaluation by funding those projects that score highest in their impact on equity, safety, and climate.” (Jed Hafner)

The letter from East Multnomah County Schools likewise prioritization of equity and safety: “While the region’s policy aims are all worthwhile, I encourage you to particularly prioritize equity and safety... As you plan for the near-term future of our region, the safety and livability of our communities for children and families should be at the top of the list.” (Stacy Michaelson)

The letter from Safe Routes Partnership encourages a weighting of equity in future cycles: “We are ever mindful that new or improved transportation opportunities must not negatively impact the health and wellbeing of the most vulnerable people in our communities, but rather seek ways to improve lives and opportunities through transportation... While we recognize the project criteria were equally ranked, in future RFFA cycles, we strongly support a greater weighting of racial equity in ranking projects.” (Kari Schlosshauer)

The comments from the online tool were quite a mix, with many emphasizing the need for better and safer biking, walking and transit options to move away from universal car dependence. Some of these comments emphasized the need for last mile options and safer multimodal options to create a complete system to keep cars and freight moving on the roadways. Others emphasized the need to focus on livability in neighborhoods and even along major roads.

“Thank you for prioritizing moving PEOPLE and not cars.”

“Make this a great place to live, not a great place to drive.”

Several comments emphasized the need to focus on climate change as the highest priority for transportation decision-making.

On the other hand, several emphasized that not everyone can use these options or that people who want to drive will not change, so expanding highways and providing more parking are the only option.

“People who drive will not stop driving just because you add more bike lanes. Stop trying to change people's habits and work on expanding lanes to reduce congestion. Work on fixing the problem.”

A number of comments spoke to a change in public interactions, leading to a feeling of feeling unsafe on transit, biking and walking, and even driving around people biking.

“I don't know what the answer is, but I wish TriMet felt safe and people respected the shared space more; if this isn't fixed, many of the people who are able will continue shifting towards private transportation.”

A number of comments also raised the importance of designing and prioritizing changes in infrastructure from the perspective of living with a mobility disability, both with existing conditions and proposed projects.

“Portland needs to make all of its intersections compliant for people in wheelchairs or with walking aids instead of adding more fancy bike lanes. How can this city have pedestrian safety and Vision Zero when it prevents mobility-challenged people from safely crossing at intersections because there are no curb cuts. It's been 20 years and a huge lawsuit. Fix the basics first.”

Specific major project demands included an east Multnomah County bridge, westside bypass and new I-5 Columbia River bridge. There were also a number of comments focused on major transit investments, both in specific locations as well as regionally. One phone call asked for a fix for a jutting curb on the bike path connecting Multnomah and Clackamas counties along Highway 213.

“As much as I believe that better active transportation facilities (biking and walking) would spur more people to ride their bikes and walk. (I'm excited about the new buffered bike lane on Greely)! I think that we're going to get more people out of their cars by making it cheaper and faster to ride on public transportation than driving. That means more bus service, dedicated bus lanes, and reducing/eliminating costs. Those buses should run on the cleanest fuel that we can power them with, and for those who can't be coaxed out of their cars to take the bus then we need to give them the ability to operate an electric car without making more inconvenient than driving a gas car.”

“Please, please invest in a MAJOR expansion of bus lines and Bus Rapid Transit lines, as well as extending existing MAX lines, e.g. Yellow Line to Hayden Island, Orange Line to Oregon City, Blue Line to Cornelius, etc. Please follow the example of Seattle and Sound

Transit, who have invested *tens of billions of dollars* in *game-changing*, massive new investments in bus, BRT, and light rail expansions. Please think BIG--not small. Thank you.”

It also appears that one participant entered “fix the roads” on each of the proposed project’s “comments, concerns or things to consider” opportunity. Similarly, another participant stated, “Will this include housing for homeless? If not, don't spend the money” for most projects. Yet another stated, “Fix our roads. methane is less of a GHG than CO2. Plant trees is the only way to lower CO2. cctruth.org/ipcc.pdf” for many projects.

WHO PARTICIPATED

Participants were asked to provide demographic information to help Metro know if we are hearing from a representative group of people that reflects our diverse communities and a broad range of experiences in our region. All but the ZIP code question (used in the county tallies) were optional. Groups that are underrepresented in respondent information by 4 percentage points or more are indicated.

	Count	Percent	Regional population
County			
Based on entered ZIP code	2,895		
Clackamas	593	20%	17%
Multnomah	1,919	66%	49%
Washington	359	12%	34%
Other	24	>1%	n/a
Ethnicity			
Respondents were asked to pick all that apply and choose “other” or offer more specificity. ^{11 12 13}			
Respondents (1,945) minus “prefer not to answer” or similar comment expressing dissatisfaction with the inclusion of the question (305) ¹⁴	1,640		
White alone ¹⁵	1,421	87%	73%
Black or African American	32	2%	5%
Native American, American Indian or Alaska Native	36	2%	2%
Asian or Asian American	72	4%	9%
Native Hawaiian or other Pacific Islander	7	>1%	1%
Hispanic or Latino/a/x	75	5%	12%
other (please describe) or offer more specificity	11	>1%	6%

¹¹ Race/ethnicity categories were simplified to allow for correlation with U.S. Census data on race and ethnicity.

¹² Since respondents could choose more than one ethnicity, totals add to more than 100 percent.

¹³ “Other” responses were reviewed to provide consistent tallies in the other categories. For instance, if someone stated “Chicano” in the other/more specificity space, staff verified that tallies would be entered under the “Hispanic or Latino/a/x.”

¹⁴ Seven comments questioning, objecting to or protesting the inclusion of this question were removed from the “other” category, including “human” or the like, and were added as tallies to “prefer not to answer,” as appropriate; this included one respondent who selected every demographic category across the questions in a presumed effort to skew the information. Responses of “American” (two responses) or “Midwestern” (one response) were left as self-identified ethnicities in the “other” tally. Other ethnicities include Arabic (two responses), Mediterranean and Multiethnic (three responses).

¹⁵ Since the ethnicity question is asked to determine if Metro is reaching diverse communities, responses were reviewed to calculate the number of respondents who indicated White and no other ethnicity.

	Count	Percent	Regional population
Income (household)			
Respondents (1,940) minus “don’t know/prefer not to answer” (287)	1,653		
less than \$10,000	19	1%	7%
\$10,000 to \$19,999	33	2%	9%
\$20,000 to \$29,999	51	3%	9%
\$30,000 to \$39,999	81	5%	9%
\$40,000 to \$49,999	103	6%	9%
\$50,000 to \$74,999	271	16%	18%
\$75,000 to \$99,999	278	17%	13%
\$100,000 to \$149,999	471	28%	15%
\$150,000 or more	345	21%	11%
Gender			
Respondents (1,946) minus “prefer not to answer” (189) or similar comment expressing dissatisfaction with the inclusion of the question or the inclusion of non-cisgender male/female options that would be otherwise not be accounted for (5) ^{16 17 18}	1,757		
man	799	45%	49%
woman	922	52%	51%
transgender	7	>1%	not available
non-binary, genderqueer or third gender	35	2%	not available
other identification	10	>1%	not available
Age			
Respondents (1,966) minus “prefer not to answer” (48)	1,918		
younger than 18	2	>1%	23%
18 to 24	25	1%	9%
25 to 34	296	15%	16%
35 to 44	549	29%	15%
45 to 54	434	23%	14%
55 to 64	301	16%	12%
65 to 74	255	13%	6%
75 and older	58	3%	5%

¹⁶ Though no U.S. Census correlation for additional gender categories, these categories were expanded to be inclusive of more gender identifications.

¹⁷ Since respondents could choose more than one ethnicity, totals add to more than 100 percent.

¹⁸ Ten comments questioning, objecting to or protesting the inclusion of this question were removed from the “other” category and were added as tallies to “prefer not to answer,” as appropriate; this included five respondents who selected every category in a presumed effort to skew the information.

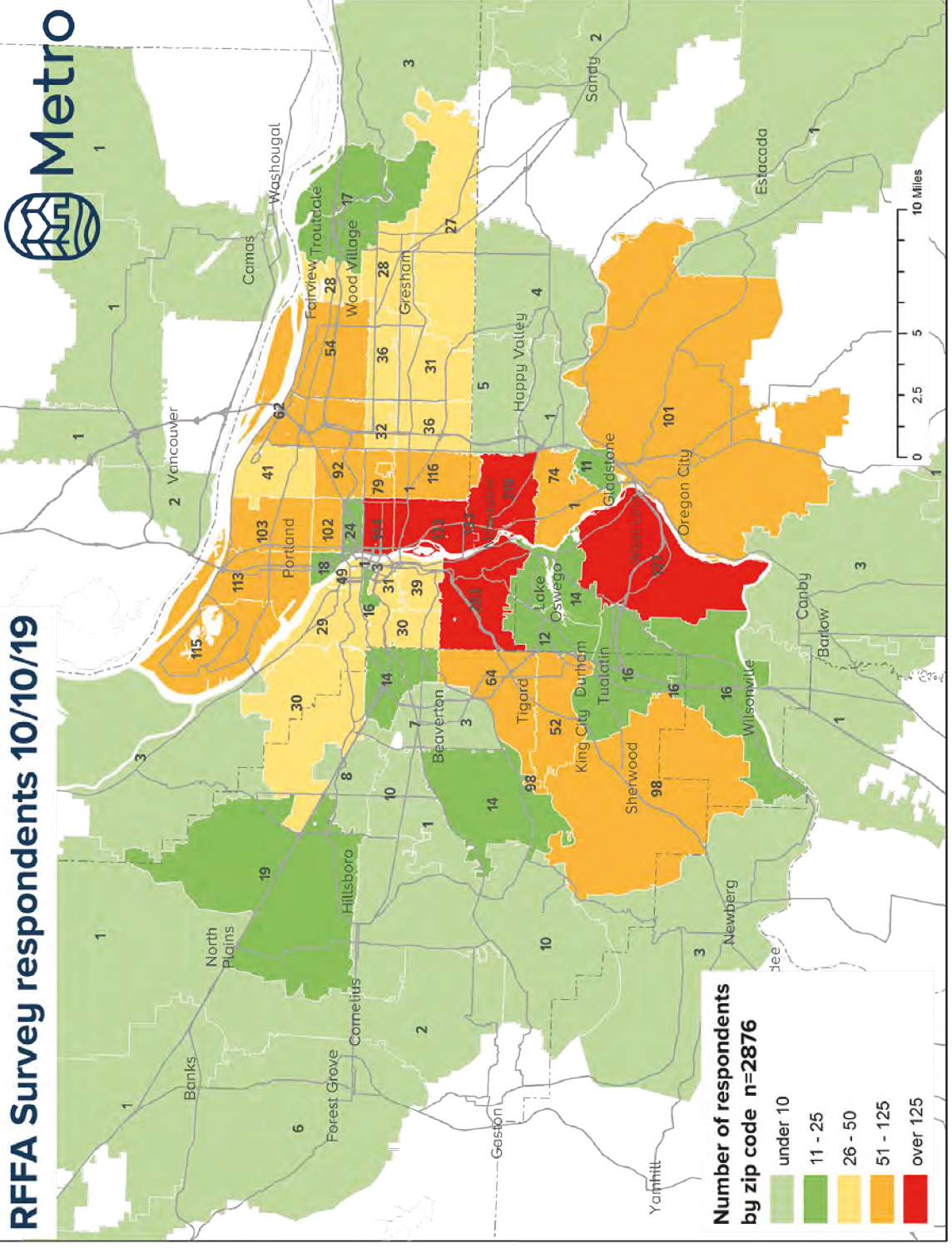
	Count	Percent	Regional population
Disability			
Respondents (1,820) minus “prefer not to answer” or similar comment expressing dissatisfaction with the inclusion of the question (216). ^{19 20 21 22}	1,604		
ambulatory difficulty (serious difficulty walking or climbing stairs)	66	4%	not available
cognitive difficulty (because of a physical, mental or emotional problem, difficulty remembering, concentrating or making decisions)	43	3%	not available
hearing difficulty (deaf or serious difficulty hearing)	49	3%	not available
independent living difficulty (because of a physical, mental or emotional problem, difficulty doing errands alone)	9	1%	not available
self-care difficulty (difficulty bathing or dressing)	4	>1%	not available
vision difficulty (blind or serious difficulty seeing, even when wearing glasses)	9	1%	not available
other	44	3%	not available
no disability	1437	90%	not available

¹⁹ Including one respondent who selected every demographic category across the questions in a presumed effort to skew the information.

²⁰ Since respondents could choose more than one ethnicity, totals add to more than 100 percent.

²¹ “Other” category includes people whose household includes a person with a disability and those with disabilities that do not directly relate to the categories such as arm impairments as well as mental illnesses that they did not see represented in the cognitive difficulty category.

²² Metro has not determined a reliable dataset and methodology to offer regional population comparisons for disabilities.



NEXT STEPS

On Oct. 15, 2019, drafts of the summary of comments above and Appendix C: Summaries and key quotes from emails, letters, testimonies and phone calls were provided to the City of Portland and the three county coordinating committees, as the four sub-regional bodies, for their conversations regarding prioritization recommendations to the Transportation Policy Alternatives Committee, Joint Policy Advisory Committee on Transportation and the Metro Council.

The drafts were also provided to members of the Transportation Policy Alternatives Committee to allow the committee to begin its deliberation, which will include consideration of these public comments, the technical evaluation, risk assessment, and regional and federal policy regarding these funds and sub-regional priorities.

The Transportation Policy Alternatives Committee advises the Joint Policy Advisory Committee on Transportation, which advises the Metro Council. Deliberations will continue through December 2019, with the Joint Policy Advisory Committee on Transportation recommendation on projects to be awarded funding. Metro Council will consider the recommendation and take action on adoption of a final list of projects in early 2020.

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.

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Oct. 16, 2019

IN CONSIDERATION OF RESOLUTION NO. 20-5063, FOR THE PURPOSE OF ALLOCATING \$143.98 MILLION OF REGIONAL FLEXIBLE FUNDING FOR THE YEARS 2022-2024, PENDING ADOPTION OF THE 2021-2024 MTIP

Date: December 10, 2019

Department: Planning & Development

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ISSUE STATEMENT

As the metropolitan planning organization (MPO) for the urban area of the Portland region, Metro distributes different sources of federal transportation funds. Two sources of federal transportation funds, the Surface Transportation Block Grant Program (STBG) and the Congestion Mitigation and Air Quality (CMAQ), are allocated at the discretion of the Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Council. The process of distributing these funds is known as the Regional Flexible Funds Allocation (RFFA). The RFFA is conducted on a three-year funding cycle. The metropolitan region is forecasted to receive \$143.98 million from these sources in the federal fiscal years of 2022-2024. Previous allocations have identified projects and programs to receive funds during the federal fiscal years of 2019-2021.

ACTION REQUESTED

Approve Resolution No. 20-5063, allocating funding to regional investments as recommended by the Joint Policy Advisory Committee on Transportation (JPACT), and detailed in Attachment A.

IDENTIFIED POLICY OUTCOMES

In April 2019, JPACT and Metro Council adopted Resolution 19-4959 which established the policy direction for the 2022-2024 RFFA. In adopting the policy framework for these funds, it was recognized that the region had just concluded an extensive three-year effort that had led to the development of the 2018 Regional Transportation Plan, adopted by JPACT and Metro Council in December 2018 (Ordinance 18-1421). Through that effort, four key regional funding priorities emerged:

- Equity, with a focus on race and income
- Safety
- Climate Smart Strategy implementation
- Managing Congestion

These four priorities were carried forward as the policy outcomes for the 2022-2024 RFFA, recognizing the extensive public outreach effort and agreement among the region's stakeholders that had led to their inclusion in the 2018 RTP.

Part of the project selection process was to conduct a technical analysis on the project proposals to determine their performance with regards to the policy outcomes. This technical analysis measured the projects' potential benefits and outcomes in each of the four policy priority areas, and assigned each a project a numerical score reflective of its merits.

POLICY QUESTION(S)

Should the Metro Council approve the resolution and direct staff to move forward with allocating funding to the selected projects as recommended by JPACT?

POLICY OPTIONS FOR COUNCIL TO CONSIDER

Policy options for Metro Council to consider include:

1. Approve the resolution thereby approving the funding allocations and project funding awards as outlined in Attachment A, and conditions of approval as outlined in Attachment B
2. Remand the resolution back to JPACT with direction on desired changes or conditions

STAFF RECOMMENDATIONS

Staff recommends Metro Council approval of Resolution 20-5063.

The package of projects funded through this resolution were selected by JPACT based on their technical performance in achieving outcomes in the four RFFA policy outcomes. In addition to their technical merit, the package follows RFFA policy direction regarding how these funds should be allocated to invest in projects throughout the region and to use them to leverage other investments.

Non-approval or a remand of the package of projects back to JPACT could result in a delay in adoption of the 2021-2024 Metropolitan Transportation Improvement Program (MTIP), due to be adopted by Metro Council later in 2020. The MTIP is the federally approved list of transportation investments in the region and a delay in its adoption could result in the region being unable to spend federal funding until it is approved by the Federal Department of Transportation.

STRATEGIC CONTEXT & FRAMING COUNCIL DISCUSSION

The 2022-2024 RFFA follows transportation policy direction established in the development of the 2018 RTP. Chapter 6 of the RTP provides detail on the region's investment priorities. Projects selected for RFFA funding are on the 2027 Constrained RTP

project list, which identifies the highest priority projects to be funded in the first 10 years of the plan. The RTP project list focuses on making near-term progress on key regional priorities – equity, safety, climate, and congestion.

How does this advance Metro’s racial equity goals?

Advancing equity is a primary policy objective for the RFFA. Projects selected were evaluated on the degree to which they eliminated transportation-related disparities and barriers, and improved access to community assets within RTP Equity Focus Areas. Equity Focus Areas are defined as communities where the rate of people of color, people in poverty and people with low English proficiency is greater than the regional average and double the density of one or more of these populations.

How does this advance Metro’s climate action goals?

Another of the four primary policy objectives for the 2022-2024 RFFA is to advance the region’s Climate Smart Strategy. Projects selected were evaluated based in part on how they could help the region reduce greenhouse gas emissions. The projects funded through the 2022-2024 RFFA are focused on making bicycling and walking easier and safer, and improving and expanding the region’s transit system.

Known Opposition/Support/Community Feedback

A 30-day public comment period was held between September 6 and October 7, 2019. Over 3,000 individuals shared their thoughts and opinions on the 23 projects under consideration for funding. All of the projects received over 50 percent of their responses to an online survey as indicating support by the respondents.

The notice and invitation to participate were distributed through several channels:

- ads in local newspapers (Clackamas Review, Gresham Outlook, Portland Tribune and Tigard Times)
- email invitation through neighborhood association, community planning organization, community participation organization and community-based organization networks
- email invitation to 1,993 subscribers to the Regional Transportation Plan interested persons list
- email to community leaders who had participated in 2018 Regional Transportation Plan discussions, asking them to distribute the invitation through their networks
- Metro News (oregonmetro.gov/news)
- the Metro Twitter feed @oregonmetro

Metro facilitated the discussion and selection of the projects through two transportation-specific Metro advisory committees – the Transportation Policy Alternatives Committee (TPAC) and JPACT. These committees were forums for discussion, coordination, consultation and decision-making by elected officials and their staffs, representing cities and counties of the region, public agencies and transportation providers, including the Oregon Department of Transportation, Oregon Department of Environmental Quality, the Port of Portland, TriMet and South Metro Regional Transit (SMART). TPAC includes

community representatives as regular members, bringing their perspective to those discussions and making recommendations on decisions.

Legal Antecedents

This resolution allocates transportation funds in accordance with the federal transportation authorizing legislation (currently known as Fixing America's Surface Transportation Act or FAST Act) as implemented through the Code of Federal Regulations Title 23, Part 450, Subparts A and C and relevant rules issued by the USDOT. The allocation process is intended to implement the Regional Flexible Fund 2022-2024 program policies as defined by Metro Resolution No. 19-4959, For The Purpose Of Adopting The 2022-2024 Regional Flexible Funds Allocation Policy Report For The Portland Metropolitan Area, adopted April 4, 2019 and Metro Resolution No. 17-4848 For the Purpose of Approving an Increased Multi-Year Commitment of Regional Flexible Funds for the Years 2019-34, Funding the Division Transit Project, Arterial Bottleneck Projects, Active Transportation Projects, and Enhanced Transit Projects, and Authorizing Execution of an Amendment to the Existing Intergovernmental Agreement with TriMet Regarding the Increased Multi-Year Commitment of Regional Flexible Funds.

Anticipated Effects

Adoption of this resolution would direct staff to program funding in the amounts specified to the identified transportation programs and projects into the upcoming 2021-24 Metropolitan Transportation Improvement Program so they may become eligible to receive those federal transportation funds.

Financial Implications (current year and ongoing)

Adoption of the resolution would commit federal grant funding for Metro Transportation Planning activities. These grants are administered on a cost reimbursement basis, requiring Metro to incur costs associated with the planning activities prior to receiving reimbursement thereby incurring carrying costs. Furthermore, the grants require a minimum match from Metro of 10.27% of total costs incurred. Funding for this allocation of grants will occur in Federal Fiscal Years 2022, 2023, and 2024. Federal Fiscal Year 2022 grant funds would typically be utilized by Metro in Metro Fiscal Year 2022-23. Federal Fiscal Year 2023 grant funds would typically be utilized by Metro in Metro Fiscal Year 2023-24. Federal Fiscal Year 2024 grant funds would typically be utilized by Metro in Metro Fiscal Year 2024-25. The Planning and Development Department is able to request advancing the allocation of these funds to an earlier year, however, if there is funding program capacity and budget for local match available.

The proposed allocation would require Metro match of \$236,135 in Metro fiscal year 2022-23, \$243,220 in Metro fiscal year 2023-24 and \$250,516 in Metro fiscal year 2024-25 for transportation planning activities. Additionally, match would be required for the portion of the Regional Travel Options (RTO) program funding utilized for Metro-led expenditures. Approximately 30% of the RTO program funding is currently utilized for this purpose.

BACKGROUND

The RFFA represents the region's direct implementation of the funding priorities defined in the RTP. As the only transportation funding under the purview of JPACT and Metro Council (in their MPO oversight role), these funds have historically been used to invest in elements of the transportation system that advance key policy objectives.

Every three years, the region undergoes a process to affirm the policy direction and select investments to be funded with the Regional Flexible Funds. In April 2019, Metro Council adopted the 2022-2024 RFFA, which created the policy direction for investment of \$143.98 million in federal transportation funds allocated to the region.

Since the 2012-2013 RFFA cycle, the region has followed a two-step approach to allocating these funds. This framework was adopted to ensure the region is investing in the system in accordance with RTP direction and the RFFA objectives. Step 1 provides funding for regional commitments to transit capital and project development bond payments, and continues investments in MPO, system, and corridor planning activities, as well as region-wide programs.

After meeting Step 1 commitments, the remainder of the funding comprises Step 2. This portion of funding is targeted to capital projects that support the region's four RTP investment priorities as detailed above. Step 2 focuses funding on two project categories: Active Transportation and Complete Streets (AT), and Regional Freight and Economic Development Initiatives (Freight). For the past three RFFA cycles, JPACT and Metro Council have adopted project category funding targets of 75 percent to AT projects, and 25 percent to Freight projects.

Historically, the total amount of funding available for Freight projects has been small (\$11.27 million was the Freight target in the current cycle). As such, it has not attracted a large number of proposals, reflecting the low amount of funding available relative to the cost of many Freight projects.

These targets remained in place for the 2022-2024 RFFA process. But through policy discussions with TPAC, JPACT and Metro Council, it was recognized that projects often had benefits in both categories. To address this, applicants were given the ability to request their project be considered in both categories. In order to accommodate this request, staff developed a single application form designed to capture project information that would enable proposals to be compared with each other in both categories.

This resulted in technical ratings that measured how well projects achieved the four policy priorities (Equity, Safety, Climate and Congestion), regardless of in which category(ies) the project had been submitted.

In the Step 2 Call for Projects, a total of 23 project proposals were submitted by the region's eligible agencies. Of these 23 proposals, only three were submitted for consideration in the Freight category. The average technical rating for AT projects was 14.4; the average for the

Freight projects was 9.3 (maximum score possible was 24). Multnomah County submitted two proposals (average score was 10), requesting they be considered in both AT and Freight categories.

Staff presented TPAC with two options for developing a recommendation to JPACT. TPAC indicated their preference for the option which moved certain projects from the AT category into the Freight category. Staff identified five AT projects that are on or adjacent to routes on the Regional Freight Network. Improvements to these roads result in safer conditions for active transportation users and provide benefits to freight mobility and economic development. As such, they could be considered for funding through either category. The TPAC recommendation includes these five projects being considered in the Freight category.

The final JPACT approved package of projects reflects a compromise between multiple sources of input to be considered. The funding package is a balance between policy technical ratings, coordinating committee priorities, assessment of risks to project delivery, public input and other RFFA process policy objectives.

The overall performance of these investments aligns with the regional performance-based and congestion management process, detailed in Appendix L of the 2018 RTP. The Step 1 programs and Step 2 projects selected for funding advance the region's system performance goals and objectives by making communities more walkable, improving access to jobs, improving people's travel choices, reducing greenhouse gas emissions, and making the system safer, more reliable and efficient. Many of the projects funded are either on or adjacent to roads on the regional congestion management network. The 2022-2024 RFFA makes system improvements through dedicating funding to demand and system management strategies, and supporting efficient land use decisions through investments in walking, bicycling, and transit. These modes are prioritized for funding to complement modest expansions of motor-vehicle capacity to meet the access and mobility needs of people and goods in the region.

ATTACHMENTS

- Exhibit A: 2022-2024 RFFA list of investments
- Exhibit B: 2022-2024 RFFA Conditions of Approval
- Exhibit C: 2022-2024 RFFA Public Comment Report